



Vehicle Laws - Stopping, Standing, or Parking in a Bike Lane or Bicycle Path - Prohibition  
Senate Judicial Proceedings Committee  
Washington Area Bicyclist Association – FAVORABLE

January 22, 2025

Chair Smith and Committee Members,

**The Washington Area Bicyclist Association (WABA) supports SB 133**, establishing a prohibition on stopping, standing, or parking in a bike lane or bicycle path.

**SB 133 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 SB 133 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 SB 133 does not mandate a penalty for violations. Our aim is to shift driver behaviors.

WABA urges a Favorable SB 133 committee report and General Assembly enactment, and we thank you for the opportunity to share our support.