

SB155

Uploaded by: Cory McCray

Position: FAV



MARYLAND TRANSIT CAUCUS

marylandtransitcaucus.org • @CaucusTransit
transitcaucus@gmail.com

Officers

Co-Chairs: Senator Cory McCray, Delegate Lorig Charkoudian
Vice Chairs: Senator Arthur Ellis, Delegate Sheila Ruth
Secretary: Delegate Julie Palakovich Carr
At-Large Members: Delegate Mary Lehman, Delegate Nick Allen
Legislative Committee Co-Chairs: Delegate Malcolm Ruff, Delegate Kris Fair
Dear Members of the Maryland General Assembly,

On behalf of the Transit Caucus, we are writing to express our endorsement of **SB 155/HB 177: Vehicle Laws – Bicycles, Play Vehicles, and Unicycles – Crosswalks.**

As advocates for transportation-related legislation before the General Assembly, we believe this bill is essential to our mission of ensuring a more sustainable, efficient, and accessible transit system for all residents. We are confident that its passage will have a positive impact on our communities, economy, and environment.

SB 155/ HB 177 aims to enhance roadway safety by allowing all cyclists, whether they are riding on the road, in a bike lane, or on a sidewalk to proceed through an intersection when the parallel pedestrian signal changes to "walk". Current state law allows bicyclists who are riding on a sidewalk to proceed through an intersection when a pedestrian signal changes to "walk," even when the traffic light is still red. A bicyclist who is riding in a bike lane or on the road, however, cannot proceed under current state law until they have a green light, regardless of the pedestrian signal. In essence, bicyclists operating on our roadways are treated the same as vehicles despite bicyclists having more in common with pedestrians than automobiles. An identical version of the bill passed the House unanimously in 2025.

Intersections are especially dangerous for cyclists; one in three crashes in Maryland involving a bicyclist happen at an intersection. This head start to begin crossing the street before vehicular traffic proceeds will enhance safety for everyone and promotes the Transit Caucus mission of ensuring a more sustainable, efficient, and accessible transit system for all residents. This bill advances the state's goal of Vision Zero by helping to prevent bicyclist injuries and fatalities on our roadways.

Thank you for taking the time to consider this bill. Should you have any questions or require further information, please do not hesitate to reach out to us. We look forward to working with you as we build a better Maryland transportation system for all.

Thank you,

Senator Cory McCray, Co-Chair

Delegate Lorig Charkoudian, Co-Chair

- Members
- Delegate Gabriel Acevero
- Delegate Nick Allen
- Delegate Dalya Attar
- Senator Malcolm Augustine
- Delegate Heather Bagnall
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- Delegate Sheila Ruth
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- Delegate Stephanie Smith
- Delegate Jared Solomon
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- Delegate Jheanelle Wilkins
- Delegate Nichole Williams
- Delegate Greg Wims
- Delegate Sarah Wolek
- Delegate Teresa Wooman
- Delegate Chao Wu
- Delegate Natalie Ziegler
- Senator Craig Zucker

MD Assembly 2026 Testimony Bill SB0155 (Vehicle La

Uploaded by: Henry Cook

Position: FAV

Bill: SB0155

Bill Title: Vehicle Laws - Bicycles, Play Vehicles,
and Unicycles - Crosswalks

Position: **Favorable**



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 support SB0155.

A large number of our group's members consider bicycling a significant or primary mode of transportation. A similarly large number also bike in Baltimore City. As such, we understand the situation this bill will formally legalize state-wide.

In Baltimore City, the crossing of a street by bicyclists is controlled by pedestrian signal indications (walk/don't walk signals), but only where signed by an R9-5 sign (see image). It's been this way ever since the construction of the Maryland Avenue cycle track approximately 10 years ago. Alternatively, traffic engineers may install a separate bicycle traffic signal module to be installed. But, doing so is even more costly, hence the use of the low-cost R9-5 sign.

The need for the R9-5 sign is a work-around to spot-legalize behavior that should be made legal everywhere. Why? Cyclists are slower to accelerate from a stop than vehicles and are least stable at low speeds. Allowing cyclists and other micro-mobility users to start riding on a pedestrian indicator improves visibility for drivers, may allow cyclists to clear an intersection faster, and reduces opportunities for conflict with drivers. These safety considerations are important because despite the Vision Zero efforts of the past several years, our roadways have actually gotten less safe for everyone.

Specific to the Baltimore region, the Baltimore Regional Transportation Board (BRTB), on an annual basis, tracks five performance/safety measures to carry out the Federal Highway Administration's Highway Safety Improvement Program. The last of those five measures is "Number of



Existing law requires installation of an R9-5 sign at all intersections to achieve this effect.

(Image from the Maryland Manual of Uniform Traffic Control Devices, 2011 ed.)

Non-motorized Fatalities & Serious Injuries”. The absolute numbers and trend for this measure are abysmal.

The 2024 number for this measure was 398, which is a 37% *increase* over the 2005–2009 baseline number of 290. The BRTB’s proposed target for this measure is 306 by 2030 [1], an increase from last year’s 2030 target of 294 [2]. In terms of VRU deaths and serious injuries, BRTB’s target will make active transportation users less safe than we were 20 years ago. That’s not progress – that’s standing still.

We need to take steps to make our roadways safer for all VRUs. Allowing bicyclists to cross through intersections at the direction of walk/don’t walk signals (that were originally installed with only pedestrians in mind) is a very simple, cost-effective measure that stands to make traveling by bicycle significantly safer and more convenient.

While a fiscal note on SB0155 is not yet available, the fiscal note for the 2025 version of this bill (HB0422) found no impact to state expenditures and a potential for minor reductions in local expenditures. “Montgomery County advises that the bill eliminates its need to install special signage for bicyclists regarding leading pedestrian intervals (LPIs) at various intersections throughout the county, at a cost of \$2,000 to \$5,000 per intersection.”[3]

SB0155 is a great opportunity to improve road safety for vulnerable road users while simplifying traffic control requirements and reducing expenses to local jurisdictions.

We hope the committee finds these points helpful and convincing and we urge its members to vote in favor of SB0155. Thank you for your efforts and the opportunity for us to testify on this legislation.

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

[1] Baltimore Metropolitan Council proposed Resolution #26-18: “Adopting Highway Safety Targets for the Baltimore Region”

<https://baltometro.org/wp-content/uploads/BRTBRes26-18-1.pdf>

[2] Baltimore Metropolitan Council Resolution #25-19: “Adopting Highway Safety Targets for the Baltimore Region”

https://baltometro.org/wp-content/uploads/files/bmc_documents/committee/resolutions/brtb/BRTBRes25-19.pdf

[3] Department of Legislative Services, Maryland General Assembly, “2025 Regular Session - Fiscal and Policy Note for House Bill 422”

https://mgaleg.maryland.gov/2025RS/fnotes/bil_0002/hb0422.pdf

SB0155 Safety Start Bikemore LOS.pdf

Uploaded by: Jed Weeks

Position: FAV



January 16, 2026

Senate Judicial Proceedings Committee
2 East Miller Senate Office Building
Annapolis, Maryland 21401

SUPPORT: SB0155 Bicyclist Start on Leading Pedestrian Interval

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 to support SB0155, permitting bicyclists to use leading pedestrian intervals.

In Baltimore City, all separated bicycle infrastructure already instructs bicyclists to use pedestrian signals - and pedestrian signals along our bicycle infrastructure include leading pedestrian intervals. This has had no negative impact on safety. **On the contrary, where bicyclists are instructed to use leading pedestrian signals in Baltimore City, crashes involving bicyclists, pedestrians, and automobiles have dropped.**

This legislation would simply clarify that this safer intersection movement is permitted by bicyclists regardless of present signage - reducing infrastructure costs while improving safety for all roadway users.

We encourage you to support SB0155, bringing the safety benefits we've seen in Baltimore City to the rest of the state.

Sincerely,

Jed Weeks
Executive Director

BikeAAA-FAVSB155BicycleSafetyStart20260116.pdf

Uploaded by: Jon Korin

Position: FAV



Support SB155 Bicycle Safety Start

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

Senate Judiciary Proceedings Committee
Annapolis, MD 21401-1991

January 16, 2026

RE: SUPPORT SB155 Bicyclist Start on Leading Pedestrian Interval (LPI)

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 its more than 1,000 members, we support SB155.

Intersections are the most dangerous place for people riding bikes with a large fraction of crashes with vehicles occurring there. More and more jurisdictions are utilizing Leading Pedestrian Intervals (LPI) to allow pedestrians and others to cross an intersection with a head-start before the vehicular traffic gets a green light. This allows pedestrians, people with assistive devices and others to safely cross.

Bicyclists should be able to proceed on a LPI because it significantly improves their safety at intersections by giving them a head start before turning vehicles enter, making them more visible to drivers and reducing the risk of collisions, especially considering their vulnerability as a smaller, slower mode of transport compared to cars and trucks. It allows cyclists to enter the intersection when there is less traffic, providing a safer crossing time and reducing congestion for vehicles.

The key benefits include:

Increased visibility:

When cyclists enter first, drivers are more likely to see them and yield, lowering the chance of a crash.

Reduced conflict with turning vehicles:

By allowing cyclists to proceed before turning cars, potential conflict points at intersections are minimized.

Improved mobility:

Giving cyclists a head start on the green light can reduce their travel time and delays at intersections.

Encourages cycling:

Making intersections safer for cyclists encourages more people to bike, promoting active transportation

Reduce congestion:

Allowing cyclists to clear the intersections helps reduce congestion for both drivers and cyclists.

The bill unanimously passed the House in 2025 but ran out of time to be heard in JPR.

Please support SB155 to improve safety at intersections and reduce traffic congestion for drivers, cyclists, pedestrians and people with assistive mobility devices.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jon Korin', written in a cursive style.

Jon Korin

President, Bicycle Advocates for Annapolis & Anne Arundel County

LOS SB155 Bike Safety Start_BBC January 2026.pdf

Uploaded by: Nigel Samaroo

Position: FAV



January 16, 2026

Senate Judicial Proceedings Committee
Annapolis, MD 21401-1991

RE: SUPPORT SB155 Vehicle Laws - Bicycles, Play Vehicles, and Unicycles - Crosswalks

Dear Chair and Members of the Committee,

The Baltimore Bicycling Club (BBC) asks for your **support** of SB155: Vehicle Laws - Bicycles, Play Vehicles, and Unicycles - Crosswalks

The Baltimore Bicycling Club (BBC) was established in 1968 and has a membership of over 1000 riders. The mission of our not-for-profit recreational organization is to promote and sponsor bicycling activities in Baltimore City and neighboring counties. The BBC also promotes, defends, and protects the rights of bicyclists for a safe road riding environment in our communities through advocacy and education.

In addition to being a bicyclist, I am a resident of Howard County, Chair of Advocacy of the Baltimore Bicycling Club, a member of the Board of Directors of Bike Maryland, and an At-Large member of the Maryland Bicycle and Pedestrian Advisory Committee (MBPAC) where I chair the Legislative Subcommittee.

According to the National Highway Traffic Safety Administration (NHTSA), 54% of bicycling injuries occur in intersections and therefore represent a dangerous place for people riding bicycles. More jurisdictions are utilizing leading pedestrian intervals (LPI) to provide a head start to vulnerable road users before vehicular traffic has a green light to proceed through the intersection. Bicyclists are vulnerable road users, and by allowing them to proceed on an LPI would greatly improve their safety at intersections by similarly providing them with the opportunity to proceed through the intersection before vehicular traffic is given the green light to proceed. This would reduce the risk of crashes by making them more visible to drivers.

On behalf of the members of the Baltimore Bicycling Club, I encourage your support of SB155.

Sincerely,

A handwritten signature in black ink, appearing to read "Nigel Samaroo", is written over a horizontal line.

Nigel Samaroo, MPH
Chair, Advocacy Committee
Baltimore Bicycling Club

SB0155 - TSO - LOS - Vehicle Laws - Bicycles, Play

Uploaded by: Patricia Westervelt

Position: FAV

January 20, 2026

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

RE: Letter of Support – Senate Bill 155 – Vehicle Laws – Bicycles, Play Vehicles, and Unicycles - Crosswalks

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) supports Senate Bill 155 as an important step toward making bicycling safer throughout the State of Maryland.

SB 155 amends the Transportation Article to permit a person operating a bicycle, play vehicle or unicycle facing a red signal to enter an intersection to cross the highway in the direction of a pedestrian control “walk” signal. The bill requires that said person yield the right-of-way to any vehicle or pedestrian lawfully using the intersection before entering the intersection in the manner identified above.

Across Maryland, the State Highway Administration and local jurisdictions are increasingly making use of strategies such as Leading Pedestrian Intervals (LPIs) in order to improve safety for vulnerable users, giving pedestrians an extra three to seven seconds to enter the intersection before any vehicles. The Federal Highway Administration has found that LPIs reduce pedestrian crashes by as much as 13 percent at intersections where they are deployed.

This legislation clarifies that bicycles, play vehicles, and unicycles may make use of such safety treatments. In doing so, this legislation allows such road users to gain momentum and physical separation from motor vehicles, thereby increasing their visibility to drivers. This separation reduces conflicts at intersections and improves safety for drivers and bicyclists alike.

For these reasons, the Maryland Department of Transportation respectfully requests the Committee grant Senate Bill 155 a favorable report.

Respectfully submitted,

Joe McAndrew
Assistant Secretary
for Planning and Project Development
Maryland Department of Transportation

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

2026-SB 155-Bicycle Safety Start-FAV.pdf

Uploaded by: Peter Gray

Position: FAV



WABA
WASHINGTON AREA
BICYCLIST ASSOCIATION

[SB 155](#)

SB 155: Vehicle Laws - Bicycles, Play Vehicles, and Unicycles - Crosswalks
Senate Judiciary Proceedings Committee
Bike Maryland and Washington Area Bicyclist Association – FAVORABLE

January 16, 2025

Chair Smith and Committee Members,

Roadway safety is a paramount transportation concern, especially for vulnerable road users. SB 155, or the Bicycle Safety Start, would make Maryland’s roadways safer for bicyclists. Bike Maryland is a statewide biking advocacy organization with over 200 paying members and thousands of other advocate contacts. The Washington Area Bicyclist Association (WABA) is an advocacy organization with 1,200 Maryland members and thousands of other supporters in the State. Bike Maryland and WABA support the bill.

Intersections are particularly dangerous for bicyclists. 54.5% of bicyclist injuries occur at intersections, according to the National Highway Traffic Safety Administration. Bicyclists are at risk of being rear-ended when stationary, ‘right hooked’ by turning vehicles, or sideswiped by vehicles accelerating past them after a stop. Allowing people on bikes to proceed through an intersection when the pedestrian walk signal is illuminated will reduce these threats by improving the visibility of bikers for drivers and reducing conflicts between vulnerable road users and vehicles.

According to the [Federal Highway Administration \(FHWA\)](#), Leading Pedestrian Intervals (LPIs), the crosswalk lights that allow pedestrians to establish a presence in the crosswalk before drivers of vehicles are given a green indication, are considered a proven safety countermeasure. FHWA reports that LPIs can lead to a 13% reduction in pedestrian vehicle crashes at intersections.

Like pedestrians, bicyclists are vulnerable road users who will benefit from an early start across intersections. We are encouraged by findings from a pilot program in New York City. In the pilot initiative, the [NYC Department of Transportation evaluated potential impacts](#) of allowing bicyclists to use the pedestrian signal. They conducted a study of crashes at intersections in the study compared to a set of control sites and they found a reduction in crashes at the study sights compared to an annual average before the safety treatment. They also found that the number of crashes in crosswalks in both the control and study groups was both similar and low, with all of the pedestrian injuries related to drivers. None of the pedestrian/bike crashes in the study and control groups were related to the LPI.

In Maryland, road laws designed for motor vehicles apply to bicyclists even though bicyclists are far more vulnerable than drivers. Allowing a bicyclist to be more visible through intersections improves their safety and avoids delaying other traffic. Bicycling becomes safer, less stressful, and more convenient, which in turn will encourage ridership. Drivers – and our environment, since biking is green – will share the benefit.

Bike Maryland and WABA urge a favorable SB 155 committee report and Senate floor vote.

Peter Gray, Chair@bikemd.org

SB 155 - MoCo - MCDOT_Morningstar_FAV (GA 26).pdf

Uploaded by: Sara Morningstar

Position: FAV



Montgomery County

Office of Intergovernmental Relations

ROCKVILLE: 240-777-6550

ANNAPOLIS: 240-777-8270

SB 155

DATE: January 20, 2026

SPONSOR: Senator Waldstreicher

ASSIGNED TO: Judicial Proceedings

CONTACT PERSON: Sara Morningstar (Sara.Morningstar@montgomerycountymd.gov)

POSITION: Support (Montgomery County Department of Transportation)

Vehicle Laws – Bicycles, Play Vehicles, and Unicycles – Crosswalks

Senate Bill 155 would allow cycles and other “play vehicles” to enter an intersection using a pedestrian signal when the pedestrian signal displays “walk,” while also requiring that the cyclist yield to pedestrians and any other vehicle lawfully using the intersection.

The legislation would offer major benefits for cyclists, who are vulnerable roadway users that face significant risks of severe injury and/or death if involved in collisions with motor vehicles. Among them, the bill would give cyclists a “head start” for intersections where there is a leading pedestrian interval. Under Maryland law, cycles are considered vehicles but can be considered pedestrians when riding on the sidewalk. However, when cyclists are in the roadway, they are governed by the vehicular signal indications rather than the pedestrian indications. Like pedestrians, cyclists are vulnerable road users and can experience safety benefits by being able to establish themselves within the intersection before turning vehicles. Notably, if a cyclist enters the intersection from the right-most lane or shoulder, traveling straight, at the same time that a motorized vehicle turns right, the cyclist faces a risk that the motor vehicle does not see the cyclist and an accident occurs. Since cyclists have a longer acceleration time than cars, cyclists are in the risk zone of right-turning vehicles for a longer period of time. With the opportunity for a head start from a pedestrian signal that has a leading pedestrian interval (provides a “walk” signal a few seconds before the regular signal turns green), that cyclist is visible to vehicles and their risk of collision lessens.

Overall, Senate Bill 155 does not make drivers or pedestrians less safe. Instead, it simply confers benefits to cyclists in a manner that already exists for pedestrians. Cyclists are still responsible for following traffic signals and control signs, as well as yielding to other vehicles and pedestrians.

For these reasons the Montgomery County Department of Transportation supports this legislation and requests a favorable report from the Committee.

SB 155-2026-Bicyclist Head Start-Seth Grimes-FAV.p

Uploaded by: Seth Grimes

Position: FAV

SB 155: Vehicle Laws - Bicycles, Play Vehicles, and Unicycles - Crosswalks

Senate Judicial Proceedings Committee

FAVORABLE

January 20, 2026

Chair Smith and Committee Members,

I support SB 155, which would both improve bicyclist safety and speed motor-vehicle traffic flow.

SB 155 – the bill could be called Bicyclist Head Start – would allow a bicyclist stopped at a red traffic signal, to proceed into and through an intersection starting at time the time pedestrian “walk” signal is illuminated for travel in the bicyclist’s direction. Bicycles accelerate slowly relative to motor vehicles, so this head start – of course the bicyclist must still yield to pedestrians as already required by law – would allow the bicyclist to get up to speed and clear the intersection faster. It would reduce exposure to motor vehicles turning across the bicyclist’s path and, of course, the wait time for turning drivers.

Intersections are particularly dangerous for bicyclists. The National Highway Traffic Safety Administration reports that 54.5% of bicyclist injuries occur at intersections. According to the Federal Highway Administration (FHWA), Leading Pedestrian Intervals (LPIs), the crosswalk lights that allow pedestrians to establish a presence in the crosswalk before drivers of vehicles are given a green indication, are considered a proven safety countermeasure. FHWA reports that LPIs can lead to a 13% reduction in pedestrian vehicle crashes at intersections.

New York, Washington DC, and other jurisdictions have SB 155’s provisions in place.

The data, bicyclist experience, and common sense support enactment of a Maryland Bicyclist Head Start provision. For this reason, I urge a favorable SB 155 committee report and Senate floor vote.

Seth Grimes

7300 Willow Avenue
Takoma Park, MD 20912

SB 155-2026-Bicyclist Head Start-Seth Grimes-FAV.p

Uploaded by: Seth Grimes

Position: FAV

SB 155: Vehicle Laws - Bicycles, Play Vehicles, and Unicycles - Crosswalks

Senate Judicial Proceedings Committee

FAVORABLE

January 20, 2026

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Takoma Park, MD 20912