

E-BIKE ACCIDENT 1.pdf

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Position: FAV



E-BIKE ACCIDENT 2.pdf

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E-BIKE ACCIDENT 5.pdf

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Senator Salling SB14 Written Testimony.pdf

Uploaded by: Jarrett Hartsock

Position: FAV

JOHNNY RAY SALLING
Legislative District 6
Baltimore County

Budget and Taxation Committee

Public Safety, Transportation,
and Environment Subcommittee



James Senate Office Building
11 Bladen Street, Room 321
Annapolis, Maryland 21401
410-841-3587 • 301-858-3587
800-492-7122 Ext. 3587
JohnnyRay.Salling@senate.state.md.us

THE SENATE OF MARYLAND

ANNAPOLIS, MARYLAND 21401

Judicial Proceedings Committee
Chair Will Smith
Vice Chair Jeff Waldstreicher
2 East Miller Senate Office Building
Annapolis, Maryland 21401

Senate Bill 14 will require a license and insurance for electric bikes in the state of Maryland. These requirements will ensure that electric bikes are treated more similarly to other motorized vehicles already on the road. We have submitted an amendment to remove the registration requirement from the bill.

Requiring electric bicycles to be licensed and insured will allow the Maryland Motor Vehicle Administration to maintain a record of electric bicycle ownership in the event of theft or accidents. Having a record of these vehicles will make it easier for the state and law enforcement to identify owners of electric bikes.

We have seen a significant increase in incidents involving electric bikes nationwide. This bill aims to curb this trend by requiring insurance coverage. This will encourage safety and accountability as electric bikes become more prominent on our roads.

Unfortunately, I was recently involved in an accident with an electric bike. Due to current law, which does not require insurance to operate electric bikes, the burden was on me to cover the \$9,000 in damage that was done to my car. As you can see from the photos of my accident, electric bikes are capable of doing extensive damage to automobiles.

This bill is not meant to discourage people from using their preferred method of transportation, but rather to make our roads safer for everyone by increasing responsibility and accountability. I want to ensure that what happened to me, does not happen to you or a member of your family. It is important that everyone using our roads, including electric bike riders, automobile drivers, and pedestrians, are protected.

I urge my colleagues for your support and a favorable committee report. Thank you.

Sincerely,
Senator Johnny Ray Salling

A handwritten signature in black ink, appearing to read "Johnny Ray Salling".

SB14 LOO E-Bike Registration and Insurance.pdf

Uploaded by: Jed Weeks

Position: UNF



January 20, 2025

Senate Judicial Proceedings Committee
Miller Senate Office Building, 2 East Wing
11 Bladen Street
Annapolis, MD 21401 - 1991

OPPOSE: SB14 E-Bike Registration and Insurance

Bikemore, Baltimore City's livable streets advocacy organization representing more than 8,000 advocates and the 30% of Baltimoreans who lack access to a car, is writing in opposition to SB14.

Baltimore City has one of the largest growths of bicycling in North American metro areas, recently launched a widely successful e-bike voucher program, and operates a large shared mobility program that provided more than 1.6 million rental rides via e-bikes and e-scooters last year, replacing thousands of miles of vehicle trips. Baltimore City also has one of the largest populations of car-free residents in the United States. Thousands of Baltimoreans rely on e-bikes to make connections to our transit system or to ride directly to and from work, daycare, and other needs.

Despite these statistics, experience from city agencies and elected officials on implementing positive bicycling legislation, and our local knowledge as advocates, no Baltimore City experts were consulted prior to introduction of this legislation.

If any had been consulted, legislation like this would not have been introduced. It is unnecessary, disincentivizes ridership, has untold effects on shared mobility operations, advances inequity, and achieves nothing. It seeks to solve a problem that doesn't exist.

If the sponsor is concerned about safety, we would encourage a focus on building all-ages bicycle infrastructure to separate bicycle riders away from automobiles, as drivers of the latter are responsible for over 550 fatalities and thousands of injuries in Maryland this past year, including responsibility for the city's only e-mobility fatalities.

We urge the Senate Judicial Proceedings Committee to oppose SB14, and are available to meet with any legislators interested in learning more about Baltimore City's successful active mobility programs and how legislation could be designed to enhance access to opportunity instead of destroying it.

Sincerely,

Jed Weeks

Executive Director

BikeAAA-OPPOSEB14EbikeReg&Insurance20250120.pdf

Uploaded by: Jon Korin

Position: UNF



Oppose SB14 Ebike Registration

Bicycle Advocates for Annapolis & Anne Arundel County
P.O. Box 208, Arnold, MD 21012 www.bikeaaa.org 443-685-4103

Senate Judicial Proceedings Committee
Annapolis, MD 21401-1991

January 20, 2025

RE: OPPOSE SB14 Ebike Registration & Insurance

Dear Chair and Members of the Committee,

I am a resident of District 30, president of Bicycle Advocates for Annapolis and Anne Arundel County ("BikeAAA"), Chair of the Anne Arundel County Bicycle Advisory Commission, Member of the 2017 Maryland Bicycle Safety Task Force and avid Maryland cyclist for over 20 years. On behalf of BikeAAA and it's more than 1,000 members, we oppose SB14.

This bill places an unnecessary and unreasonable burden on users of ebikes. Vehicles require registration and insurance mainly because of their danger to people and property and their wear on our roadways. Ebikes do neither. Here are 8 reasons to OPPOSE this bill:

1. **Unnecessary Cost** Adds unnecessary expense and regulation for people who rely on ebikes for transportation.
2. **Distorts Risk** People driving automobiles caused over 550 fatalities and thousands of injuries in Maryland in 2024. Vehicles and driving are regulated and insured because of the risk they pose to people and property. Bikes and ebikes do not pose that risk.
3. **Disincentive** Provides a disincentive to choose biking at a time when we should be incentivizing biking. Ebikes provide more people with greater range and therefore are becoming more attractive for those who have a choice to drive or bike.
4. **Inhibits Safety** If our focus is truly on safety, then we should emphasize proven safety measures like education, infrastructure improvements, enforcement and vehicle safety technology. The more people we have biking and walking instead of driving, the safer our roads become.
5. **Inequitable** If adopted, these regulations and additional fees would make e-bikes less affordable, disproportionately affecting low-income, immigrant communities and communities of color, who rely on them for transportation. These laws could exacerbate existing transportation and enforcement inequities and push people away from choosing sustainable modes of travel. Obtaining insurance and annual registration would pose a significant financial and logistical barrier.
6. **Limits Accessibility & Bikeshare** It would limit access to e-bikes for people such as seniors, young people, families without cars and people with disabilities who rely on them as mobility devices. It would also impact micromobility-sharing operations in municipalities across the state, such as Baltimore where this could remove a system that provides 1.7 million trips per year for residents and visitors.
7. **Bad for our environment.** This law would threaten Maryland's progress towards net zero emissions by making electric bicycles and other electric mobility devices less accessible. In a time when many other

BikeAAA is an all-volunteer 501(c)(3) promoting safe cycling for transportation & recreation

states have incentivized e-bikes with rebate programs to help combat climate change, it's sad to see us take steps backward.

8. **Model State for Mobility** Maryland has been gaining recognition for improving and promoting safe biking, recently ranked 9th bike-friendliest state by the League of American Bicyclists. Maryland has already adopted model e-bike regulations in line with 36 states. Other states have had bills like this rejected and we are only aware of Alaska as having implemented something like this.

Please OPPOSE SB14. Let's continue Maryland's progress to promote safe, accessible and affordability mobility choices for people of all ages, abilities and means.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jon Korin', with a stylized, cursive script.

Jon Korin

President, Bicycle Advocates for Annapolis & Anne Arundel County

SB 14 LOO Bike Maryland .pdf

Uploaded by: Joshua Feldmark

Position: UNF



Bill: SB 14 – Electric Bicycles - Certificate of Title, Registration, and Insurance

Position: OPPOSE

Dear Chair, Vice-Chair, and Members of the Committee,

On behalf of Bike Maryland, an organization representing thousands of cyclists across the state, we write to express our strong opposition to SB 14, which proposes mandatory certificate of title, registration, and insurance for electric bicycles as vehicles.

This legislation raises significant concerns regarding its practicality, enforceability, and the negative impact it would have on cycling as a safe, accessible, and environmentally friendly mode of transportation. Requiring electric bicycles to be registered and insured as vehicles creates unnecessary financial and bureaucratic barriers, discouraging cycling at a time when Maryland is striving to reduce traffic congestion, lower carbon emissions, and promote active transportation.

Electric bicycles are fundamentally different from motor vehicles in terms of infrastructure needs, environmental impact, and usage patterns and risk to other road users. Imposing a vehicle registration requirement treats electric bicycles as equivalent to motor vehicles and disregards these key differences, especially the deaths of more than 500 people annually in Maryland by car drivers. Registry requirements have been attempted in other jurisdictions and have consistently proven ineffective, costly to administer, and counterproductive to increasing cycling participation.

Additionally, this bill risks creating disproportionate barriers for low-income individuals and communities that rely on electric bicycles as an affordable and essential mode of transportation.

We urge the committee to oppose this legislation. Should you have any questions, please feel free to contact me at chair@bikemd.org.

Sincerely,

Peter Gray
Bike Maryland
Chair, Board of Directors

We the undersigned represent multiple community-based organizations advocating for safe biking, walking and active transportation, submit this testimony on behalf of tens of thousands of members across the State of Maryland

Baltimore Bicycling Club, Nigel Samaroo, Advocacy Committee Chair
BaltPOP - Baltimoreans for People-Oriented Places, Michael Scepaniak, Co-president
Bicycle Advocates For Annapolis and Anne Arundel County, Jon Korin, President
Bikemore, Baltimore Bike Advocacy Organization, Jed Weeks, Executive Director
Bike HoCo, Jack Guarneri, President
Frederick Bicycle Coalition, Tom Rinker, President
Washington Area Bicyclist Association, Elizabeth Kiker, Executive Director

MGA 2025 Testimony Bill SB0014 (Electric Bicycles

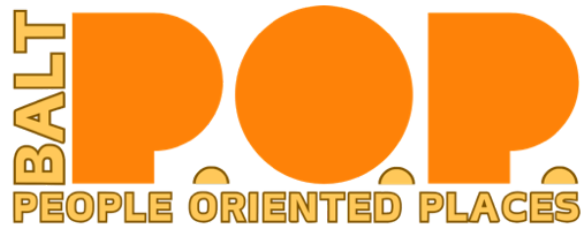
Uploaded by: Michael Scepaniak

Position: UNF

Bill: SB0014

Bill Title: Vehicle Laws - Electric Bicycles -
Certificate of Title, Registration, and Insurance

Position: **Unfavorable**



Members of the Senate Judicial Proceedings Committee,

As a group that advocates for transportation options which contribute to the liveability, productivity, and overall appeal of our communities comprising the Baltimore region, we oppose SB0014. We don't understand what problem this bill is trying to solve or what issue it is attempting to head-off.

It would appear that the bill is attempting to equate electric bicycles with automobiles, motorcycles, and mopeds. But, electric bicycles share very little in common with these existing options, especially automobiles. Consider the differences:

- Whereas automobiles (and to a lesser degree motorcycles) put significant wear and tear on roadways, electric bicycles do not.
- Whereas automobiles are most often built for four or more passengers, yet are used to transport only a single occupant most of the time, electric bicycles offer a 10x greater roadway throughput and can reduce roadway congestion.
- Whereas the starting price for an automobile is such that owning one can be out of reach for many lower-income residents, the price points of electric bicycles are much more affordable.
- Whereas automobiles pose a tremendous risk (in terms of death and serious injury) to any pedestrian they strike, the risk profile of electric bicycles to pedestrians is obviously less. Furthermore, a person driving an automobile is put at very little personal risk of injury in any such crash, whereas the same cannot be said of a person riding an electric bicycle. As such, a person riding an electric bicycle has ample reason to travel in the presence of pedestrians with ample caution.
- Whereas an automobile requires that we waste valuable land on unproductive parking lots and/or expensive parking garages (which contribute to housing unaffordability), electric bicycles require a small fraction of that storage space.
- Whereas automobiles (and to a lesser degree motorcycles) are a sedentary form of transportation, electric bicycles are an active form of transportation which contributes to improved physical health.
- Whereas the carbon emission profile of automobiles is slowly improving from a deeply negative starting point, the carbon emission profile of electric bicycles puts them central to the clean transportation transition - today.

To further press any concerns regarding safety, most electric bicycles cease to provide motorized assistance when the bicycle reaches a speed of 20 miles per hour. This threshold speed of **20 mph is 20% less than the 25 mph speed limit** that is the most common lower bound speed limit you'll typically see in Maryland. Furthermore, this 20 mph threshold does not apply to automobiles, motorcycles, and mopeds. As such, electric bicycles should not be equated with them.

In short, the collective benefits Maryland stands to yield from greater adoption of electric bicycles is large, whereas the relative risk profile is very low. As such, we don't understand this bill's effort - which would seek to make their adoption unnecessarily difficult and cumbersome.

We hope the committee finds these points helpful and convincing and we urge its members to **vote against SB0014**. Thank you for your efforts and the opportunity for us to testify on this legislation.

[BaltPOP - Baltimoreans for People-Oriented Places](#)

SB14 Testimony_ Vehicle Laws - Electric Bicycles -

Uploaded by: Miller Nuttle

Position: UNF

20 January 2025

Senator Salling
11 Bladen St #416
Annapolis, MD 21401

RE: State Bill 14 - Electric Bicycles - Certification of Title, Registration, and Insurance

Dear Senator Salling,

My name is Miller Nuttle, and I'm a Policy Director at Lyft Urban Solutions. We operate the public bikeshare program, Capital Bikeshare, that serves Metro Washington, D.C., including Montgomery County and Prince George's County in Maryland. In 2024, Capital Bikeshare delivered more than 6 million rides, of which over 55% were taken on pedal-assist ebikes.

Ebike ridership has accelerated bikeshare adoption in cities around the world in recent years and Capital Bikeshare is no exception. From 2023 to 2024, ebike ridership grew over 142% in Capital Bikeshare. The previous year saw a 169% growth in ebike rides. This triple digit year over year growth in ridership is the highest growth rate of any bikeshare system in the United States.

I'm here today to register our opposition to SB14, which would impose registration, licensure, and insurance requirements on ebikes in Maryland. Given the incredible success and growth of ebikes in the Capital Bikeshare program, this bill would have a profound impact in curtailing ebike ridership momentum.

Lyft prioritizes safety in every aspect of our ebike design and operation. We adhere to rigorous testing protocols that exceed current industry standards, focusing on structural integrity and electronic reliability. Our ebikes are equipped with advanced safety features, including LED lighting for visibility and smart technology that monitors all aspects of the battery and bike's health in real-time.

The registration requirements in this bill present a massive logistical burden to our operations. It's not clear whether ebikes would be required to display some proof of registration, but assuming they do, we would have to create a duplicative licensing system (our bikes already have unique IDs on them). That means having reserves of every potential license number, and then matching a specific number to the underlying existing bike ID - an operational lift that will distract our operations team from delivering the best service they can. Moreover, Capital Bikeshare bikes cycle into and out of all 8 Member Jurisdictions in the program, so the bill also presents interstate commerce challenges that would have to be negotiated with Washington, DC and other jurisdictions.

It's impossible to quantify exactly what the insurance policy required by this bill would cost, but estimates for similar policies anticipate as much as tripling the insurance costs for each ebike ride taken. These costs would either have to be borne by the county owners of the program in Montgomery County and Prince George's County, or passed through to customers. That means that residents in those counties would be



Lyft Bikes and Scooters, LLC
185 Berry St. Suite 400
San Francisco, CA 94107

paying drastically more to access the program than their neighbors in Washington, D.C. or Virginia. This would be particularly damaging for members of our income-eligible Reduced Fare Bikeshare program. Income-eligible members use ebikes at a disproportionately high rate, nearly 95% of trips, and often rely on ebikes as an affordable alternative to owning a car.

Bikeshare is an integral part of Montgomery and Prince George's Counties' efforts to improve street safety and encourage more sustainable transportation. Please do not pass a bill that would hamper our municipal partners' ability to continue service in these counties, and undermine the proven safety in numbers effect for everyone who shares our streets.

Sincerely,

A handwritten signature in black ink that reads "Miller Nuttle".

Miller Nuttle

Director, Transit and Micromobility Policy, Lyft

2025-SB 14-E-Bike Titling and Registration-Senate-

Uploaded by: Seth Grimes

Position: UNF



Vehicle Laws - Electric Bicycles - Certificate of Title, Registration, and Insurance
Senate Judicial Proceedings Committee
Washington Area Bicyclist Association – UNFAVORABLE

January 22, 2025

Chair Smith and Committee Members,

The Washington Area Bicyclist Association (WABA) opposes SB 14, which would impose a titling and registration requirement on e-bike owners and alter insurance rules.

According to a 2023 Environmental Law & Policy Center paper, "Electric bikes create no carbon emissions or air pollution while riding. But even considering the impacts of manufacturing, electric charging, and food for the rider, an e-bike is responsible for 93% less climate impact than a fossil-fueled passenger vehicle per mile." Simply put, e-bikes are the greenest – the most energy efficient – form of transportation, and they're growing in popularity as a car replacement for short- and medium-distance trips. We should be encouraging e-bike adoption and should not be creating impediments, as SB 14 would!

SB 14 would impose an administrative burden and a financial cost on e-bike purchasers and owners. Those significant costs would extend to bike-share operators and the local governments, including in Montgomery and Prince George's County, who underwrite system costs. And net of administrative and enforcement costs – I'm picturing police officers being directed to pull over e-bike riders for not displaying a registration decal – SB 14 will generate negligible revenue.

There is no positive safety argument that would justify passing SB 14. Few citations are written for e-bikes traffic violations, simply because few infractions – despite anecdotes – significantly threaten the safety of anyone on the road. Officers' attention is better directed toward actual safety threats.

Finally, Maryland local jurisdictions already have voluntary, free bicycle registration programs. They include, for instance, Montgomery County, Baltimore County, the Baltimore City Sheriff's Office, the Frederick Police Department, and the City of Annapolis. These programs are vital for theft recovery.

We don't know the sponsor's intent or goals in introducing SB 14, but we do know that the bill would have negative transportation, environmental, financial, and safety impacts, and the registration requirement is significantly redundant. WABA therefore urges an unfavorable reading for SB 14.

SB0014 – LOI - Vehicle Laws - Electric Bicycles -

Uploaded by: Patricia Westervelt

Position: INFO

January 22, 2025

The Honorable William C. Smith, Jr.
Chair, Senate Judicial Proceedings
2 East, Miller Senate Office Building
Annapolis, MD 21401

RE: Letter of Information – Senate Bill 14 – Vehicle Laws - Electric Bicycles - Certificate of Title, Registration, and Insurance

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on Senate Bill 14 but offers the following information for the Committee's consideration.

SB 14 would require the Motor Vehicle Administration (MVA) to title and register electric bicycles (e-bikes) as well as mandate insurance policies. It further requires biennial registration renewals with fees collected by the MVA.

Alternatives to automobiles such as e-bikes offer a less expensive, climate-friendly option for transportation, and they are prioritized in MDOT's long-range plans and annual investment programs. E-bikes have become increasingly popular and present an opportunity to meet MDOT's mode share and climate goals. E-bikes, particularly Class 3 e-bikes¹, are able to travel at speeds exceeding other human powered options like biking and walking; as such, MDOT appreciates the sponsor's interests in introducing this legislation.

The MVA has met with the bill sponsor and understands this bill is meant to protect drivers and pedestrians that may be involved in crashes with drivers of e-bikes by requiring the titling, registering, and insuring of the vehicles. Many e-bikes are sold online from an out-of-state manufacturer or at large retail box stores, which limits the ability to assist customers in understanding titling and registration requirements and corresponding fees in the purchaser's home state (in this case, Maryland). Further, e-bikes lack a clear and uniform serial number similar to a vehicle identification number (VIN) that would allow the MVA to issue a title for the e-bike.

¹ Under Maryland law, e-bikes are organized into three classes – Class 1, Class 2, and Class 3. Class 1 and Class 2 e-bikes are those vehicles that provide assistance up to 20 miles per hour, with the difference being whether a driver must pedal the e-bike in order to receive the assistance of the electric motor. A Class 3 e-bike provides assistance up to 28 miles per hour. In Maryland, Class 3 e-bikes require safety and monitoring equipment for injury prevention and speed management, and users must be at least 16 years old.

The Honorable William C. Smith, Jr.
Page Two

To accomplish the goals of SB 14, the MVA would need to design and manufacture a decal or sticker for each e-bike and promulgate the manner by which that decal or sticker is displayed on the vehicle as its unique registration number to be renewed every two years. The MVA has consistently maintained that vehicles should not be registered if they do not meet established vehicle safety standards. Further, the MVA must create a new classification in its internal programming for this type of vehicle as it does not currently possess one. Finally, in its current language, the titling and registration must be done via an electronic registration and titling (ERT) service only, requiring the customer to utilize a private tag and title service, rather than any MVA service, whether online, in-person, or by mail. This adds external fees to the process and cost to the purchase and use of an e-bike.

Given the differences among classes of e-bikes, the MVA would recommend that any titling and registration requirements be focused on Class 3 e-bikes, which in their operation and speed most resemble other vehicles requiring registration. In addition, alternative strategies based on the Safe System Approach² such as data collection and analysis, speed management, maintenance, and redesigning the transportation network where appropriate and feasible, could offer many of the benefits sought by the sponsor in this bill while making our roads safer and more accessible for all road users.

The Maryland Department of Transportation respectfully requests that the Committee consider this information when deliberating Senate Bill 14.

Respectfully submitted,

Christine E. Nizer
Administrator
Maryland Motor Vehicle Administration
410-787-7830

Matthew Mickler
Director of Government Affairs
Maryland Department of Transportation
410-865-1090

² <https://www.transportation.gov/safe-system-approach>.