

HB 1381: Vehicle Laws - Stopping, Standing, or Parking in a Bike Lane or Bicycle Path - Prohibition
House Environment and Transportation Committee
Brendan Wray - FAVORABLE WITH AMENDMENTS

March 3, 2026

Chair Korman and Committee Members,

I support HB 1381, which would prohibit motor vehicles from stopping, standing, or parking in a bike lane or bike path. In general, prohibiting vehicles from stopping, standing, or parking in a bike lane is a safety improvement for cyclists and drivers. Currently, cyclists are forced to enter the vehicle travel lane anytime a vehicle is stopped in the bike lane, which happens frequently in front of commercial and apartment buildings. I have observed this many times on Route 1 in College Park and in Washington, D.C. Entering the travel lane is dangerous to cyclists and drivers who may collide with a slower bicycle. The bicycle is smaller and less visible than a vehicle, as well as travels slower than a vehicle, and so is subject to being hit from behind.

However, I would like to see an amendment that removes subsection (GG) (1) (V), the exception for vehicles loading or unloading goods for pick up or delivery. Bike lanes are typically at most 6 feet in width, and often 4-5 feet. A typical delivery vehicle is at least 6.5 feet wide for a small box truck, and up to 8.5 feet wide for a larger box truck and Rivian EDV used by Amazon. Even if the vehicle were parked against the curb, it would still obstruct both the bike lane and the travel lane up to 3-4 feet. Having encountered this scenario as well, I find that a delivery vehicle parked in the bike lane for unloading is always obstructing the vehicle travel lane as well, forcing vehicles to change lanes or swerve partially into an adjacent travel lane in order to pass the parked delivery vehicle. This scenario forces a vulnerable cyclist to enter the vehicle travel lane to go around the stopped vehicle. Were this delivery and pick up exception removed, delivery vehicles would stop in the closest vehicle travel lane to the curb, obstructing a single lane (rather than the travel lane and bike lane), and bicycles could continue to pass safely in the bicycle lane. Delivery drivers would have to take care to look for cyclists as they cross the bike lane, but this seems like a negligible safety tradeoff to having cyclists enter the vehicle travel lane to pass a parked delivery vehicle.

Thank you for the opportunity to testify on this legislation.

Brendan Wray
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