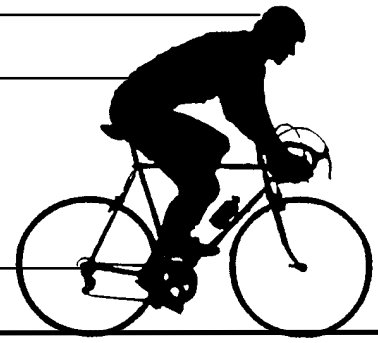

PRO ACTIONS



A Periodic Report of the Maryland Bicycle Advisory Committee

January 1999

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MESSAGE TO OUR LEGISLATORS

The Maryland Bicycle Advisory committee was established by legislation in 1990 and charged with the mission to make Maryland the best recognized bicycle-friendly and safe place in America. To do this the committee promotes bicycling as a fully accepted form of functional transportation as well as recreation, facilitates cycling issues, and networks with state agencies and local bicycling organizations on bicycling issues.

We would like to express a sincere thank you for the support of our legislators over the past four years and to welcome our new legislators. We are looking forward to working with you over the next four years.

MR. BICYCLE MAN ENTERS HALL OF FAME



John J. Overstreet has been known throughout Maryland as Mr. Bicycle Man, a name given to him by the children. John volunteers for the Maryland Department of Transportation teaching bicycling safety to elementary school students and senior citizens, and tracking bicycle accidents.

The Maryland Bicycle Advisory Committee is happy to see John recognized by the Baltimore Bicycling Club through his induction into their 1998 Hall of Fame. John is an active member of the Baltimore Bicycling Club, where he is Safety Awareness Chairman. He also serves on the Safety and Education subcommittee with the Bicycle Advisory Committee.

John became involved in bicycling through scouting and 4-H programs with his four sons and adopted grandson.

It has been noted that every state should have a John Overstreet. Maryland and the Bicycle Advisory Committee are proud to have him.

BICYCLING FOR TRANSPORTATION

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According to the National Personal Transportation Study, bicycling produces multiple potential benefits, both for the individual and their community, and there is a great potential to increase the number of trips taken by bicycle. The study found that 60% of all trips people take are within the range of walking and bicycling.

60% of all trips are within 5 miles of peoples homes, 50% are within 3 miles, and 25% are within 1 mile. 80% of all trips are not work related commutes. Providing Maryland with transportation *choices* allows citizens the option of biking or driving, putting the 'livability' of Maryland in the hands of its citizens.

The potential for increasing use of bicycles is dependent on taking a more comprehensive and inclusive approach to developing or retrofitting public roadways.

COMMITTEES

Safety/Education	Transportation	Legislation	Trails	Communication
Michael Levensgood	Randy Mardres	Bob Moore	Bill Siwak	Therese Quaranta

LEGISLATIVE COMMITTEE REPORT

The Legislative Committee is currently considering the following provisions to be made into law. The provisions are either shoulder related or related to bringing Maryland law into conformance with the Uniform Vehicle Code.

Shoulders

1. The SHA shall not restripe any highway that will result in the permanent reduction of an existing shoulder width below four (4) feet.
2. The SHA shall construct minimum 4 foot wide shoulders or 4 foot wide AASHTO approved bicycle lanes at the time of construction or reconstruction of a highway unless the SHA determines that the cost or impacts of constructing the shoulders or bicycle lanes would be too great in relation to the need for them or their probable use.
3. The SHA shall establish a Retrofit Shoulder Program whereby they shall construct, where reasonable, 4 foot wide shoulders on 5 percent of the roadways per year where shoulders do not exist, not to exceed \$2 million per fiscal year.
4. The SHA shall not prohibit bicycles or pedestrians from any roadway unless they provide reasonable access within the same corridor of the roadway or a reasonable and safe parallel route exists.

Uniform Vehicle Conformance

1. The Maryland law currently prohibits bicycles and pedestrians from using controlled access highways and using the travel lanes where the speed limit is posted over 50 mph. The bicycling community would like this prohibition dropped as a law and the power given to the SHA. This will at least give the bicycling community the opportunity to discuss with the SHA which roads should be prohibited, if any.
2. Eliminate the law that requires all bicycles to have a bell or horn.