

# **HB1381 - Support - Maryland Motor Truck Associatio**

Uploaded by: Louis Campion

Position: FAV



**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.

**For further information, contact:** Louis Campion, (c) 443-623-5663

# **Favorable - HB 1381 - Guyton - Senate.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

April 3, 2026

**Favorable - HB 1381**

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

Dear Chair Smith, Vice Chair Waldstreicher, and Members of the Judicial Proceedings Committee,

I respectfully ask for your consideration of HB 1381 to protect bicyclists and motorists by prohibiting stopping, standing, or parking in a bike lane or bicycle path. Every day, Marylanders rely on bike lanes to travel safely to work, school, and essential services, and too often those lanes are obstructed in ways that put lives at risk. This legislation supports Maryland's Vision Zero and Complete Streets goals by changing driver behavior to help ensure that everyone who commutes gets home safely. It also encourages no-emission commuting and promotes public health.

There are already provisions in Maryland that exempt emergency vehicles and first responders. This legislation gives local control for setting timelines for delivery vehicles up to 30 minutes. By establishing a clear, consistent statewide standard, this legislation puts the State of Maryland in I respectfully request a favorable report on HB 1381.

Sincerely

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

Delegate Michele Guyton  
Vice Chair, Environment and Transportation Committee

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

Uploaded by: Patricia Westervelt

Position: FAV



Wes Moore  
Governor  
Aruna Miller  
Lieutenant Governor  
Kathryn Thomson  
Secretary

April 3, 2026

The Honorable William C. Smith Jr.  
Chair, Judicial Proceedings Committee  
2 East Miller Senate Office Building  
Annapolis, MD 21401

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

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) supports House Bill 1381 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.

MDOT appreciates the willingness of the sponsor to accept amendments that clarify when vehicles may be allowed to stop in a bicycle path. The Maryland Department of Transportation respectfully requests the Committee consider this information during its deliberations and issue House Bill 1381 a favorable report.

Respectfully submitted,

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

# **HB1381\_FAVwithAmendment\_April 3 2026\_BikeMaryland**

Uploaded by: Nigel Samaroo

Position: FWA



Judicial Proceedings Committee - April 3, 2026

**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. There are local laws already in place prohibiting stopping, standing, and parking in bike lanes including Virginia, D.C. and Baltimore City.

In the current amended bill, the exception for delivery vehicles is subject to local law.

We request that the same local control be provided for the exception regarding construction vehicles in order to not undermine existing Baltimore City code while also allowing local control in other cities and counties. Specifically we urge this simple amendment:

On page 3, line 1 add:

(VI) **IF AUTHORIZED UNDER LOCAL LAW,** A VEHICLE ASSOCIATED WITH CONSTRUCTION OR MAINTENANCE ACTIVITIES IN OR ADJACENT TO THE RIGHT-OF-WAY.

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 will:

1. 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. Enhance Traffic Laws: Strengthening laws that protect bicyclists and ensuring they are enforced will encourage safer interactions between drivers and cyclists.
3. Reduce Bicycle-Related Injuries and Fatalities: By prioritizing safety measures, HB 1381 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 the proposed amendment. Should you have any questions, please feel free to contact us at [chair@bikemd.org](mailto: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)**

# **2026-HB 1381-Bike Lane Stopping-Seth Grimes-JPR-FW**

Uploaded by: Seth Grimes

Position: FWA

Vehicle Laws - Stopping, Standing, or Parking in a Bike Lane or Bicycle Path - Prohibition  
Judicial Proceedings Committee  
FAVORABLE WITH AMENDMENT

April 3, 2026

Chair Smith, Vice Chair Waldstreicher, and Committee Members,

My name is Seth Grimes. I live in Montgomery County and am a safe-streets and bicycling advocate.

I support HB 1381, establishing a prohibition on stopping, standing, or parking in a bike lane or bicycle path, if and only if amended to remove § 21-1003 provision GG(1)(V), which would dangerously and inconsistently provide an exemption for vehicles loading or unloading goods for pick up or delivery.

Absent that provision, HB 1381 is a strong safety measure. When a bike lane is blocked, bicyclists are forced into traffic lanes where they are less safe and also slow vehicular traffic. And it is for that reason that the committee should remove the loading/unloading exemption, which would endanger bicyclists. Further, I termed that exemption "inconsistent." Sensibly it does not apply to other § 21-1003 stopping/standing/parking prohibitions. Maryland does not allow vehicle loading/unloading stops or parking in crosswalks, sidewalks, intersections, or tunnels. You should not allow loading/unloading stops or parking in bike lanes.

I note that local stopping/standing/parking prohibitions enacted by Montgomery and Prince George's Counties this last fall, by the City of Frederick over the summer, and prior to that by Howard County and the City of Baltimore, do not provide this dangerous, inconsistent exemption for loading and unloading. These parking prohibitions and other municipal prohibitions now cover local streets in almost half the state. Clearly there is support for this law - for HB 1381 - without the dangerous exemption you should remove from HB 1381.

I urge the committee to amend HB 1381 as I have described, and only then deliver a Favorable committee report.

Thank you for the opportunity to share my position.

Seth Grimes

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Takoma Park, MD 20912  
[seth.grimes@gmail.com](mailto:seth.grimes@gmail.com)