

Department of Legislative Services
Maryland General Assembly
2025 Session

FISCAL AND POLICY NOTE
Third Reader - Revised

House Bill 178

(Delegate Guyton)

Environment and Transportation

Judicial Proceedings

**Vehicle Laws - Stopping, Standing, or Parking in a Bike Lane or Bicycle Path -
Prohibition**

This bill prohibits a person from stopping, standing, or parking a vehicle in a bike lane or bicycle path. However, this prohibition does not apply to (1) an authorized emergency vehicle; (2) a transit vehicle; (3) a vehicle picking up or discharging individuals with disabilities; (4) a vehicle that has become unintentionally so disabled that the driver cannot avoid stopping and temporarily standing or parking the vehicle; and (5) a vehicle while loading or unloading goods for pick-up or delivery, if specified requirements are met. A driver of a “motor vehicle” who violates the prohibition is subject to a civil penalty of up to \$500; an operator of a “vehicle” other than a motor vehicle who violates the prohibition is guilty of a misdemeanor and is subject to a maximum fine of \$500 (the general penalty for violations of the Maryland Vehicle Law).

Fiscal Summary

State Effect: The bill is not expected to materially affect State finances or operations.

Local Effect: The bill is not expected to materially affect local finances or operations.

Small Business Effect: None.

Analysis

Current Law: Except as necessary to avoid conflict with other traffic or in compliance with law or the directions of a police officer or traffic control device, Maryland law prohibits stopping, standing, or parking a vehicle in/on specified places, including but not limited to (1) an intersection; (2) a crosswalk; (3) a sidewalk; (4) a bridge; (5) a highway

tunnel; or (6) a place where stopping is prohibited by an official sign. A violation of any of these prohibitions is a misdemeanor subject to a maximum fine of \$500. The District Court has established a prepayment penalty of \$60 or \$70 for these violations.

“Bike lane” means any portion of a roadway or shoulder designated for single directional bicycle flow. “Bicycle path” is defined as any travelway designed and designated by signing or signing and marking for bicycle use, located within its own right-of-way or in a shared right-of-way, and physically separated from motor vehicle traffic by berm, shoulder, curb, or other similar device.

“Motor vehicle” means a vehicle that, unless otherwise specifically exempted, is self-propelled or propelled by electric power obtained from overhead electrical wires and is not operated on rails.

“Vehicle” is defined as any device in, on, or by which any individual or property is (or might be) transported or towed on a highway. “Vehicle” includes a low-speed vehicle and an off-highway recreational vehicle, but it does not include an electric personal assistive mobility device or a personal delivery device.

Additional Information

Recent Prior Introductions: Similar legislation has not been introduced within the last three years.

Designated Cross File: SB 133 (Senator Muse) - Judicial Proceedings.

Information Source(s): Anne Arundel, Baltimore, Charles, Dorchester, and Howard counties; Maryland Association of Counties; City of Annapolis; Maryland Municipal League; Judiciary (Administrative Office of the Courts); Department of State Police; Department of Legislative Services

Fiscal Note History: First Reader - January 21, 2025
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