



Micromobility in Maryland

MDOT Office of Active Transportation and
Micromobility

September 15, 2026

Agenda

- Micromobility Overview
- MDOT Safety Task
 - Deliverables
 - Distribution Plan
- National Legislation

Micromobility and Who Rides

Micromobility is a term for small, low-speed vehicles that are often powered by humans. E-micromobility refers to electric-powered devices, including electric-bicycles and electric scooters. Advances in e-micromobility have expanded active transportation in Maryland beyond traditional walking and biking, with e-micromobility devices commonly seen on college campuses, in use by people who are swapping traditional bikes for e-bikes to travel further, and delivery workers who depend on micromobility for their work and livelihood.

Micromobility usage is quickly growing throughout Maryland, and the continued evolution of micromobility devices, including shared micromobility programs (e.g., bikeshare & scooter share), have prompted jurisdictions in Maryland to tackle new questions around mobility, policy, and equity. Shared micromobility devices are available throughout the DC and Baltimore regions via Bikeshare and Dockless Scooter share systems and are used by a wide range of demographics, including low-income users benefiting from the [Capital Bikeshare for All](#) and [Baltimore City Dockless Vehicle](#) required access plans. Tourism locations from the Eastern Shore to Western Maryland have reported visitors operating rented micromobility, ranging from e-bikes to Segways and Golf Carts. In 2025, the largest shared systems in the state set ridership records: Capital Bikeshare, which serves DC, Maryland, and Virginia communities, recorded over 6.3 million trips and Baltimore City Dockless Vehicles surpassed three million trips, in addition to countless trips made on personally owned micromobility devices.

Maryland's Requirements for Micromobility

For the most common types, e-scooters and e-bikes, riders and those sharing the road should follow the laws summarized below and available at lookalivemd.org/laws. In parks, on sidewalks, and in shared spaces, micromobility users should yield to pedestrians and ride defensively around larger motor vehicles. *See Table 1 for a breakdown of micromobility types and their restrictions.*

Micromobility rider responsibilities:

- Obey all signs and signals
- Yield to pedestrians
- Equip vehicles with lights
- Riders under age 16 must wear helmets
- Park vehicles at racks or in a way that does not impede public facilities or sidewalks (leave 4 ft.)

Motor vehicle responsibilities:

- Only pass when it's safe to do so, and give at least 3 feet when passing
- When turning, yield to pedestrians and micromobility users
- Observe caution when opening car doors for passing micromobility users

For specific requirements, see Transportation Article ("TA") of the Maryland Code.

Where to Ride

Many forms of e-micromobility are legal to be ridden on roadways and on sidewalks unless locally restricted (*see Table 1 for restrictions*). Micromobility should be ridden in bicycle facilities where present or on the right side of roadways as practical. They are not allowed on controlled-access highways, including toll roads. Tampering with a vehicle can make it illegal for roadway use.

In most Maryland state parks, only class 1 e-bikes are allowed, but users should check park regulations in advance. Local park rules may differ. Both MTA and WMATA allow bicycles, e-bicycles, and scooters on all transit vehicles, when the designated spaces are not already full. Personally owned e-bikes and e-scooters weighing less than 50 lbs are allowed, but no gas-powered vehicles are allowed on transit vehicles. Learn more [HERE](#).

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4.5 Micromobility & Dockless Vehicle Recommendations

Several jurisdictions throughout Maryland have begun to incorporate emerging technology into active transportation by implementing or adapting to micromobility and shared vehicle programs. These programs can include docked vehicles as well as dockless vehicles, and the vehicle types are continuously evolving. At the time of this BPMP, the primary vehicle types in the market that are recommended for consideration in these programs, include:



e-Scooters
(Bird)



e-Bikes
(Spin)



Docked Bike Share
(Capital Bikeshare)



Adaptive Vehicles
(MedMart)

The two primary operating structures for shared micromobility programs are the permit structure and the service contract/memorandum of understanding structure. These structures are summarized in (Table 4).

TABLE 4: Primary Micromobility Operating Structures

PERMIT STRUCTURE	SERVICE CONTRACT/MEMORANDUM OF UNDERSTANDING STRUCTURE
- Allows for multiple providers to operate in a geographic area. - Allows for annual revisions to permit conditions. - Typically issued through a competitive application process.	- Typically, only allows a single provider to operate in a geographic area. - Provider is selected through a procurement process and typically enters into a multi-year contract.

Based on lessons learned from local implementation and best practices, MDOT has developed a framework for a Model Micromobility Permit & Program structure to guide local jurisdictions in implementing a program suitable to their community needs. The guidance incorporates best practices for permits and program structures, data tracking tools and equity metrics and practices. This framework is available in [Appendix G](#).

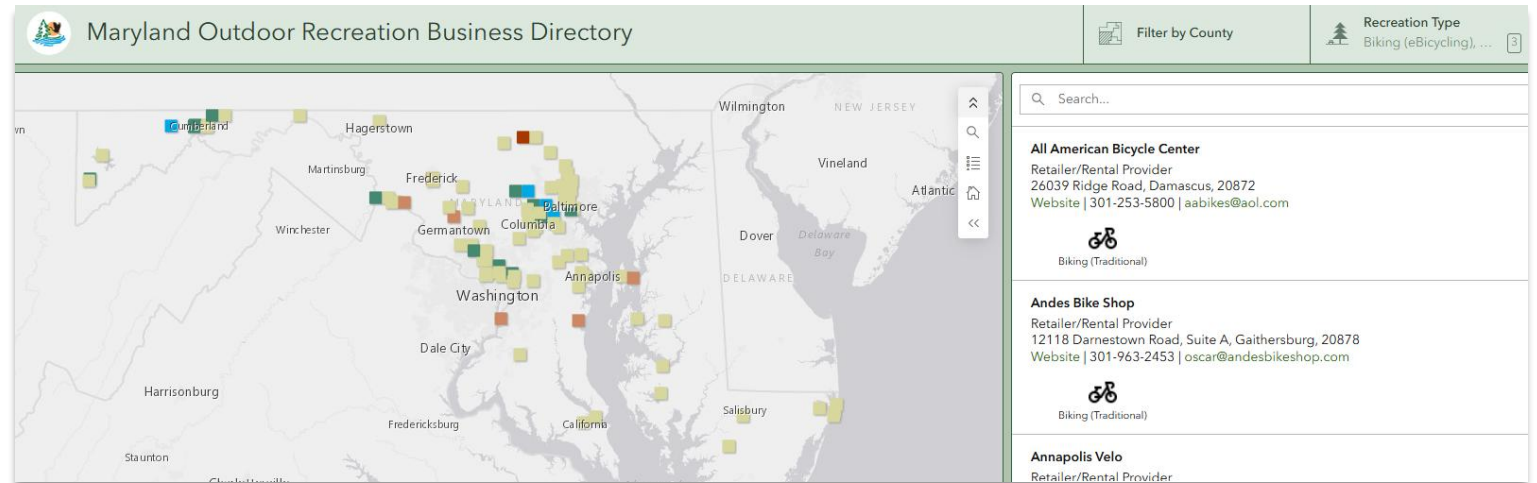


Micromobility Safety Advisory Group

A Micromobility Safety Group will report back to the MVA Pedestrian and Bicycle Emphasis Area Team (PBEAT). The goal is to advise on a multidisciplinary approach to micromobility safety materials and education. Working group members should anticipate one meeting per month in 2026 to review and advise on materials.

- Topics, Sources
- Draft Review
- Distribution Plans
- Legislative review

Upcoming dates:
October 12, November 9



Pictured: Md Dept of Natural Resources [Outdoor Recreation Business Directory](#)

Micromobility Engagement Materials

Main Brochure	Social Media Topics/Graphics	Additional products
Micromobility Overview	- Legal e-bikes - Illegal e-motos - Where you can ride - Required equipment (helmets/lights)	- Online FAQ - Postcard - Where you can ride
E Vehicle Maintenance, Battery & Fire Safety	- Know where you can service your vehicle - E-battery safety - Look for a rating sticker - Altered vehicles are not street legal	- Buyer checklist - Postcard – Buyer Safety - Retailer checklist - Retailer safety poster
Safe Riding — Best Practices for E Vehicles	- Riding impaired - Riding safely around pedestrians - Riding at night / low light - How drivers should interact with micromobility	- Safety Quiz (riders and drivers) - Stickers for riders
Crash Data — Safety Perspective	- Top risk behaviors - Top risk locations - Top crash day/times - Age groups involved in crashes - parents beware	- Law Enforcement Materials - Family/youth guide – checklist and agreement

Online Resources

Micromobility guides are now available for download! Additional resources coming soon.

www.mdot.Maryland.gov/micromobility

Micromobility in Maryland

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Want to Know more?

- [E-Micromobility Quick Guide](#): This guide is an overview of all things micromobility, including the basics, facts, and safety tips.
- [E-Micromobility Safe Riding Guide](#): This breaks down differences from regular bikes so you can be sure your vehicle is safe and that you're riding safely.
 - **New:** Check out our [Family Readiness Checklist](#) to help make sure young riders are ready to operate e-micromobility safely.
- [E-Vehicle Maintenance and Battery Safety](#): This guide includes how to identify bike class, battery safety, and maintenance tips.
- [Micromobility in MD Regulation Overview](#): This overview details the current usage patterns and vehicle code for micromobility devices.

More information about Micromobility in Maryland can be found in the [2050 Bicycle and Pedestrian Master Plan](#), published in 2024. Different roles MDOT plays in micromobility can also be explored below.

E-Bikes: Is Your Child Ready?



Check Your Child

- **AGE CHECK:** Are they 12+?
Under 12 years: E-bikes are not recommended.
12-15 years: Old enough for a Class 1 or 2 e-bike, but not Class 3.
- **SKILL CHECK:** Can they ride a regular bike confidently and brake smoothly?
- **JUDGMENT CHECK:** Will they follow the rules of the road/trail and avoid risky choices?
Example: speeding, using their phone (texting/calling/scrolling), or friends pushing limits
- **EQUIPMENT CHECK:** Helmets are required for all riders under 16 and are recommended for everyone. Does your child's helmet have a CPSC, ASTM, or MIPS bicycle helmet safety label?
- **BIKE CHECK:** Does the e-bike fit them (reach brakes, feet stable, easy control)? Does the e-bike have a class rating (1,2, or 3) sticker and a UL battery rating sticker?



For more info,
scan here.

Check the Environment

- **TRAFFIC CHECK:** Do they consistently follow road rules and watch for cars?
- **ROUTE CHECK:** Have you planned a route with low traffic or bike lanes? Can your child follow the route without getting lost?
- **POLICY CHECK:** Is your child old enough to ride in your community (some have age restrictions by class of e-bike)? Does your community have laws restricting e-bikes on sidewalks, bike paths, or roads?

Check Your Household

- **RULES CHECK:** Have you set clear family rules before the first ride?
- **CHARGING CHECK:** Does your child know where they can safely charge their e-bike battery?
Not in their room, not charging overnight.
- **INSURANCE CHECK:** Will you be covered if your child is in a crash? Many homeowners policies require a special e-bike policy to cover injury to others and property damage.

Family e-Bike Agreement

We agree that riding an e-bike is a privilege that comes with added responsibility. E-bikes are faster, heavier, and more difficult to ride than regular bikes. They are dangerous to others who cannot hear you as you approach or who may have mobility issues that prevent them from moving out of your way quickly. Pets on leashes may get frightened and even pull away from their owners and get in your path. We agree to the rules below to help keep everyone safer.

Rider Agreement

I, _____, will:

1. Ride my e-bike carefully and cautiously and be courteous to other people walking, biking, driving, or sharing space with me at all times.
2. Wear my helmet every ride.
3. Ride only the e-bike my parent/caregiver approves for me.
4. Follow signs, rules, and family agreements about where I can ride my e-bike and ride only in places my parent/caregiver and I have agreed on.
5. Not alter the max speed of the e-bike.
6. Obey traffic rules, traffic lights, stop signs, other street signs, and road markings.
7. Watch carefully for cars, driveways, and people walking or biking nearby.
8. Ride without distractions by keeping my phone and headphones away and staying focused on the road.
9. Stay within the speed limit and ride at a safe speed for the place I am riding, even if the e-bike can go faster.
10. Not carry passengers if my bike is not designed for it.
11. Charge the battery safely and use only the correct charger in an agreed upon location: _____.
12. Tell my parent/caregiver right away if the e-bike is damaged, not working correctly, or if I crash or almost crash.
13. Use good judgment and not take risks to impress friends or keep up with others.
14. Take care of the e-bike and lock it when I leave it.
15. Complete my family responsibilities listed here: _____.

Parent/Caregiver Agreement

I, _____, agree that I/we will:

1. Choose an e-bike that fits my child's age, size, skill, and maturity.
2. Make sure my child has a properly fitting, speed-rated helmet, rated for e-bike use.
3. Make sure my child can ride a conventional (foot-powered) bike safely and understands the rules of the road before considering an e-bike.
4. Teach and practice the basics with my child before independent riding, including starting, stopping, turning, braking, and scanning for traffic.
5. Set clear rules for where, when, and with whom my child may ride.
6. Talk with my child about safe speed, distractions, passengers, and peer pressure.
7. Review local e-bike laws and trail or road rules with my child.
8. Periodically check that the e-bike is in safe working condition and that charging is done safely.
9. Keep communication open so my child feels comfortable telling me about mistakes, close calls, or safety concerns.

Signatures

By signing below, we agree to follow this plan and talk openly about safety.

Rider Signature _____ Date _____ Parent/Caregiver Signature _____ Date _____

If I, _____, break this agreement, I will lose the privilege of riding my e-bike for _____ weeks and _____ (any other penalties).

Online Expandable FAQ

Frequently Asked Questions

Understanding e-Micromobility Basics

- + What is Micromobility?
- + How are e-bikes, e-scooters, and other small vehicles classified under Maryland law?
- + What traffic rules should I follow?
- + Who rides? Are there age limits for riding micromobility vehicles?
- + Do local jurisdictions have different rules?

Safe and Legal Vehicles

- + How can I tell if my vehicle is street legal? Where can I buy a legal vehicle?
- + How do I maintain an e-micromobility vehicle?
- + Do I need a license, registration, or insurance?
- + What protective gear is recommended? Helmets? Lights?

Where You Can Ride

- + Where am I allowed to ride e-micromobility vehicles? Sidewalks? Bike lanes? In the Road?
- + Are micromobility vehicles allowed on trails or shared-use paths?
- + [Are there places where micromobility riding is prohibited?](#)

How to Ride Safely and Share the Road

- + How can I be safe while riding?
- + How can I ride safely around pedestrians?
- + How can I make myself more visible to drivers?
- + Where can I learn to ride?
- + How should drivers interact with e-micromobility vehicles?
- + How should riders interact with drivers?
- + What are the rules for passing others?
- + How fast should I ride in shared spaces?
- + What does it mean to ride predictably?

Safety and Risk Awareness

- + What are the common dangers associated with e-micromobility vehicles? And what types of crashes are most common?
- + How do road conditions affect safety?
- + How do visibility and weather conditions impact micromobility rider safety?
- + What should I know before riding at night or times with low light (dusk or dawn)?
- + What is MDOT doing to make e-micromobility safer?
- + How do I report a crash involving e-micromobility vehicles?

Coming Next...

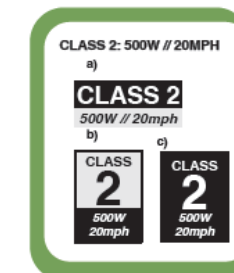
- **Buyer Safety Checklist:** pictured to right and to be available in post card form for retailers
- **Crash Report Summary**
- **Social Media Toolkit**



e-Bike Battery Safety Checklist



Just as a conventional bicycle requires maintenance, e-bikes and e-scooters also require maintenance to ensure that they operate safely. Know your e-bike classification so you know you're riding a legal vehicle. The classification should be on a sticker permanently affixed to the bicycle frame. If you cannot find the sticker, contact the e-bike manufacturer.



General Maintenance

- Before each ride, complete a quick **ABC** check:
 - **A – Air:** Ensure tires are properly inflated.
 - **B – Brakes:** Confirm brakes engage and stop the vehicle properly.
 - **C – Chain/Components:** Check that moving parts and controls are functioning properly.
- Use parts rated for e-bikes, including tires, brakes, and chains.
- When cleaning your e-bike or scooter, use a cloth and gentle degreaser. Do not use high pressure water, as this could damage electrical components.
- Inspect your e-bike when you clean it. Tighten any loose bolts. If wires are loose or if you observe damage to the motor, take your e-bike to a licensed and insured mechanic.
- **Do not work on the motor on your own.**
- **Do not tamper with speed governors/regulators on your device. Doing so makes your vehicle illegal to be ridden on public roadways, sidewalks, and trails.**

Battery Maintenance

- Only purchase and use devices, batteries, and charging equipment with UL certification stickers for their electrical components.
- Use the battery and charger that came with your e-bike or e-scooter.
- Unplug your vehicle as soon as you notice the battery is fully charged.
- If the battery becomes excessively hot, changes shape, or emits an odor, unplug it and stop using it immediately.
- Do not leave charging batteries unattended or on the charger overnight.
- Store e-bikes, e-scooters, and their batteries away from exits or anything flammable.



Do not dispose of batteries in the trash; they are considered hazardous waste. Visit www.hungryforbatteries.org to find a drop-off location to recycle your battery.



Lithium Ion
Fires are
SERIOUS
If your battery
catches on fire,
evacuate and call
911 immediately

Retailer Distribution

Transportation Article §21-1212

The Administration shall make summaries of the regulations of the operation of bicycles and make them available to every dealer engaged in the retail sale of bicycles in this State. These dealers shall provide a copy to each person who buys a bicycle .

- **Retailers** - DNR Outdoor Recreation Directory:
 - Updated all known bike retailers and reviewed listings and accuracy of e-bikes they advertise online
- **Commerce partners** – Md Dept of Commerce
 - Chambers of Commerce, County Tourism, local partners

Materials:

- **Cover Letter** and overview guide mailed, email, and phone call
- **Safety Checklists** for employees
- **Materials for distribution:** stickers, postcards for buyers

e-Bike Battery Safety Checklist



The following standards must be followed in handling, charging, and storing lithium-ion e-bike batteries. Lithium ion battery fires spread rapidly, emit toxic smokes, and cannot be extinguished using standard extinguishers and methods.

Battery Storage

- Store all e-bike batteries that are not in use in a fire-resistant cabinet.
- Verify that e-bike batteries are stored in the cabinet before the store closes for the day.
- Store new e-bike batteries in their original packaging in the fire-resistant cabinet.

Charging e-Bike Battery Packs

- Charge e-bike battery packs only on a wire rack designated for battery charging.
- Keep the area around the charging rack clear of clutter, especially flammable materials such as paper, cardboard, lubricants, or chemicals.
- Ensure that the extreme heat protection gloves are stored in the designated location near the charging rack. **(The gloves should always remain in this location.)**
- Keep a 32-gallon trash can at least $\frac{3}{4}$ full of water located near the charging rack.
- Only use the original chargers from manufacturers or chargers that have UL certifications and voltage that matches the battery you're charging.
- Only charge batteries packs prior to delivery of a new e-bike to a customer.
- **NEVER** leave a charging e-bike battery unattended.
- Disconnect the charger when the battery pack is fully charged.
- Unplug all batteries at the end of the day—no batteries should be left unattended and charging when the shop is closed.

In Case of Emergency

- If a battery starts smoking, making noise, or showing signs of melting:
 - If it can be done safely, using heat protected gloves, disconnect the battery pack from the charger and place it in the water-filled trash can OR move it outside and away from flammable materials.
 - If the battery pack cannot be safely removed from the charging rack, disconnect the power strip and push the rack outdoors.
 - If it can be done safely, disconnect other batteries on the rack and move them to the fire-resistant cabinet.
- **Call 911. Evacuate the store** and wait for instructions from the fire department.
- **DO NOT** use the fire extinguisher on the battery; it will not work. Use the fire extinguisher for any secondary fires.

Law Enforcement Distribution

- **Maryland Highway Safety Office:** Law Enforcement portal and Law Enforcement Liaisons
- **Maryland State Police:** MBPAC rep and training office
- **Crash Corner:** Newsletter for traffic officers
- **Crash Reconstruction School:** Bicycle and Pedestrian Course

Materials

- **Training Bulletin:** 12 slides in PDF and recorded presentation (learning objectives pictured)
- **Crash Reporting Guidance :** ACRS explanation
- **Quick Reference Business Cards:** For distribution to community members
- **Talking Points:** How to identify legal vehicles, crash stats, rules of the road, risk factors

Learning Objectives

E-Micromobility for Law Enforcement Officers

- Understand what e-micromobility devices are and associated safety risk
- Understanding the differences between e-bikes and e-motos
- Understanding the classes of e-bikes and identification requirements
- Understanding crash reporting guidance related to e-bikes, e-micromobility and e-motos
- Identify high-risk populations and behaviors and opportunities to educate the public

Youth Distribution

- **Safe Routes to Schools:** Coordinators in five counties
- **Maryland State Department of Education:** distribution to transportation offices
- **Colleges and Universities**
- **Identified community groups:** groups which work with youth aged 15-24

Materials

- **E-Micromobility Quick Guide**
- **Family Riding Readiness Checklist and Agreement**
- **Family Riding Readiness Postcard**
- **Specific social media graphics**

E-Bikes: Is Your Child Ready?



Check Your Child

- AGE CHECK:** Are they 12+?
Under 12 years: E-bikes are not recommended.
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Legislation Nationwide

	Standard policies	Different or additional micromobility policies
Vehicle definitions	E-bikes must fit into an e-bike class. Vehicles designed to be modified to not meet these criteria are not e-bikes.	MA S.3077*: Proposes using a speed tier classification system with 4 tiers instead of the 3-class system
Disclosure requirements	Manufacturers/sellers must disclose in ads and at point-of-sale what the legal vehicle name is , and that it's not an e-bike. It's illegal to sell as an e-bike a vehicle that isn't an e-bike.	IL SB 3484: Sellers can face up to \$10,000 per violation
Labeling requirements	Manufacturers/distributors must permanently & prominently label each e-bike with its class, top assisted speed, & motor wattage. If e-bike is modified, label must be changed or removed as applicable.	- NJ S4834: Same labeling requirements for e-scooters - CA SB 1167: Only bike shops can affix labels - CO HB 25-1197: E-bikes must be labeled with highest class they run in.
Modification restrictions	If a vehicle is modified or is designed so it can be modified (via switch, app, etc.), it is not an e-bike.	- CT HB 6862: Illegal to modify an e-bike without changing/removing the label. \$100 fine for first offense, and up to \$300 per offense after. - NJ S4834: Illegal to sell kits to modify e-bikes into motorized bikes.
Licensing & registration	E-bikes not required to be licensed or registered. License and registration is required for motor driven cycles & other motor vehicles.	- HI HB 2021: E-bikes must be registered with \$30 fee. - NJ S4834: E-bikes must be registered, and e-bike users must have driver's or motorized bike license.

Contact

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www.mdot.Maryland.gov/bikeped

www.mdot.Maryland.gov/micromobility

