

**Department of Legislative Services**  
Maryland General Assembly  
2018 Session

**FISCAL AND POLICY NOTE**  
**Third Reader**

House Bill 60 (Delegate Lam)

Environment and Transportation

Judicial Proceedings

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**Vehicle Laws - Electric Personal Assistive Mobility Device - Definition**

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This bill alters the definition of an electric personal assistive mobility device (EPAMD) in the Maryland Vehicle Law to require that an EPAMD have (1) one vertical or center control bar or mechanism that responds to pressure from the hands or legs of the rider to steer the device and (2) a nonarticulating platform on which the rider stands. Accordingly, the definition excludes self-balancing, mobility devices with articulating platforms such as hoverboards.

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**Fiscal Summary**

**State Effect:** Enforcement can be handled with existing resources. Revenues are not materially affected.

**Local Effect:** Enforcement can be handled with existing resources. Revenues are not materially affected.

**Small Business Effect:** None.

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**Analysis**

**Current Law:** An “EPAMD” is a pedestrian device that has two nontandem wheels, is self-balancing, is powered by an electric propulsion system, and is designed to transport one person at a maximum speed of 15 miles per hour.

At an intersection, a person using an EPAMD is subject to all traffic control signals, as specified. However, at any other place, a person using an EPAMD has the rights and is subject to the restrictions applicable to pedestrians under the Maryland Vehicle Law.

Where a sidewalk is provided, a pedestrian may not walk along and on an adjacent roadway.

A person may not operate an EPAMD on any roadway where there are sidewalks adjacent to the roadway or the posted maximum speed limit is more than 30 miles per hour. An EPAMD may not be operated at a speed in excess of 15 miles per hour. A person who violates these provisions is guilty of a misdemeanor and subject to a maximum fine of \$500. The prepayment penalty established by the District Court is \$50.

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### **Additional Information**

**Prior Introductions:** HB 51 of 2017 passed the House but received an unfavorable report from the Senate Judicial Proceedings Committee. HB 688 of 2016 passed the House and received a hearing in the Senate Judicial Proceedings Committee, but no further action was taken.

**Cross File:** None.

**Information Source(s):** Department of State Police; Maryland Department of Transportation; Department of Legislative Services.

**Fiscal Note History:** First Reader - January 23, 2018  
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