



HB 107: Vehicle Laws - Bus Lane Obstruction - Monitoring Systems Expansion and
Workgroup (Better Bus Service Act of 2024)
House Environment and Transportation Committee
Washington Area Bicyclist Association – FAVORABLE

February 1, 2024

Chair Korman and Committee Members,

Transit is the greenest, most equitable form of transportation for distances that are not walkable or bikeable. We must fully fund transit and do what we can to boost its speed, operating efficiency, and convenience.

HB 107, by prohibiting unallowed stopping and parking in a dedicated bus lane and allowing automated enforcement of bus lane use, stopping, and parking violations, is a step toward better transit. The Washington Area Bicyclist Association (WABA), an advocacy organization with 1,200 Maryland members, supports this bill.

We note that the prohibition would extend to dedicated bus lanes in Prince George's and Montgomery Counties, where WABA is active, and would be similar to bus-lane enforcement provisions recently enacted in the District of Columbia, where we are also active and have observed a need for the type of enforcement that would be allowed by HB 107.

In our jurisdictions and about the state, bicyclists may use dedicated bus lanes, hence WABA's special attention to HB 107. We encourage bicyclists to ride in bus lanes when safe, in particular when the speed limit is 25 MPH or less and bus frequency is moderate.

A look at curb-space regulations and management and at enforcement strategy and education and privacy concerns is in order, therefore WABA supports HB 107's establishment of a Workgroup on Curb Space Management.

The Washington Area Bicyclist Association urges a Favorable HB 107 committee report and House floor vote.

Thank you for the opportunity to testify on this legislation.

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