



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

Senate Judicial Proceedings Committee
April 1, 2026

Testimony of Delegate Odom

Thank you, Chair Smith and Vice Chair Waldstreicher, 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 issue an audible warning before passing pedestrians in shared spaces for bikes and foot traffic.

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 can 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.

By adopting these measures, Maryland would be catching up to States such as Michigan, Massachusetts, Minnesota, Virginia, and Colorado which have already implemented the audible requirement. Right now, Maryland is trailing behind these states.

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