



THE SENATE OF MARYLAND  
ANNAPOLIS, MARYLAND 21401

**Sponsor Testimony**

**SB 133: Vehicle Laws – Stopping, Standing, or Parking in a Bike Lane or Bicycle Path – Prohibition**

Good afternoon, Chairman Smith, Vice Chair Waldstreicher and members of the Judicial Proceedings Committee, **Senate Bill 133**, seeks to amend Maryland's Transportation Article to prohibit stopping, standing, or parking in bike lanes or bicycle paths. This proposal is crucial to the safety of both cyclists and motorists on our roads.

**Current Law and the Need for Change:**

Under Maryland's existing laws, motor vehicles are prohibited from stopping, standing, or parking in certain areas like intersections, sidewalks, and crosswalks to ensure the safe passage of vehicles and pedestrians. However, these provisions do not explicitly extend to bike lanes or bicycle paths, which leaves an important gap in road safety.

The proposed bill would address this gap by specifically prohibiting the stopping, standing, or parking of vehicles in bike lanes or bicycle paths, directly amending Maryland Transportation Article §21-1003.

**Rationale for the Proposed Law:**

When a motor vehicle is stopped or parked in a bike lane or bicycle path, it creates a hazardous obstruction for cyclists. Cyclists may be forced to swerve into adjacent traffic lanes to avoid the obstruction, putting themselves at risk of being struck by motor vehicles. By prohibiting this behavior, we can ensure that cyclists have clear, unobstructed paths, reducing the likelihood of accidents and improving the flow of both bicycle and motor vehicle traffic.

SB 133 builds on existing protections already in place in Baltimore City, where it is already illegal to park in a bike lane. Statewide legislation would ensure similar protections in other jurisdictions, making our roads safer for cyclists across Maryland.

**Consistency with Other Jurisdictions:**

Maryland would not be alone in implementing such protections. States and cities across the country, including Virginia, Washington, D.C., and Baltimore City, already have similar laws that prevent parking in bike lanes. For example:

- Virginia's Department of Transportation prohibits parking in bicycle lanes unless otherwise indicated.
- The District of Columbia also bans stopping, standing, or parking in bicycle lanes.
- Baltimore City already has regulations that prevent parking in marked bike lanes.

By enacting SB 133, Maryland will align itself with these progressive, safety-conscious policies and demonstrate its commitment to promoting safe transportation options for all road users.

In closing, SB 133 is a necessary and timely step to improve the safety of cyclists and motorists in Maryland. By closing the existing gap in the law and ensuring bike lanes and bicycle paths remain unobstructed, we can reduce traffic conflicts and foster a safer, more efficient transportation environment. I respectfully urge a FAVORABLE report for SB 133.