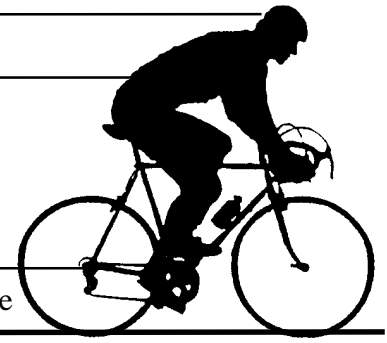




PRO ACTIONS



Periodic Report of the Maryland Bicycle Advisory Committee

Issue #5 December 1999

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You Are Invited To Attend

Maryland Bike/Ped Symposium 2000

Wednesday, February 2, 2000

from 9 a.m. to 9 p.m.

St. John's Hall in the Lowe Office Building
Annapolis, Maryland

Stop by anytime during the day to see and discuss the great progress in making Maryland the best recognized bicycle/pedestrian friendly and safe place in America.

Bicycling groups and government agencies are invited to have displays promoting any facet of bicycling in Maryland. This symposium, scheduled for the legislative period, is an effective forum to show representatives the widespread interest in bicycling in Maryland and to address bicycle concerns with legislators. The symposium is on Wednesday, but Tuesday will be available for setting up displays. All displays must be removed from the area by 9 p.m. on Wednesday. The College Park Bicycle Coalition, with promotional support from the Washington Area Bicyclists Association, is the sponsor of this symposium. For more info, contact Bill Kelly, 301-441-2740, ws.kelly@worldnet.att.net.

Bicycle/Pedestrian Trail Grant

On Sept. 24, Maryland Secretary of Transportation John Porcari presented Oakland Mayor Asa McCain and the Garret County commissioners with a \$25,000 check to help complete the final phase of the hiking/bicycle trail leading into Oakland along the Youghiogheny River. Shown at the presentation, left to right, are Carl Rebele of the Maryland Bicycle Advisory Committee, Senator John Hafer, Delegate George Edwards, Secretary of Transportation John Porcari, Mayor Asa McCain, and Commissioner Ernest



Gregg. The grant from the Maryland State Highway Administration's National Recreational Trails was given to the town of Oakland to be used to complete the pedestrian/biking path from the train station to Glades Park. The grant combined with other town, transportation enhancement programs and Maryland Historic Trust funds is helping Oakland provide this recreational opportunity.

MBAC MEETINGS

Meetings are held the 2nd Friday of every month at 10 am at the SHA office at 9300 Kenilworth Avenue in Greenbelt. For information call Harvey Muller at 410-545-5656. Next meeting is December 10.

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Please contact Jim Hudnall with questions regarding this publication of Pro Actions at 301-567-0089 or e-mail info@ohbike.org.

Articles are welcome for publication in future issues.

Making Maryland Roads Safer for Everyone

The American Association of State Highway and Transportation Officials (AASHTO) recently published their 1999 "Guide for the Development of Bicycle Facilities." The "Guide" is a 78-page document designed to provide information on the development of facilities to enhance and encourage safe bicycle travel. To further their support for improving conditions for cyclists in Maryland, the State Highway Administration has adopted these guidelines. The guidelines state:

"Width is the most critical variable affecting the ability of a roadway to accommodate bicycle traffic. In order for bicycles and motor vehicles to share the use of a roadway without compromising the level & service and safety for either, the facility should provide sufficient paved width to accommodate both modes. The width can be achieved by providing wide outside lanes or paved shoulders.



Wide curb lanes for bicycle use are usually preferred where shoulders are not provided, such as in restrictive urban areas. On highway sections without designated bikeways, wide outside or curb lanes can better accommodate both bicycles and motor vehicles in the same lane and thus is beneficial to both bicyclists and motorists. In many cases where there is a wide curb lane, motorists will not need to change lanes to pass a bicyclist. Also, a wide curb lane provides more maneuvering room when drivers are exiting from driveways or in areas with limited sight distance.



Adding or improving **paved shoulders** often can be the best way to accommodate bicyclists in rural areas and benefit motor vehicle traffic. Paved shoulders can extend the service life of the road surface since edge deterioration will be significantly reduced. Paved shoulders also provide a break-down area to motor vehicles. Where funding is limited, adding or improving shoulders on uphill sections will give slow-moving bicyclists needed maneuvering space and will decrease conflicts with faster moving motor vehicle traffic."

For all future urban projects, SHA will attempt to achieve 15-foot outside curb lanes where reasonable. Where appropriate, SHA will consider 16-foot outside lanes that include 5-foot striped bicycle shoulders. These widths will replace the current policy, which considers 14-foot outside lanes on all urban projects. The 15- and 16-foot widths will be provided where it is feasible and reasonable to do so. Each project will be evaluated on a case-by-case basis. These widths may be reduced if there are issues with right-of-way, environmentally sensitive areas, structures (bridges, culverts and utilities), cost, lack of community support, or a low estimated use by cyclists. For open sections (rural areas), SHA will continue to strive to provide at least 4-foot shoulders where it is feasible and reasonable to do so.

MBAC Legislative Subcommittee

The Legislative Subcommittee met on October 26, 1999, and recommends that the MBAC support the following legislation:

- The two items proposed in September by the SHA (see the October PRO ACTIONS).
- Two items proposed by Lt. John Brandt of the College Park Campus Police allowing bicycle patrolmen to ride on side-walks and to use whistles.
- A proposal to allow bicycles on all trains and buses at all times in Maryland.
- A proposal to remove the sales tax from bicycle helmets in Maryland.
- A proposal to require future railroad cars purchased or leased by the Department of Transportation to provide space for bicycles.
- A proposal stating that when bicyclists are operating legally on Maryland roads they have the right-of-way.

The committee also recommends that the MBAC sponsor a meeting with key legislators to discuss model bicycle legislation.