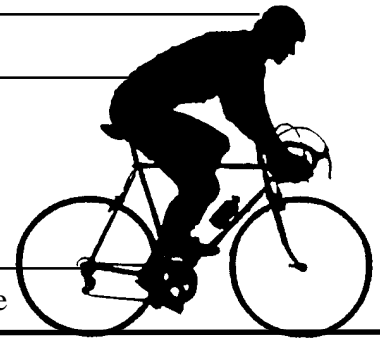




PRO ACTIONS



Periodic Report of the Maryland Bicycle Advisory Committee

April 1999

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MESSAGE FROM GOVERNOR GLENDENING



On behalf of all Marylanders, I am proud to support bicycling throughout our great state and proclaim May "Bicycle Awareness Month" in Maryland.

Bicycling serves an integral component of our State transportation system by providing inexpensive and environmentally friendly travel between our homes, workplaces and communities. Bicyclists reduce the increasing strain on our highways and make both our environment and themselves healthier in the process.

Working with the bicycling community, my Administration has made many achievements to improve bicycling in Maryland. We remain committed to making Maryland a bicycle friendly state and to promoting bicycling. The Maryland Bicycle Advisory Committee has been instrumental

in our efforts and deserves to be very proud of their high level of commitment to expanding bicycle safety, expansion and education, we give all our citizens added security and benefits.

Bicycling affords our citizens and visitors alike an exciting way to explore the many beautiful places and sites that Maryland has to offer. The increasing number of trails throughout our State proudly showcases the diversity of our communities and our citizens. Over the coming years, I hope that more of our citizens have the opportunity to experience firsthand our varied and exciting outdoor resources through bicycling.

Please accept my very best wishes for your continued success.

BICYCLE ACCOMODATIONS AT INTERSECTIONS

Seventy-five percent of all bicycle accidents with motor vehicles occur at intersections. Many of these incidents occur due to conflict between a right turning vehicle and a bicyclist that is proceeding straight through an intersection. Particularly when a right turn lane is introduced in a roadway it is confusing as to where the through bicyclist is supposed to go. Should he hug the through lane line or keep close to the curb and then, at the last minute, transition into the through movement?

In an effort to reduce the number of accidents where right turn lanes are introduced, some states have striped bicycle lanes at intersections on streets that otherwise do not have

MBAC MEETINGS

Meetings are held the 2nd Friday of every month at 10 am at the SHA office on Kenilworth Avenue. For information call Harvey Muller at 410-545-5656

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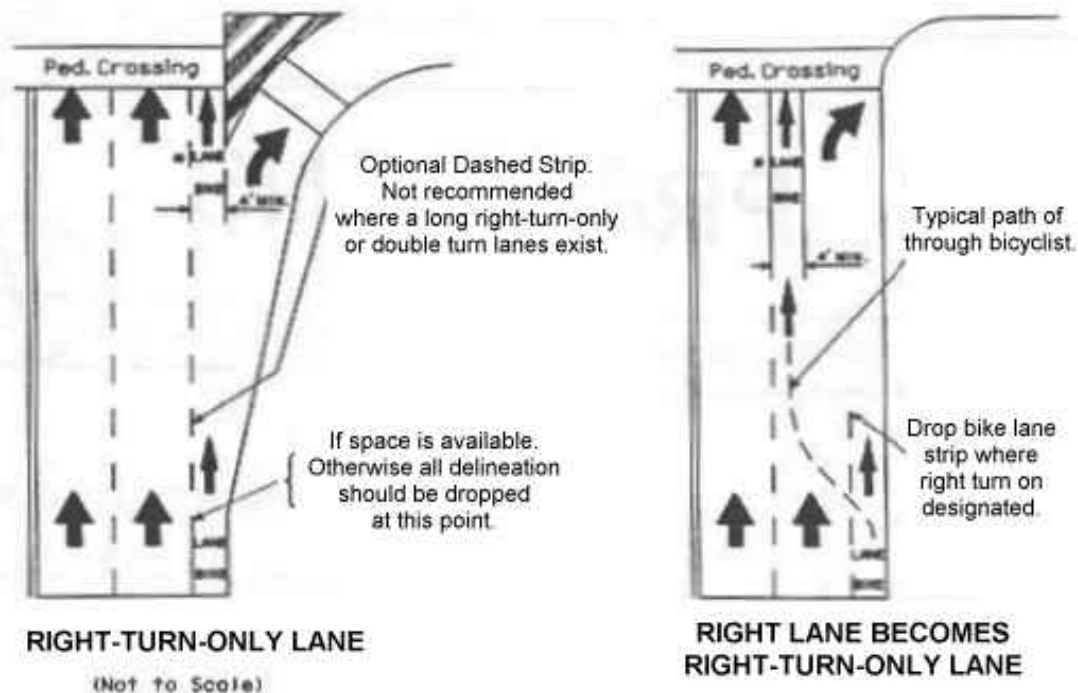
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designated bicycle facilities leading to the intersection. The bike lane is placed between the through lane and the right turn lane to help to facilitate through bicycle movement.



Florida has the most experience with this treatment. Their policy recommends installing bicycle lanes on all intersection improvements and they have installed many around the state. The 1991 AASHTO (American Association of State Highway and Transportation Officials) guidelines recommend four foot lanes at intersections, several scenarios of which are illustrated above. The Transportation Subcommittee of the MBAC is working with SHA to develop a bike lane policy for facilitating safe movement of bicyclists through intersections.

Charlie Denney, AICP
City of Rockville Bikeway Specialist

SAFE ACCESS TO OUR DESTINATIONS

At a recent Woman's Transportation Seminar on Smart Transportation, Neal Pedersen stated that SHA agreed with the philosophy that *we could never build a second transportation network for bicyclists and walkers that has the complexity, access, and connectivity of the existing network of roads. Instead, the focus should be to make the existing network become more bicycle and pedestrian compatible and safe.*

Bicycles Are Vehicles

In Maryland, bicycles are classified as vehicles, and as such have all the rights and responsibilities of drivers of motor vehicles. In fact, **Maryland law prohibits bicyclists from riding on sidewalks, except where permitted by local ordinance.** Motorists should treat bicyclists just as they would any other vehicle on the road. The law requires bicyclists to ride as far to the right "as is practicable and safe," but motorists should expect to see bicyclists occasionally using the whole lane if travel at the right is unfeasible. Motorists should also be able to expect bicyclists to stop at stop signs and red lights, to signal turns, and behave as any other user of the roads.

Pete Olsen