



BIKEMARYLAND

2014 Legislative Agenda

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2014 Legislative Priorities

- Safe Passing of Cyclists

- Funding of Complete Streets

- Other Cycling Related Legislation:
 - Cyclists' Duty Bill
 - Vehicular Manslaughter Bill



Safe Passing of Cyclists

Bike Maryland supports enacting common-sense clarifications to the existing laws and practice:

- Eliminate the “narrow road” exception to 3’ to pass
- Move left to pass a cyclist, including in a no-passing zone, when it is safe to do so
- Only pass a cyclist when it is safe to do so
- Slow down to pass a cyclist



Safe Passing of Cyclists

Del. Lafferty proposed HB 241 to amend the Transportation Article to implement these clarifications:

- § 21-307 (d)(ii): add a new subsection to allow crossing a double line to pass a cyclist when it is safe to do so
- § 21-1209(a)(2)(iii): delete this exception to the 3' to pass requirement for lanes that are too narrow for drivers to allow the required 3' of clearance

The Motor Vehicle and Transportation subcommittee voted against the bill after the hearing Feb. 4, effectively killing the bill.



Safe Passing of Cyclists

§ 21-305 of the Transportation Article already provides parameters for when it may be safe to drive on the left side of a road:

- The left lane is clearly visible and free of traffic
- The driver returns to the right side as soon as practicable, and without interfering with any oncoming vehicle
- Not on a curve or approaching the crest of a hill
- Not within 100' of an intersection or RR crossing
- Not within 100' of a bridge, aqueduct or tunnel



Safe Passing of Cyclists

- Lane markings are determined for cars and trucks passing other motorized vehicles
- On a road with a 40 mph speed limit:

	Pass a Car	Pass a Cyclist
Passing Speed, relative	10 mph	25 mph
Time to pass	5.1 seconds	1.2 seconds
Distance to pass	338 feet	72 feet
Sight line to pass	675 feet 0.13 miles	144 feet 0.03 miles

- There are many roads where the sight lines
 - are long enough safely to pass a cyclist, but
 - are not long enough safely to pass a car



Safe Passing of Cyclists

Four States allow drivers to cross a solid lane marker / double yellow line to pass a cyclist:

- Colorado
- Massachusetts
- Pennsylvania
- Vermont



Safe Passing of Cyclists: PA

§ 3303(a)(3) of Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes requires that drivers passing cyclists:

- Pass at least four feet to the left of the cyclist
- Pass at a careful and prudent reduced speed

§ 3307(b.1) of Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes allows drivers to cross a solid lane marker to pass safely to the left of a cyclist



Safe Passing of Cyclists: DE

§ 4116(3) of Chapter 41, Title 21 (Motor Vehicles) of the Delaware Code requires that drivers passing cyclists:

- Yield the right of way to the cyclist and move into the left lane to pass when there are two lanes going in the same direction
- Slow down to a safe speed and allow at least 3' of clearance to pass a cyclist when it is not safe to change lanes to pass



Safe Passing of Cyclists: VA

§ 46.2-839 of the Virginia Code requires that drivers passing cyclists:

- Pass at least two feet to the left of the cyclist
- Pass at a reasonable speed
- Remain to the left until safely clear of the cyclist



Safe Passing of Cyclists: DC

Rule 18-2202.10 requires that drivers passing cyclists:

- Pass at least three feet to the left of the cyclist
- Exercise due care when passing



Funding of Complete Streets

- Maryland law already requires highway and road projects be designed to provide for cyclist and pedestrian access:
Complete Streets
 - Transportation Article, § 2-602
- Bike Maryland supports allocating a specific portion of any increased Transportation funding to implement Complete Streets



Other 2014 Legislation

- HB 52: Bicyclists' Duty: specifies that bicyclists' duty is to obey the statutory rules of the road
- SB 520 / HB 530: allow bicyclists to ride across a controlled access highway in certain circumstances
- SB 565: Criminally Negligent Manslaughter: would modify the language of §2-210 to:
 - impose liability when someone is killed by a person who “should be aware” their conduct creates a “substantial and unjustifiable risk”
 - eliminate the requirement to show the driver “failed to perceive” that his or her driving constituted a “gross deviation” from the standard of care



Ongoing Initiatives

Local Advocacy:

- many Cities and Counties in Maryland are making great improvements in infrastructure to support cycling

Driver Education:

- license renewal envelope messages
- improve road signs re cycling

Police Training Video:

- train police officers on the rights and responsibilities of cyclists on the roads and of drivers to share the roads with cyclists



Cycling is Good for Everyone

- ❑ **cost effective transportation:** save gas by bicycling to work, shopping and recreation
- ❑ **public health:** cycling can improve cardiac health, reduce obesity and related diseases
- ❑ **road congestion and air pollution:** more biking means less driving, fewer cars and less exhaust
- ❑ **tourism and economic development:** cycling trails, lanes and infrastructure brings tourists and businesses to the State
- ❑ **quality of life:** cycling builds healthier citizens, stronger communities and a cleaner environment



Enduring Legislative Priorities

- Cycling Safety and Support
- Funding of Complete Streets and Trails

We will work with political leaders to:

- improve infrastructure and safety
- implement / clarify our existing laws