

SB 133 - Sponsor Testimony.pdf

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Position: FAV



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.

BikeAAA-FAVSB133NoStoppininBikeLanes20250120.pdf

Uploaded by: Jon Korin

Position: FAV



Support SB133 Safety For Cyclists & Drivers

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

Senate Judicial Proceedings Committee
Annapolis, MD 21401-1991

January 20, 2025

RE: SUPPORT SB133 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 SB133.

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 SB133 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

SB 133 LOS Bike MD.pdf

Uploaded by: Joshua Feldmark

Position: FAV



Bill: SB 133- 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 SB 133. 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. SB 133 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, SB 133 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

MGA 2025 Testimony Bill SB0133 (Stopping, Standing

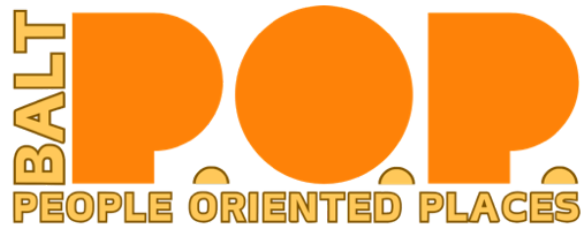
Uploaded by: Michael Scepaniak

Position: FAV

Bill: Senate Bill 0133

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

Position: **Favorable**



Members of the Senate Judicial Proceedings Committee,

SB0133 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 SB0133**. Thank you for your efforts and the opportunity for us to testify on this legislation.

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

2025-SB 133-Bike Lane Stopping-Senate-WABA-FAV.pdf

Uploaded by: Seth Grimes

Position: FAV



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.

advocacy@waba.org

SB133 Bike Lane DRM Written Testimony FWA - 1.22.2

Uploaded by: Audrey Sellers

Position: FWA

Judicial Proceedings Committee

Senate Bill 133

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

January 22, 2025

Position: Support With Amendment

Disability Rights Maryland (DRM) submits this testimony in support of SB 133 with an amendment. DRM is the federally designated Protection and Advocacy agency in Maryland, mandated to defend and advance the civil rights of people with disabilities. DRM supports SB 133 because it will lower the frequency of bicycle lane and path obstructions across the state, making our roads safer for people with disabilities. Individuals who use wheelchairs and mobility scooters regularly utilize bicycle lanes to navigate their communities. For people with disabilities to have unfettered access to the community, these lanes must remain free from obstruction.

Marylanders who use wheelchairs and mobility scooters are often forced to travel in bicycle lanes due to inadequate sidewalks and curb cuts. When the sidewalk lacks ADA compliant curb cuts or is riddled with potholes, the street becomes the only option. Travel is safer where bicycle lanes or paths are available, as they provide additional separation from traffic. If a vehicle is stopped, standing, or parked in a bike lane or bicycle path, that can prevent individuals using mobility devices from navigating to their destination. DRM supports the proposed prohibition because Marylanders with disabilities deserve access to the community equal to their peers.

DRM proposes expanding this prohibition of blocking bike lanes to include bicycles, motor scooters, and electric personal assistive mobility devices (EPAMDs). We suggest this amendment because we often see vehicles other than cars parked in bike lanes, especially dockless micromobility devices such as e-scooters. When any type of vehicle blocks a bike lane, a wheelchair or mobility scooter user is forced to return to their origin or travel in the roadway with active traffic. This not only restricts access to the community but also it creates unsafe situations for bike lane users with disabilities.

The proposed amendment would apply to § 21-1208. Actions prohibited relating to bicycles, EPAMDs, or motor scooters. The language

would be: "A person may not secure a bicycle, an EPAMD, or motor scooter in a manner that obscures a bike lane or bicycle path." We hope this amendment can be added to keep our bike lanes free from obstacles and safe for all users.

For the reasons above, we support SB 133 with amendments. Thank you for your consideration of this commonsense legislation. Please do not hesitate to contact me at AudreyS@DisabilityRightsMD.org or (443) 692-2507 for more information, if needed.

Respectfully submitted,

Audrey Sellers
Advocate
Disability Rights Maryland

SB133 - Support with Amendments - Maryland Motor T

Uploaded by: Louis Campion

Position: FWA

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.

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

SB0133 - LOI - Stopping, Standing or Parking in a

Uploaded by: Patricia Westervelt

Position: INFO

January 22, 2025

The Honorable William C. Smith, Jr.
Chair, Judicial Proceedings Committee
Hearing Room 2, West Miller Senate Miller Office Building
Annapolis, MD 21401

RE: Letter of Information – SB 133 – Vehicle Laws - Stopping, Standing, or Parking in a Bike Lane or Bicycle Path - Prohibition

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) offers the following Letter of Information for the Committee's consideration of Senate Bill 133.

Senate Bill 133 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, SB 133 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. SB 133 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 Senate Bill 133 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, SB 133 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 Senate Bill 133 that would allow disabled, emergency, and transit vehicles to stop in shoulders designated as

The Honorable William C. Smith, Jr.
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 Senate Bill 133.

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