



February 24, 2026

House Environment and Transportation Committee
251 Taylor House Office Building
Annapolis, Maryland 21401

SUPPORT WITH AMENDMENT: HB1113 Vehicle Laws - Bus Obstruction Monitoring Systems and Bus Stop Zones

Bikemore and the Central Maryland Transportation Alliance are writing to support HB1113 with an amendment that we have discussed with Delegate Lewis.

Our proposed amendment would alter line 12 to an AND statement, permitting local jurisdictions to have more stringent stopping, standing, and parking regulations for bus stop zones.

(GG) A PERSON MAY NOT STOP, STAND, OR PARK A VEHICLE IN A BUS STOP ZONE IF A TRANSIT VEHICLE IS PRESENT IN THE BUS STOP ZONE UNLESS THE PERSON:

- (1) IS AUTHORIZED BY THE LOCAL JURISDICTION IN WHICH THE BUS STOP ZONE IS LOCATED; ~~OR~~ **AND**
- (2) (I) IS ACTIVELY ENGAGED IN THE LOADING OR UNLOADING OF PASSENGERS; AND
(II) HAS ACTIVATED THE VEHICLE'S HAZARD WARNING LIGHTS

This amendment would match this proposed legislation with the intent of language in HB1381 - Vehicle Laws - Stopping, Standing, or Parking in a Bike Lane or Bicycle Path - Prohibition, creating a consistent ability for local jurisdictions to enhance enforcement of active and public transportation infrastructure.

Dedicated Bus Lanes and accessible bus stops are an incredibly effective tool to speed bus operations, increase reliability, and grow ridership as a result of those speed and reliability improvements.

As amended, HB1113 will normalize automated enforcement expectations across the urbanized region's service networks of WMATA and MDOT MTA, providing the driving public with clear expectations of enforcement if they drive in bus lanes or stop, stand, or park obstructing bus lanes or bus stops.

We need to do everything in our power to make transit more frequent, reliable, and accessible. This includes the larger conversation of fully funding our transit needs in Maryland, but it also means taking every small opportunity to make transit riders' lives easier.

We encourage a favorable report on an amended HB1113.