



WRITTEN TESTIMONY OF HAYDEN AI ON
HB1113 BUS OBSTRUCTION MONITORING SYSTEMS AND BUS STOP ZONES
HOUSE ENVIRONMENT AND TRANSPORTATION COMMITTEE
FEBRUARY 26, 2026

Chair Korman, Vice Chair Guyton, and members of the committee, thank you for the opportunity to testify today. Hayden AI is a US-based company that works with transit agencies, including WMATA, to help them stop illegal parking obstructions that undermine safe, accessible and reliable public transit.

Transit bus-mounted parking enforcement is being adopted by agencies across the country to reduce illegal parking in both bus lanes and bus stops. These programs are up and running in Washington, DC, New York City, Philadelphia, Chicago, Los Angeles, Sacramento, Santa Monica and the San Francisco Bay Area. One thing all these programs have in common is that they all protect bus stop zones from illegal parking.

Under the law that was passed in 2024, Maryland excluded bus stops. While the law did allow bus stops that are “adjacent” to bus lanes to be enforced, this exception would only encompass a tiny fraction, probably less than one percent, of bus stop zones in Maryland.

The local impact of this exclusion is especially harmful to those who need its protection most. WMATA’s Clear Lanes program enforces both bus lanes and bus stop zones from illegal parking in DC. But when their buses cross into Maryland, only a small fraction of bus stops can be enforced – only those that happen to be on a bus lane. This means the disabled, seniors, and families with small children using transit outside of bus lanes will be more likely to have to cross into active traffic to board a bus.

Everywhere else, enforcement of illegal parking at bus stops is considered essential. Illegal parking in bus stops greatly increases hazards, especially for people with disabilities and seniors. For example, blocked bus stops make boarding dangerous and sometimes impossible for wheelchair users because bus operators are unable to properly deploy wheelchair access ramps if the bus cannot pull up to the curb.

For a disabled person, a blocked bus stop can mean the difference between reaching their destination on time or late – or not reaching it at all.



That's why we urge the Committee to approve HB 1113, which would restore the protection of bus stop zones to the Better Bus Law that was enacted in 2024.