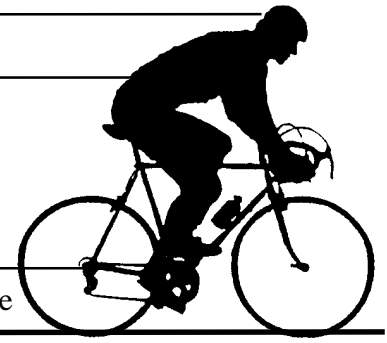




# PRO ACTIONS



Periodic Report of the Maryland Bicycle Advisory Committee

Issue #6 February 2000

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## Proposed Bicycle and Pedestrian Legislation

### Bicycle-Pedestrian - Smart Access 2001

To increase the effectiveness of the 1995 Bicycle-Pedestrian Total Access 2000 Act. The intent of that act was to encourage bicycling and walking as energy efficient, non-polluting modes of transportation and to significantly increase the percentage of total trips performed by walking or bicycling by Fiscal Year 2000. The 1995 Act intended that needed bicycling and pedestrian improvements receive a reasonable degree of funding from all transportation funds under the control of the state. The Smart Access 2001 bill would create and provide funding for an Office of Bicycle and Pedestrian Affairs, with a Director and staff with the oversight authority to implement the Bicycle-Pedestrian Plan mandated by the 1995 Total Access Act. The Smart Access 2001 bill would also require a minimum of 3% of the funding for any highway project be dedicated to accommodating bicycling and walking. Contact Paul Lebow of One Less Car at 410-263-3980. (See <http://www.onelesscar.org>).

### "Safe Routes to School" Bill

To create safer conditions for students walking and bicycling to school. The bill would designate a portion of federal transportation safety funding towards a program that would allow local governments to access funds to improve school area safety. Projects could include new crosswalks, building bicycle paths and lanes, constructing sidewalks where none exist, and implementing "traffic calming" programs in neighborhoods around schools to slow the speed of cars and allow safer passages for children walking and bicycling to school. By fostering a more comprehensive neighborhood transportation system, this bill supports Maryland's "Smart Growth" and "Safe Kids" initiatives. This bill is similar to one in California. (<http://www.bayped.org/saferoutes.html>). Contact Randy Madres of the MBAC Transportation Subcommittee at 301-890-0064.

### Bicycle Accommodation on Mass Transit

To allow 24 hour access to the Washington Metro, to accommodate bicycles on MARC trains, and to require all new passenger railroad cars to have space for bicycles. Contact Heather Andersen or Ellen Jones of WABA at 202-268-4141.

### Elimination of Sales Tax on Bicycle Helmets

Contact Christine Feintheil at 301-652-9529.

### Exceptions for Law Enforcement Bicycle Patrol Riders

To allow bicycle police patrols to ride on sidewalks and use whistles when necessary. Contact Lt. John Brandt of the U. of MD Police at 301-405-3555.

### Corrections to Laws on Access to Controlled Highways

To make technical corrections to the laws governing bicycle and pedestrian access on controlled highways. Contact Harvey Muller of SHA at 410-545-5656.

## MBAC MEETINGS

Meetings are the 2<sup>nd</sup> Friday of every month from 10 am to noon. Meetings will be March 10 and April 14 at the SHA office at 9300 Kenilworth Avenue in Greenbelt. The May 12 and June 9 meetings will be in the Chesapeake Room of the MDOT headquarters at BWI Aairport. For info call Harvey Muller at 410-545-5656.

## LOCAL ADVOCACY

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**Thank You** to Senator Astle, Governor Glendening, Secretary of Transportation Porcari, and the engineers, planners and designers at SHA for your work in assuring that the redesign of the MD route 2 improvement in Edgewater included five foot shoulders specifically to accommodate safe bicycling.

## Bicycle Safety Awareness

The MBAC Safety and Education Committee supports a State Highway Administration Bicycle Awareness Campaign aimed at educating motorists on how to share the road with bicyclists and also at educating bicyclists on how to be safe and responsible bicycle drivers. The media campaign should use public service announcements and signs to educate motorists on bicyclists' rights and responsibilities, safe passing, and intersection etiquette. Bicyclists should be educated to ride with traffic, obey all traffic laws, and be seen at night.

### *The Motorists Should Know*

#### **Bicyclists' Rights and Responsibilities**

Any person riding a bicycle has all of the same rights and responsibilities as a driver of any other vehicle.

#### **Safe Passing**

To safely pass a cyclist, wait until it's safe, allow adequate clearance (usually about three feet) and return to the lane only after clearly seeing the cyclist in the rearview mirror.

#### **Intersection Etiquette**

At intersections, right-of-way rules apply equally to bicycles and motor vehicles. When turning left at an intersection, yield to oncoming bicyclists just as you would yield to oncoming motorists. Look both ways before turning. (Bicycles may be found riding incorrectly facing traffic and create special hazards at intersections). When turning right, the motorist should slow and merge with the bicycle traffic for a safe right hand turn. Avoid turning directly across the path of bicycle traffic.

### *The Bicyclists Should Know*



#### **Obey All Traffic Laws**

Bicycles are vehicles and must obey all traffic laws, including stop signs and traffic signals. It can be tempting to ignore traffic rules, but this is when most crashes occur.



#### **Ride With Traffic**

Always ride on the right side of the road. Do not pass motorists on the right. If you approach an intersection with a right turn lane and intend to continue straight, ride in the through lane with traffic.



#### **Always Ride With Lights at Night**

Always use a headlight and rear red reflectors visible from at least 500 feet when riding at night. Flashing tail lights and light colored and/or reflective clothing are highly recommended. See and be seen!

*Excerpted from MD Driver's Handbook of MD Department of Transportation.  
Graphics from Bicycle Coalition of Maine, <http://www.bikemaine.org/share.htm>*