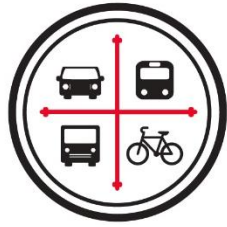


HB0178_Favorable_CMTA.pdf

Uploaded by: Eric Norton

Position: FAV



Transportation Alliance

January 30, 2025

**Testimony on HB 178 –
Vehicle Laws – Stopping, Standing, or Parking in a Bike Lane or Bicycle Path –
Prohibition
Environment & Transportation Committee**

Position: Favorable

The Central Maryland Transportation Alliance supports HB 178, which would prohibit a person from stopping, standing, or parking a vehicle in a bike lane or path. As advocates for a safe transportation system, the Central Maryland Transportation Alliance strongly believes this bill will improve safety for all road users while also making biking an easier and more attractive transportation option for Marylanders.

In Baltimore City, it is already prohibited to stop, stand, or park in a bike lane or bicycle path. This common-sense approach ensures that these spaces are treated just like any other road space that is protected from obstructions, such as motor vehicle lanes, sidewalks, intersections, and crosswalks.

Of course there are legitimate instances, such as emergency vehicles or disabled vehicles, where access to bike lanes or paths is necessary, and those exemptions should remain in place. However, non-essential uses—such as passenger pickup and drop-off or truck loading/unloading—are both unnecessary and dangerous when they occur in bike lanes and paths. In fact, such behavior is already prohibited in other protected spaces like crosswalks, sidewalks, and intersections. Bike lanes should be no different.

Maryland is already taking steps to improve safety, and we commend the Maryland Department of Transportation (MDOT) for its commitment to the Complete Streets Policy. We believe that this legislation supports those ongoing efforts, and that Maryland can take a critical step toward safer and more equitable transportation for all. By aligning our state laws with those already in place in Baltimore City, we can provide consistent protection for cyclists, reduce conflicts between cyclists and motor vehicles, and create safer, more efficient streets for everyone.

We encourage a FAVORABLE report for House Bill 178.

HB0178 LOS Stopping-Standing-Parking Bike Lane.pdf

Uploaded by: Jed Weeks

Position: FAV



January 28, 2025

House Environment and Transportation Committee
250-251 Taylor House Office Building
Annapolis, MD 21401 - 1991

SUPPORT: HB0178 - Vehicle Laws - Stopping, Standing, or Parking in a Bike Lane or Bicycle Path - Prohibition

Bikemore, Baltimore City's livable streets advocacy organization representing more than 8,000 advocates and the 30% of Baltimoreans who lack access to a car, is writing in support of HB0178.

In Baltimore City, it is already illegal to stop, stand, or park in a bike lane or bicycle path. This makes sense - bicycle lanes and bicycle paths are lanes of traffic, and should be enforced with prohibitions from obstructing traffic just as a general lane of motor vehicle traffic, a sidewalk, an intersection, or a crosswalk is treated.

Yet statewide in Maryland, the prohibition for bike lanes and paths is the only one that does not exist. This needs to be fixed to better protect vulnerable road users from motor vehicle traffic.

There are some cases where vehicle entry into a bicycle lane or path is necessary. Exceptions already exist in Maryland code for these necessities: emergency vehicle access, law enforcement instruction, direction from a traffic control device, and disabled vehicles.

Other uses like passenger pickup and drop-off and truck loading and unloading are not necessary uses. They are in fact dangerous ones that are a significant cause of injury and death of bicycle facility users. That's why these uses are already prohibited in other locations where vulnerable road users exist: crosswalks, sidewalks, and intersections.

In these cases, design solutions are needed, and they exist. Loading zones, mid-block ADA ramps, flex zones, and other curbspace management treatments are the appropriate design solutions, and treatments that we should see incorporated in projects across the state with MDOT's new Complete Streets Policy. We must lead with safety, and design around inconvenience.

We urge the committee to support HB0178, bringing Maryland in line with Baltimore City, the District of Columbia, and Virginia.

Sincerely,

Jed Weeks
Executive Director

BikeAAA-FAVHB178NoStoppinginBikeLanes20250128.pdf

Uploaded by: Jon Korin

Position: FAV



Support HB178 Safety For Cyclists & Drivers

Bicycle Advocates for Annapolis & Anne Arundel County
P.O. Box 208, Arnold, MD 21012 www.bikeaaa.org 443-685-4103

House Environment & Transportation Committee
Annapolis, MD 21401-1991

January 28, 2025

RE: SUPPORT HB178 No Stopping, Standing, Parking in Bike Lanes

Dear Chair and Members of the Committee,

I am a resident of District 30, president of Bicycle Advocates for Annapolis and Anne Arundel County (“BikeAAA”), Chair of the Anne Arundel County Bicycle Advisory Commission, Member of the 2017 Maryland Bicycle Safety Task Force and avid Maryland cyclist for over 20 years. On behalf of BikeAAA and it’s more than 1,000 members, we support HB178.

A motor vehicle that is stopped, standing, or parked in a bike lane or bicycle path presents an unexpected obstruction for bicyclists using the lane or path. This obstruction may dangerously force the bicyclist into the adjacent traffic lane, where their presence is unexpected and a potential impediment to the smooth flow of motor vehicle traffic and a significant hazard, especially for the person on the bike. Maryland already has such prohibition for places like crosswalks, sidewalks, driveways and intersections. Both D.C. and Virginia already have similar statutes to this bill and Baltimore City Code already prohibits parking or standing in a marked bike lane. This bill would extend this protection to other jurisdictions with bike lanes or bicycle paths.

Please support HB178 to improve safety and reduce traffic congestion, especially for people who travel by bike.

Sincerely,

Jon Korin
President, Bicycle Advocates for Annapolis & Anne Arundel County

HB 178 LOS Bike MD.pdf

Uploaded by: Joshua Feldmark

Position: FAV



Bill: HB 178- Vehicle Laws - Stopping, Standing, or Parking in a Bike Lane or Bicycle Path - Prohibition

Position: SUPPORT

Dear Chair, Vice-Chair, and Members of the Committee,

On behalf of Bike Maryland, an organization representing thousands of cyclists across the state, we write to express our support for HB 178. This legislation is a crucial step toward improving safety for bicyclists and all road users in Maryland.

Bicycle safety is a pressing concern in Maryland. Many cyclists face significant risks due to inadequate infrastructure, lack of awareness among drivers, and insufficient enforcement of existing laws. HB 178 provides an opportunity to address these challenges by:

1. The bill aligns with MD's commitment to Vision Zero and Complete Streets that increases the safety for all users. Keeping bike lanes clear avoids the need for bicyclists to dart/weave in and out of the travel lanes which is dangerous and increases congestion
2. Enhancing Traffic Laws: Strengthening laws that protect bicyclists and ensuring they are enforced will encourage safer interactions between drivers and cyclists.
3. Reducing Bicycle-Related Injuries and Fatalities: By prioritizing safety measures, HB 178 will help prevent tragic crash injuries and deaths of vulnerable road users and make cycling a safer option for Maryland residents.

The benefits of improved bicycle safety extend beyond the cycling community. Safer roads encourage more people to choose biking as a mode of transportation, leading to reduced traffic congestion and healthier lifestyles for Marylanders.

We urge the committee to support this legislation. Should you have any questions, please feel free to contact me at chair@bikemd.org.

Sincerely,

Peter Gray
Bike Maryland
Chair, Board of Directors

HB178_MDSierra_FAV_1-30-25.docx.pdf

Uploaded by: Lindsey Mendelson

Position: FAV



SIERRA CLUB

MARYLAND CHAPTER

P.O. Box 278
Riverdale, MD 20738

Committee: Environment and Transportation

**Testimony on HB 178: Vehicle Laws – Stopping, Standing, or Parking in a Bike Lane or
Bicycle Path – Prohibition**

Position: Support

Hearing Date: January 30, 2025

The Maryland Chapter of the Sierra Club supports HB 178, prohibiting a person from stopping, standing, or parking a vehicle in a bike lane or bicycle path. This bill will help protect designated spaces for cyclists, reduce safety hazards that can cause collisions by forcing cyclists to swerve around parked vehicles, and promote the free flow of bicycle traffic.

Research and experience show that protected bike lanes are good for everyone. In a 2018 report, [Calbike](#) notes that protected bike lanes improve safety for bicyclists, drivers, and pedestrians; [increase sales in business districts](#); boost property values; and get more people to ride bikes by providing the safety, comfort, and separation most people want when cycling. [Other studies consistently show that adding a protected bike lane to a road improves safety for all](#) road users – including drivers, walkers, and bikers. Research shows that adding protected bike lanes reduces all collisions and injuries by 30-50%.

Maryland's Department of Transportation has set a goal to reduce vehicle traffic (measured as vehicle miles traveled per capita) by 20% by 2050 to help meet the state's targets to cut climate pollution and improve mobility. Increasing the accessibility of biking reduces tailpipe pollution by giving people more affordable and sustainable travel options.

For these reasons, the Maryland Chapter of the Sierra Club urges a favorable report on HB 178. .

David Jenkins
Transportation Committee
avnscm@gmail.com

Josh Tulkin
Chapter Director
Josh.Tulkin@MDSierra.org

MGA 2025 Testimony Bill HB0178 (Stopping, Standing

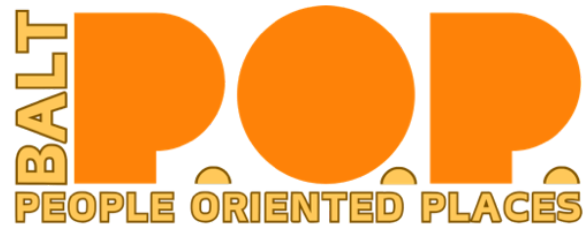
Uploaded by: Michael Scepaniak

Position: FAV

Bill: HB0178

Bill Title: Vehicle Laws - Stopping, Standing, or Parking in a Bike Lane or Bicycle Path - Prohibition

Position: **Favorable**



Members of the House Environment and Transportation Committee,

HB0178 is a very simple, common sense bill with many precedents whose time has come. All across Maryland, for a host of reasons, municipalities are building bicycle infrastructure. In order for that infrastructure to be put to robust use by people riding bicycles, its purpose as a safe right-of-way for them needs to be respected. One aspect of accomplishing that is to make it clear that bike lanes and paths are not to be dangerously used as free or temporary parking for delivery and other non-emergency vehicles.

Maryland state law already puts this same protection in place for roadways, intersections, sidewalks, crosswalks, etc. The purpose - safety. Given that bicycle infrastructure is frequently placed adjacent to flowing automobile traffic, extending this protection to bike lanes and paths makes abundant sense. An automobile blocking a bike lane or path presents an unexpected and dangerous obstruction for bicyclists traveling at-speed. Furthermore, the obstruction may force the bicyclist into an adjacent vehicle travel lane mid-block - an unexpected and dangerous spot for a bicyclist to enter traffic.

Baltimore City, Washington, D.C., and the state of Virginia already have equivalent restrictions in place for their bicycle infrastructure.

This bill does nothing to impinge on the exemption provided to emergency vehicles - or directions provided by a police officer or traffic control device.

This is a no-cost, common sense measure that serves as another step toward encouraging active transportation and complete streets initiatives being pursued across the state.

We hope the committee finds these points helpful and convincing and we urge its members to **vote in favor of HB0178**. Thank you for your efforts and the opportunity for us to testify on this legislation.

[BaltPOP - Baltimoreans for People-Oriented Places](#)

HB 178 - Guyton - Favorable.pdf

Uploaded by: Michele Guyton

Position: FAV

MICHELE GUYTON
Legislative District 42B
Baltimore County

Environment and Transportation
Committee



The Maryland House of Delegates
6 Bladen Street, Room 304
Annapolis, Maryland 21401
410-841-3793 · 301-858-3793
800-492-7122 Ext. 3793
Michele.Guyton@house.state.md.us

THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

January 30, 2025

**HB 178 – Vehicle Laws – Stopping, Standing, or Parking in a Bike Lane or Bicycle Path –
Prohibition - Favorable**

Dear Chairman Korman, Vice Chair Boyce, and Members of the Environment and
Transportation Committee,

I respectfully ask your consideration of HB 178 to protect bicyclists by prohibiting stopping,
standing, or parking in a bike lane or bicycle path.

This legislation supports Maryland's Vision Zero and Complete Streets goals by changing driver
behavior to help ensure that everyone who commutes gets home safely. It will also encourage
no-emission commuting and citizen health.

This legislation will put the state of Maryland in line with Baltimore City, Washington, DC and
Virginia. There are already provisions in Maryland that will exempt for emergency vehicles and
first responders. I have also worked with interested advocates such as the Federation of the
Blind and MDOT to address their concerns through amendment.

Because this legislation is crucial for the safety of all Marylanders who use our roads and
consistent with our stated priorities for Vision Zero and clean energy, I request a favorable
report on HB 178.

A handwritten signature in cursive script that reads "Delegate Michele Guyton".

Delegate Michele Guyton
District 42B

HB178_Guyton_Proposed amendment

Uploaded by: Michele Guyton

Position: FAV



HB0178/263824/1

AMENDMENTS
PREPARED
BY THE
DEPT. OF LEGISLATIVE
SERVICES

29 JAN 25
14:54:56

BY: Delegate Guyton
(To be offered in the Environment and Transportation Committee)

AMENDMENTS TO HOUSE BILL 178
(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in line 4, strike “a vehicle” and substitute “certain vehicles”.

AMENDMENT NO. 2

On page 2, in line 11, after “(GG)” insert “(1) THIS SUBSECTION DOES NOT APPLY TO:

(I) AN AUTHORIZED EMERGENCY VEHICLE;

(II) A VEHICLE LOADING OR UNLOADING INDIVIDUALS WITH DISABILITIES; OR

(III) THE DRIVER OF A VEHICLE THAT HAS BECOME UNINTENTIONALLY SO DISABLED WHILE ON THE ROADWAY THAT THE DRIVER CANNOT AVOID STOPPING AND TEMPORARILY LEAVING IT THERE.

(2)”.

2025-HB 178-Bike Lane Stopping-WABA-FAV.pdf

Uploaded by: Seth Grimes

Position: FAV



Vehicle Laws - Stopping, Standing, or Parking in a Bike Lane or Bicycle Path - Prohibition
Environment and Transportation Committee
Washington Area Bicyclist Association – FAVORABLE

January 30, 2025

Chair Korman and Committee Members,

The Washington Area Bicyclist Association (WABA) supports HB 178, establishing a prohibition on stopping, standing, or parking in a bike lane or bicycle path.

HB 178 is a safety measure. When a bike lane is blocked, bicyclists are forced into traffic lanes where they are less safe and also slow vehicular traffic.

This legislation is a simple, one-line addition to Maryland Transportation Code that mirrors ten existing “A person may not stop, stand, or park a vehicle...” provisions. Like the other ten – they include “on a sidewalk,” “in an intersection,” and “on a crosswalk” – the intent is to ensure safe vehicular and pedestrian passage.

Exceptions already exist in Maryland Code for emergency vehicles and for law enforcement.

Maryland Transportation Article § 21-106 provides an exemption from stopping/standing/parking prohibitions for emergency vehicles. This applies for emergency calls, fire alarms, medical emergencies, and similar situations. And per Transportation Article §21-1003, the prohibitions, including the one HB 178 would add, apply "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."

This safety step mirrors provisions in place in Baltimore, Washington DC, and Virginia and other areas. Virginia law defines: *“Bicycle lane’ means that portion of a roadway designated by signs or pavement markings for the preferential use of bicycles, electric power-assisted bicycles, motorized skateboards or scooters, and mopeds”* and states, clearly and simply, *“Parking, stopping, or standing is prohibited on any bridge or in any tunnel and on any sidewalk, bicycle lane, or shared-use path unless otherwise indicated by the department.”*

We ask for a similar, clean and clear addition to Maryland code. Please note that HB 178 does not mandate a penalty for violations. Our aim is to shift driver behaviors.

WABA urges a Favorable HB 178 committee report and General Assembly enactment, and we thank you for the opportunity to share our support.

advocacy@waba.org

HB178 - Support with Amendments - Maryland Motor T

Uploaded by: Louis Campion

Position: FWA



HEARING DATE: January 30, 2025

BILL NO/TITLE: HB178: Vehicle Laws - Stopping, Standing, or Parking in a Bike Lane or Bicycle Path - Prohibition

COMMITTEE: House Environment & Transportation

POSITION: **Support with Amendments**

Maryland Motor Truck Association (MMTA) appreciates the intent of HB178 to protect open access to bicycle lanes. While we are supportive of that concept, it does pose concerns related to challenges that trucking companies continue to experience with curbside freight deliveries. This has been a problem for decades. In 2017, the Baltimore Regional Transportation Board hosted a Baltimore Downtown/Regional Freight Delivery Symposium. One of the items that was discussed significantly is the lack of curbside parking available for drivers who are dropping off freight, such as Amazon, UPS, and FedEx, and have no parking options. Frequently those drivers have no choice but to double park to make their deliveries, which may impede bike lanes where they are in place.

While the industry's goal is to find accessible legal and safe parking, in many cases there are simply no options. Other examples where this can occur are in the delivery of home heating fuel, whereby the delivery line between the truck and the tank is only so long, and therefore the vehicle must be parked within a certain number of feet to make the delivery. This also may occur with the household goods moving industry when a company must park its vehicle in front of a residence to load/unload household goods if there is no accessible driveway, typically requiring movers to get a "right of way" or "curbside parking" permit.

Some jurisdictions, such as New York City, have provided carve out exceptions for drivers "while expeditiously making pickups, deliveries or service calls" or while "actively engaged in loading or unloading goods, tools, materials, or other items for the purpose of making pickups, deliveries or service calls."

So that drivers can continue to make deliveries to buildings that have no other parking options, MMTA respectfully asks for the Committee to include the following amendment.

On page 2, after line 12 insert:

Subsection (GG) does not apply to:

- Vehicles and drivers while actively engaged in loading or unloading goods, tools, materials, or other items for the purpose of making pickups, deliveries or service calls for a period not to exceed 1 hour and displaying hazard warning lights; or
- Vehicles and drivers operating under a permit issued by a state, county or municipal agency.

This amendment recognizes the considerable parking challenges that many locations face, particularly for wider commercial motor vehicles that must be able to make pickups of deliveries. It limits the allowable time period as such and would require the display of hazard warning lights to help ensure safety. For the reasons noted above, MMTA respectfully asks for a favorable report with the amendment provided.

About Maryland Motor Truck Association: Maryland Motor Truck Association is a non-profit trade association that has represented the trucking industry since 1935. In service to its 1,000 members, MMTA is committed to support, advocate and educate for a safe, efficient and profitable trucking industry in Maryland.

For further information, contact: Louis Campion, (c) 443-623-5663

HB0178 Bike Lane.pdf

Uploaded by: Ronza Othman

Position: FWA

Subject: Favorable with Amendment HB 178: Prohibition to Stopping, Standing, or Parking in a Bike Lane

Date: January 30, 2025

From: National Federation of the Blind of Maryland
15 Charles Plaza, #3002
President@nfbmd.org

To: House Environment and Transportation Committee

On Page 2, line 12, add “Unless the vehicle is loading or unloading an individual with a disability.”

The Members of the National Federation of the Blind of Maryland urge the members of the House Environment and Transportation Committee to support the amended HB0178, a bill to regulate traffic in a bike lane.

The proliferation of bike lanes, while beneficial in numerous ways including to the environment, has caused tremendous challenges for individuals with disabilities who now experience difficulty and even unsafe conditions as they attempt to move about their communities. As a result of the installation of bike lanes against the curb of many streets, individuals with disabilities can no longer safely or without fear of penalty load buses or passenger vehicles from the curb. Instead, they need to cross through the bike lane and stand along or even cross moving traffic lanes to get to a vehicle to load or unload them.

Members of the blind community have had many near misses due to this practice, and drivers need to feel safe pulling up to the curb to load and unload passengers with disabilities. A blind individual should not have to risk their safety to cross moving traffic lanes. An individual in a wheelchair should not have to load a vehicle on the same side as moving traffic lanes because a bike lane pushed the loading and unloading zone across the street. Blind individuals should not have their canes broken by moving traffic as they wait to hopefully find a clear path to cross to the opposite street to get to a waiting Uber or Lyft.

This amendment preserves the integrity of the bike lane and also preserves the right of those with disabilities to safely and independently move about their communities.

Please vote yes on the amended HB0178.

For questions, please contact Ronza Othman at President@nfbmd.org or at 443-426-4110.

HB0178 - LOI - Stopping, Standing or Parking in a

Uploaded by: Patricia Westervelt

Position: INFO

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,

April King
Acting Director
Office of Government Affairs
Maryland State Highway Administration
410-210-5780

Matthew Mickler
Director
Office of Government Affairs
Maryland Department of Transportation
410-865-1090