

Pedestrian, Bicycle, and Roadway Bills not Passed in 2024

This document is a summary of automated traffic enforcement, speed/impaired/reckless driving, and pedestrian/bicycle bills that were introduced but did not pass during the 2024 Maryland General Assembly. **This is not a complete list of all bills in these categories,** but represents major legislation being tracked by the Montgomery County Vision Zero team.

Common Terms

- **Pre-filed bill** - A bill the Department of Legislative Services drafts, by request, prior to a legislative session for introduction in that session. Prefiling dates are set by law.
- **Cross-filed bill** - An identical bill that is introduced in both chambers.
- **Local Only Bill** – the bill affects only one county or Baltimore City.
- **HB** = House Bill. Designates the bill was filed in the Maryland House of Delegates.
- **SB** = Senate Bill. Designates the bill was filed in the Maryland Senate.
- **MC** = Montgomery County Local Bill. The bill was reviewed by the Montgomery County Delegation and, if given a house or senate bill number, was supported by the County Delegation. The bill only affects Montgomery County.

Automated Enforcement Bills Not Passed

Under the [Vision Zero 2030 Action Plan](#), the County seeks to “update State law to remove barriers that limit the use of automated traffic enforcement and take advantage of new technologies available.”

- [HB 1369 / MC 11-24](#) – Allow MdTA to install speed monitoring systems on ICC (MD 200). The bill made it out of the County’s delegation, but not out of House committee.
- [HB 665 / MC 15-24](#) - Provide Montgomery County the authority to place automated speed enforcement on High Injury Network (HIN) corridors. Passed the House, but did not leave Senate committee.
- [HB 413 / MC 19-24](#) – Remove requirement to publicize new approved camera locations in a newspaper. Passed the House, but did not leave Senate committee.
- [HB 1001](#) – Creating statewide standards for ATE data privacy, retention, and deletion. Passed the House, but did not leave Senate committee.

Speed, Impaired, and Reckless Driving Bills not Passed

In addition to introduced legislation, the Vision Zero program's "[Ending Impaired Driving Deaths Action Plan](#)" recommends the legal limit for blood alcohol content (BAC) be lowered from 0.08 to 0.05 as recommended by the [National Transportation Safety Board](#).

- [HB 612 / MC 10-24](#) – Lower speed limits without traffic study if lower target speeds in approved plan. Passed the House, but did not leave the Senate committee.
- [HB 278](#) – Allow the State Highway Administration (SHA) to decrease posted speed limit by 5 MPH on urban State highways without an engineering or traffic investigation. Passed the House, but did not leave the Senate committee.
- [HB 207](#) – Increasing penalties for reckless and aggressive driving. The bill did not make it out of House committee.
- [HB 683](#) – Specifying that certain crimes involving homicide or life-threatening injury by motor vehicle or vessel are violent crimes for the purpose of parole eligibility. The bill did not make it out of committee.
- [HB 1160 / SB 940](#) - Altering the penalties for the offenses of allowing the unauthorized use of a motor vehicle and reckless, negligent, and aggressive driving; and adding certain motor vehicle offenses as elements that may contribute to charges for reckless or aggressive driving. This bill would have made driving 90 MPH or over a reckless driving charge. Neither version made it out of committee.

Pedestrian and Bicycle Bills not Passed

- [MC 7-24](#) – Requiring no turn on red and leading pedestrian intervals at State owned intersections in urban areas in Montgomery County. (Similar to recently passed "Safe Streets Act of 2023" at the County level.) The bill did not make it out of the County Delegation and not assigned a house bill number.
- [HB 263](#)- Require MDOT/SHA to provide sidewalk maintenance along State ROW. The bill did not make it out of the House committee. This would be a significant cost shift from municipal and county governments to the state government.
- [SB 200](#) – require construction of new sidewalks within one year of notice by the County Board of Education. The bill did not make it out of committee and was opposed by Montgomery County due to unfunded, multi-million dollar mandate.

- [HB 135](#) – Would have changed how pedestrians and bicyclists use MdTA facilities and require MdTA to construct bikeways and walkways. Bill did not make it out of committee.
- [HB 511](#) – Would have allowed “Idaho stop” for bicyclists to yield at stop signs with 2 or fewer cross lanes. The bill passed the House, but was not heard at JPR.

Additional Resources from Intergovernmental Relations

- [Montgomery County’s State Priorities Letter](#) for the 2024 General Assembly
- [Montgomery County’s State Transportation Priorities Letter](#)
- [All 2024 MGA bills tracked by IGR](#)