# **MARYLAND'S ELECTRIC BICYCLE LAW**



# MARYLAND'S ELECTRIC BICYCLE LAW FOR THE ROAD

- » Electric bicycles are regulated like bicycles. The same rules of the road apply to both electric bicycles and human-powered bicycles.
- » Electric bicycles are not subject to the registration, licensing, or insurance requirements that apply to motor vehicles.
- » Maryland designates three classes of electric bicycles:
  - Class 1: Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the electric bicycles reaches 20 mph.
  - Class 2: Bicycle equipped with a throttle-actuated motor, that ceases to provide assistance when the electric bicycle reaches 20 mph.

- Class 3: Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the electric bicycle reaches 28 mph.
- » Class 3 electric bicycles are not allowed on a bicycle path unless it is adjacent to a highway or right-of-way, or they are specifically allowed by the local authority or state agency with jurisdiction.
- » Electric bicycles are not permitted on sidewalks unless expressly allowed.
- » The local authority or state agency with jurisdiction can restrict where electric bicycles are allowed to ride. When in doubt, check locally for local rules and regulations.
- » You must be 16 or older to operate a class 3 electric bicycle, although a person under 16 may ride a class 3 electric bicycle as a passenger.

\*The following Maryland laws are referenced: Md. Code Trans. Law § 11-117.1, 11-104, 21-1205.1, 21-1205.2, 22-420.

# MARYLAND'S ELECTRIC BICYCLE LAW FOR TRAILS

- » LOCAL: Consult your local land management agency.
- STATE: Electric bicycles are permitted in all Maryland State Park areas where motorized vehicles are allowed. Class 1 electric bicycles are permitted on the Torrey C. Brown Rail Trail and the Western Maryland Rail Trail. On the two permitted rail trails, Class 1 electric bicycles are regulated the same as all other bicycles, and are subject to all applicable bicycle rules and regulations regarding operation and safety equipment.
- FEDERAL: There is little federal land managed for recreation in Maryland. However, for reference, eMTBs are considered motorized vehicles and have access to motorized trails on federal lands.

### **GREAT eMTB RIDES IN MARYLAND**

» Sugarloaf/Braddock Heights Frederick | 61 miles

» Frederick Gravel Route Frederick | 46 miles



#### Learn more at PeopleForBikes.org/electric-bikes

- » Blogs and webinars
- » Electric bicycle laws around the country
- » Electric bicycle statistics and research



- » Retailer materials
- » eMTB management resources



## **eMTB GUIDELINES**

- » On federal, state, country and local trails, electric mountain bike (eMTB) access varies significantly.
- » Generally, any natural surface trail that is designated as open to both motorized and non-motorized uses is also open to eMTBs.
- » eMTBs may not be allowed on trails managed for non-motorized activities.
- » Do not ride your eMTB in areas where the local rules are unclear. Ride legally and only on authroized trails to show that mountain bikers are responsible trail users.
- » When in doubt, ask your local land manager about access to specific trails. Local land rules change frequently.

#### **CHECK OUT**

- » A map of great eMTB rides at peopleforbikes.org/emtb
- » eMTB "Adventures" at peopleforbikes.org/electric-bikes

# With an electric bicycle, bicyclists can ride more often, farther, and for more trips.

Electric bicycles are designed to be as safe as traditional bicycles, do not compromise consumer safety, and benefit bicyclists who may be discouraged from riding a traditional bicycle due to limited physical fitness, age, disability or convenience.

In many states, electric bicycles are regulated under antiquated laws primarily aimed at combustion engine vehicles such as mopeds or scooters. PeopleForBikes is clarifying state laws governing the use of electric bicycles in the U.S. Every state's law is different, but the objective is to ensure that low-speed electric bicycles are regulated similarly to traditional, human-powered bicycles.