



HEARING DATE: April 3, 2026

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

COMMITTEE: Senate Judicial Proceedings

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.

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