
January 30, 2025

The Honorable Chair Korman
Chair, Environment and Transportation Committee
250 Taylor House Office Building
Annapolis, MD 21401

***RE: Letter of Information – House Bill 178 – Vehicle Laws - Stopping, Standing, or Parking
in a Bike Lane or Bicycle Path - Prohibition***

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) offers the following Letter of Information for the Committee’s consideration of House Bill 178.

House Bill 178 strictly prohibits the stopping, standing, or parking of any vehicle in a bicycle lane or path.

MDOT concurs that vehicle drivers should generally avoid blocking painted and protected bicycle lanes and therefore agree with the general intent of this bill. That said, as written, HB 178 is broad in scope and does not clearly identify the types of vehicles that would be impacted or the types of bicycle lanes or paths subject to the bill. HB 178 will prohibit unintentionally disabled vehicles, emergency vehicles, and transit vehicles from temporarily utilizing shoulders along the roadways, where those shoulders are incorporated into bike lanes or bicycle paths. SHA has also identified other vehicles, such as postal services, school buses, and waste collection, that may have operational challenges from the bill proposal that should be considered. The Maryland State Highway Administration (SHA) has shoulders designated as bicycle lanes or pathways across the state in urban, rural and residential communities. It is important for the safety of Maryland roadway users that these vehicles have access to shoulders, even when designated as a bicycle lane or path, for emergency and essential stops that remove potential conflicts in travel lanes and allows for the traffic flow to continue without significant disruption or secondary conflicts.

Should House Bill 178 pass, SHA would need to inventory all shoulders designated as bicycle lanes and paths along state highways, as well as the associated signs posted with language that permits stopping or parking, including signs that indicate “Emergency Parking Only” or “No Parking” between dedicated times. The SHA has submitted a fiscal impact of \$264,000 related to the inventory and removal of the related signage. As written, HB 178 does not require the installation of new signage indicating “No Parking Anytime”, however SHA would also anticipate incurring additional cost if requested to install this signage or similar signage along state routes to indicate that parking is prohibited in bicycle lanes and paths.

The SHA is currently working with the sponsor to introduce language to amend House Bill 178 that would allow disabled, emergency, and transit vehicles to stop in shoulders designated as

The Honorable Marc Korman
Page Two

bicycle lanes or paths. The SHA anticipates the amended language would decrease the fiscal impact associated with the statewide inventory of bicycle lanes and paths and removal of certain signage – this would not be necessary with the appropriate clarification.

The Maryland Department of Transportation respectfully requests the Committee consider this information during its deliberation of House Bill 178.

Respectfully submitted,

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