



THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

HB 1567: Vehicle Laws – Bicycles, Motor Scooters, and EPAMDs – Overtaking and Passing (Pass Pedestrians Safely Act) Support

House Environment and Transportation Committee  
March 12, 2026

Testimony of Delegate Odom

Thank you, Chair Korman, Vice Chair Guyton, and members of the Environment and Transportation Committee,

Thank you for the opportunity to provide testimony in support of HB 1567, the **Pass Pedestrians Safely Act**.

As Maryland continues to expand multimodal transportation options, it is increasingly important that our laws clearly define safe behavior for all users of shared roads, trails, and more. HB 1567 prioritizes pedestrian safety by requiring riders of bicycles, motor scooters, and electric personal assistive mobility devices (EPAMDs) to maintain, when practicable, a clear 3-foot safe passing distance when overtaking pedestrians or vehicles. Clear expectations like this help prevent collisions and encourage safer interactions between pedestrians and riders on sidewalks, trails, shared-use paths, and other scenarios where applicable. As e-bikes are classified as bicycles under Maryland law, regulations under this bill do apply to riders of e-bikes.

Under current state law, micromobility users are not required to provide an audible warning when passing pedestrians. HB 1567 fills this gap, where riders will be required to provide any audible signal, whether the signal is by voice, bell, or another audible device. This step ensures that pedestrians are aware of approaching riders and have the opportunity to react appropriately. Many responsible riders already practice this courtesy, and this bill helps standardize that behavior statewide.

Importantly, the legislation also clarifies equipment standards for EPAMDs, allowing them to be equipped with bells, horns, or other audible signaling devices while prohibiting sirens or whistles. This ensures that riders have the tools necessary to safely alert pedestrians.

The bill further strikes an appropriate balance in enforcement by establishing violations as a secondary offense with a modest \$25 civil penalty, reinforcing safety expectations while avoiding overly punitive enforcement. To clarify, police may not pull a rider over for any violation pertaining to this bill. A fine would only apply after a rider has already been pulled over legally. The bill is simple: It highlights that pedestrian protection matters.

Together, these provisions aim to promote predictable, courteous behavior on shared transportation infrastructure, reduce the risk of pedestrian injuries, and help align Maryland's laws with the realities of modern micromobility.

For these reasons, I respectfully urge the Committee to give **HB 1567 a favorable report.**