

SafeRoadsMD Supports HB 1381.pdf

Uploaded by: John Seng

Position: FAV



SafeRoadsMD

PLEASE SUPPORT HB 1381

“Vehicle Laws – Stopping, Standing, or Parking in a Bike Lane or Bicycle Path – Prohibition”

**MARYLAND COALITION FOR ROADWAY SAFETY, INC.
URGES MD HOUSE ENT COMMITTEE SUPPORT FOR HB 1381**

March 3, 2026

TO:

Honorable Delegate Marc Korman, Chair
Honorable Delegate Michele Guyton, Vice Chair
House Environment and Transportation Committee
Maryland General Assembly
250 & 251 Taylor House Office Building
Annapolis, Maryland 21401

FROM:

John Seng, Chair
SafeRoadsMD - Maryland Coalition for Roadway Safety, Inc.
(202) 468-7682, JSeng@SafeRoadsMD.org
SafeRoadsMD.org



Subj: Support of HB 1381 - “Vehicle Laws – Stopping, Standing, or Parking in a Bike Lane or Bicycle Path – Prohibition”

Dear Chair Korman, Vice Chair Guyton and Members of the Maryland House Environment and Transportation Committee,

On behalf of SafeRoadsMD, I write in strong support of HB 1381 - “Vehicle Laws – Stopping, Standing, or Parking in a Bike Lane or Bicycle Path – Prohibition.”

Maryland’s roads are shared spaces. Motor vehicles, bicyclists, and pedestrians all move on, in, and around them every day. But only one of those three has the mass, speed, and force to kill. That reality carries responsibility.

Bike lanes and bicycle paths are not decorative paint. They are designated safety space — often the only barrier between a person on a bike and moving traffic. When a driver stops or parks in that space, even “just for a minute,” it forces bicyclists into active traffic lanes, creating sudden conflicts, unpredictable movements, and entirely preventable risk.

HB 1381 establishes a clear rule: Keep bike lanes and bicycle paths clear, with reasonable and limited exceptions. Emergency vehicles, disability access, short-term loading with hazard lights — these are

Maryland Coalition for Roadway Safety, Inc.
2127 Regina Terrace, Clarksburg, MD 20871 (202) 468-7682

sensible allowances. What the bill prohibits is routine, casual obstruction of bicycle infrastructure that was built specifically to reduce crashes and save lives.

There is no single cure-all that will eliminate roadway fatalities. Maryland continues to lose hundreds of lives each year to traffic crashes.

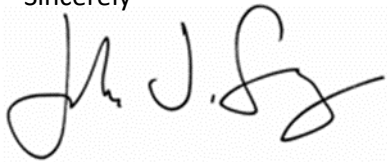
But progress happens incrementally. Safety is built through layered, common-sense policies that reduce exposure to risk. HB 1381 is one of those measures. It chips away at the everyday behaviors that escalate danger.

Clear lanes create predictability. Predictability creates safety. And safety must be our North Star.

This legislation sends an unmistakable message: the rules of the road apply to everyone, and the most powerful road users bear the greatest obligation to protect the most vulnerable.

SafeRoadsMD respectfully urges your favorable report on HB 1381.

Sincerely

A handwritten signature in black ink, appearing to read "John J. Seng". The signature is fluid and cursive, with the first name "John" being the most prominent.

John J. Seng
Chair
Maryland Coalition for Roadway Safety, Inc.

cc: SafeRoadsMD Board, Dan Langenkamp, Peter Gray - BikeMaryland, Elizabeth Kiker - WABA,

Photo on page 1: MDOT

HB1381 - Support - Maryland Motor Truck Associatio

Uploaded by: Louis Campion

Position: FAV



HEARING DATE: March 5, 2026

BILL NO/TITLE: HB1381: Vehicle Laws - Stopping, Standing, or Parking in a Bike Lane or Bicycle Path – Prohibition

COMMITTEE: House Environment & Transportation

POSITION: **Support**

Maryland Motor Truck Association (MMTA) offers its support of HB1381, which protects open access to bike lanes while addressing concerns raised last year related to challenges that trucking companies continue to experience with curbside freight deliveries. 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.

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."

The sponsor of this legislation has addressed the concerns we raised in 2025 by including exceptions for vehicles that are loading or unloading goods for a period not to exceed 30 minutes if they are displaying hazard warning lights, or those with a local curbside parking permit.

This recognizes the considerable parking challenges that many locations face, particularly for wider commercial motor vehicles that must be able to make pickups of deliveries. We appreciate the sponsor working with us and respectfully ask for a favorable report.

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

Favorable - HB 1381 - Del. Guyton.pdf

Uploaded by: Michele Guyton

Position: FAV

MICHELE GUYTON
Legislative District 42B
Baltimore County

—
Vice Chair
Environment and Transportation
Committee



The Maryland House of Delegates
6 Bladen Street, Room 251
Annapolis, Maryland 21401
410-841-3793
800-492-7122 Ext. 3793
Michele.Guyton@house.maryland.gov

THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

March 5, 2026

Favorable – HB 1381

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

Dear Chair Korman and Members of the Environment and Transportation Committee,

I respectfully ask for your consideration of HB 1381 to protect bicyclists by prohibiting stopping, standing, or parking in a bike lane or bicycle path. This legislation supports Maryland's Vision Zero and Complete Streets goal by changing drivers' behavior to help ensure that everyone who commutes gets home safely. It will also encourage no-emission commuting and citizen health.

This legislation is very similar to legislation that passed out of this committee last year with more local control over timelines for delivery vehicles. There are already provisions in Maryland that will exempt emergency vehicles and first responders. This legislation will put the state of Maryland in line with Baltimore City, Washington DC, and Virginia.

Because this legislation is crucial for safety of all Marylanders who use our roads and is consistent with our stated priorities for Vision Zero and clean energy, I request a favorable report on HB 1381.

Sincerely,

A handwritten signature in cursive script that reads "Delegate Michele Guyton".

Delegate Michele Guyton

P HB1381 Bike Lanes.pdf

Uploaded by: Mindy Badin

Position: FAV

**Please Support House Bill 1381
Vehicle Laws - Stopping, Standing, or Parking
in a Bike Lane or Bicycle Path - Prohibition**

March 5, 2026

To:

Honorable Delegate Marc Korman, Chair
Honorable Delegate Michele Guyton, Vice Chair
Environment and Transportation Committee
Taylor House Office Building, Room 250
Annapolis, MD 21401

From:

Mindy Badin
4212 Charley Forest Street
Olney, MD 20832
minbadoo1@yahoo.com

Dear Chair Korman, Vice Chair Guyton, and Members of the Environment and Transportation Committee:

I would like to express my support of House Bill 1381, which would prohibit, with limited exceptions, vehicles from stopping, standing, or parking in bike lanes in Maryland.

By distinguishing bike lanes and bicycle paths as areas where motor vehicles may not stop, stand, or park except under narrow conditions, House Bill 1381 will protect vulnerable road users and improve road safety for bicyclists across Maryland.

Dedicated bike lanes serve a critical safety function - they allow bicyclists to travel in a space separated from general traffic. Maryland and its jurisdictions have invested significantly in its bikeways, but those investments only work if the bike lanes are clear and usable.

Obstructions in these areas force bicyclists into the adjacent travel lanes, increasing the risk of collisions with moving vehicles and undermining the purpose of the bike lanes. A statewide law would be aligned with Maryland's Vision Zero and safety goals.

Since my son Brett died 6 years ago while crossing the street, I have been advocating for safer roads. That advocacy extends to my own driving habits. I follow the speed limits and am always vigilant in looking out for pedestrians, bicyclists, and other non-motorists. Even so, danger can arise unexpectedly. Several months ago while making a left turn I almost missed seeing a bicyclist going straight through the intersection.

This experience solidified my position that we must do everything we can to protect our bicyclists. Allowing vehicles to block bike lanes and forcing the bicyclists into traffic cannot be an option.

I urge a favorable report on House Bill 1381. Thank you.

Sincerely,
Mindy Badin

HB1381 - OATM - LOS - Vehicle Laws - Stopping, Sta

Uploaded by: Patricia Westervelt

Position: FAV



Wes Moore
Governor
Aruna Miller
Lieutenant Governor
Kathryn Thomson
Acting Secretary

March 5, 2026

The Honorable Marc Korman
Chair, Environment and Transportation Committee
250 Taylor House Office Building
Annapolis, MD 21401

RE: Letter of Support with Amendment – House Bill 1381 – Vehicle Laws – Stopping, Standing, or Parking in a Bike Lane or Bicycle Path – Prohibition

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) supports House Bill 1381 with amendments as an important step toward making bicycling safer throughout the State of Maryland.

HB 1381 prohibits stopping, standing, or parking a vehicle in a bike lane or bicycle path. The bill would not apply to an authorized emergency vehicle, a transit vehicle, a vehicle picking up or dropping off persons with disabilities, a severely disabled vehicle, or a vehicle loading or unloading goods for less than 30 minutes with a parking permit or with flashing hazard warning lights displayed. Local jurisdictions may opt out of this bill through local laws.

HB 1381 would reduce conflicts between bicyclists and motorists while providing local jurisdictions with flexibility to manage highway operations. As the State Highway Administration and local jurisdictions continue to expand Maryland's bicycle network, this bill would enhance the safety for all users and support the State's efforts to reduce serious injury and fatal crashes. Stopped, standing, or parked vehicles in a bike lane or bicycle path impede the flow of travel in a space dedicated to vulnerable road users and may unnecessarily place these individuals into conflict with drivers if they must enter a vehicular travel lane.

While this bill addresses parked vehicles, MDOT recommends an amendment to clarify that vehicles loading or unloading goods may only utilize the bicycle lane or path if no other parking, shoulder, or other curb space is available on that block. This clarification would further reduce conflicts in the bike lane when alternative options are available.

The Maryland Department of Transportation respectfully requests the Committee consider this information during its deliberations and issue House Bill 1381 a favorable report with the recommended amendment.

Respectfully submitted,

Matthew Mickler
Director of Government Affairs
Maryland Department of Transportation
410-865-1090

3-05-2026 Favorable HB1381 Vehicle Laws - Stopping

Uploaded by: Ronza Othman

Position: FAV



Live the life you want.

From: Ronza Othman, President
National Federation of the Blind of Maryland
15 Charles Plaza, #3002
Baltimore, MD 21201 president@nfbmd.org

To: House Environment and Transportation Committee

The members of the National Federation of the Blind of Maryland urge the House Environment and Transportation Committee to give a favorable report to HB1381.

We note with approval that this bill's provisions do not apply to transit vehicles and vehicles picking up or dropping off passengers with disabilities. This is language that we requested and support, since it prevents people with disabilities from having to cross a bicycle lane in order to access transportation. While bicycles are perceived to be less dangerous than cars, they are quieter and harder for blind pedestrians to hear as they approach, and pedestrians with disabilities are likely to have trouble getting out of the way of or may actually collide with an approaching cyclist, potentially causing serious injury to both parties.

For this reason, we ask for a favorable report on HB1381. For questions, please contact me at President@nfbmd.org or at 443-426-4110.

HB1381WrayTestimony.pdf

Uploaded by: Brendan Wray

Position: FWA

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
Ellicott City, MD

Bike Maryland Coalition FWA HB1381-20260305.pdf

Uploaded by: Jon Korin

Position: FWA



Bill: HB 1381- Vehicle Laws - Stopping, Standing, or Parking in a Bike Lane or Bicycle Path - Prohibition

Position: FAVORABLE WITH AMENDMENT

Dear Chair, Vice-Chair, and Members of the Committee,

On behalf of Bike Maryland and the undersigned coalition of organizations from across Maryland, representing thousands of cyclists across the state, we express our support for an amended HB 1381. As amended, this legislation will improve safety for bicyclists and all road users in Maryland.

Many local laws are already in place prohibiting stopping, standing, and parking in bike lanes. While as drafted, this bill contains one carve out for local legislation, we believe it should defer to local context further, allowing local laws to prohibit additional exceptions. Therefore, we request an amendment that explicitly allows local laws to entirely supersede the floor of safety set in this legislation.

Virginia, D.C. and Baltimore City already have laws that prohibit stopping, standing and parking in bike lanes with only narrow exceptions.

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. HB 1381 as amended provides an opportunity to address these challenges:

1. The bill will align 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, HB 1381 as amended will help prevent tragic crash injuries and deaths of vulnerable road users and make cycling a safer option for Maryland residents.

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 with amendment. Should you have any questions, please feel free to contact us at chair@bikemd.org.



Baltimore Bicycling Club (BBC)

Baltimoreans for People Oriented Places

Bicycle Advocates for Annapolis & Anne Arundel County (BikeAAA)

Bike Harford

Bike Maryland

Bikemore

Bike HoCo

Frederick Bicycle Coalition

Maryland Eastern Shore Trail Network

Washington Area Bicyclist Association (WABA)

MGA 2026 Testimony Bill HB1381 (Stopping, Standing

Uploaded by: Michael Scepaniak

Position: FWA

Bill: HB1381

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

Position: **Favorable with Amendments**



Members of the House Environment and Transportation Committee,

As a group that advocates for transportation options which contribute to the liveability, productivity, and overall appeal of our communities comprising the Baltimore region, we support HB1381.

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. That said, we urge you to remove the exception provided for vehicles while loading or unloading goods for pick up or delivery. We do not allow for this exception in the pedestrian right-of-way (sidewalks), nor do we allow for this exception in the automobile right-of-way (automobile lanes), so we do not see why it should exist for the bicycle right-of-lane (bike lanes).

Additionally, roadway engineers account for state vehicle laws when designing infrastructure. By allowing delivery vehicles to park in bike lanes, engineers and planners will not take the time or effort to plan for vehicle loading/unloading zones.

If we want to move active transportation beyond fetish status and, instead, legitimize and support it as a mainstream form of travel, we need to treat it with the same respect we give automobile-based transportation.

If removing this exception is deemed unacceptable, we would like to see the text of the bill reworded such that it is clear and obvious that the exceptions list does **not** supersede any laws enacted by local jurisdictions.

We hope the committee finds these points helpful and convincing and we urge its members to **vote in favor of HB1381, with our suggested amendments**. Thank you for your efforts and the opportunity for us to testify on this legislation.

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

Bike Maryland Coalition FWA HB1381 Draft.docx.pdf

Uploaded by: Peter Gray

Position: FWA



Bill: HB 1381- Vehicle Laws - Stopping, Standing, or Parking in a Bike Lane or Bicycle Path - Prohibition

Position: FAVORABLE WITH AMENDMENT

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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 with amendment. Should you have any questions, please feel free to contact us at chair@bikemd.org.



Baltimore Bicycling Club (BBC)

Baltimoreans for People Oriented Places

Bicycle Advocates for Annapolis & Anne Arundel County (BikeAAA)

Bike Harford

Bike Maryland

Bikemore

Bike HoCo

Frederick Bicycle Coalition

Maryland Eastern Shore Trail Network

Washington Area Bicyclist Association (WABA)

HB 1381 - Stopping or Standing on Bike Lane - NAIO

Uploaded by: Tom Ballentine

Position: FWA



March 3, 2026

The Honorable, Marc Korman, Chair
House Environment and Transportation
Committee 250 Taylor House Office Building
Annapolis, Maryland 21401

Favorable w Amendment: HB 1381 – Stopping or Standing in Bike Lane – Prohibition

Dear Chair, Korman and Committee Members:

The NAIOP Maryland Chapters representing approximately 700 companies involved in all aspects of commercial, industrial, and mixed-use real estate recommend your favorable with amendments report on HB 1381.

HB 1381 would prohibit stopping, standing, or parking a vehicle in a bike lane or bicycle path, with certain exceptions. NAIOP supports the intent of the legislation and would like to propose an amendment to address a specific concern regarding construction activities.

While the bill provides reasonable exceptions for emergency vehicles, transit vehicles, and vehicles assisting individuals with disabilities, it does not account for situations where construction or maintenance work is being conducted on or adjacent to bike lanes or bicycle paths. Construction activities often require temporary parking or staging of vehicles and equipment to ensure the safety of workers and the public, as well as the efficient completion of the work. For these reasons we request the following amendment on page 2, line 16.

(IV) A VEHICLE THAT HAS BECOME SO DISABLED WHILE ON THE HIGHWAY THAT THE DRIVER CANNOT AVOID STOPPING AND TEMPORARILY STANDING OR PARKING THE VEHICLE; ~~OR~~

(V) A VEHICLE ASSOCIATED WITH CONSTRUCTION OR MAINTENANCE ACTIVITIES IN OR ADJACENT TO THE RIGHT OF WAY;

(~~v~~) (VI) A VEHICLE WHILE LOADING OR UNLOADING GOODS FOR PICK UP OR DELIVERY: OR

NAIOP respectfully requests your favorable w amendments report on HB 1381.

Sincerely,

Tom Ballentine, Vice President for Policy
NAIOP – Maryland Chapters, *The Association for Commercial Real Estate*

cc: Environment and Transportation Committee
Members Nick Manis – Manis, Canning Assoc.