



HEARING DATE: January 22, 2025

BILL NO/TITLE: SB133: Vehicle Laws - Stopping, Standing, or Parking in a Bike Lane or Bicycle Path - Prohibition

COMMITTEE: Senate Judicial Proceedings

POSITION: Support with Amendments

Maryland Motor Truck Association (MMTA) appreciates the intent of SB133 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 or 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.

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