

# Bike Maryland

Our mission is to encourage and promote bicycling, increase safety, improve conditions, and provide a voice for bicyclists throughout Maryland.



# Bike Maryland

- 17,000+ members interested in bicycling
- Maryland's only statewide 501c3 non-profit organization advocating for bicyclists on the state, city and county level!
- We work to protect your right to bike and to bike safely.
- Hosts the Maryland Annual Bicycle Symposium (February 22<sup>nd</sup> in Annapolis 8:30am to 4:00pm), an annual Fall Forum, commuter workshops, the Tour du Port and more.
- Consists of an Executive Director, a part-time consultant, a Board of Directors and over 100 volunteers



# What is Advocacy?

- Advocacy by an individual or by an advocacy group aims to **influence public-policy and resource allocation decisions** within political, economic, and social systems and institutions; it may be motivated from moral, ethical or faith principles or simply to protect an asset of interest.
- Bike Maryland is your advocacy organization voicing your bicycling concerns. We build **partnerships, educate, influence** legislators, the public and leaders throughout the state of MD, on the state, city and county level with a goal of **increasing the number of bicyclists, decreasing crashes and fatalities and increasing opportunities** (bike lanes, facilities, trails) for the bicyclist.

# Programs

- Advocacy
- Educational
- Bike Ambassador
- Bike Friendly University, Business and Community
- Many more...

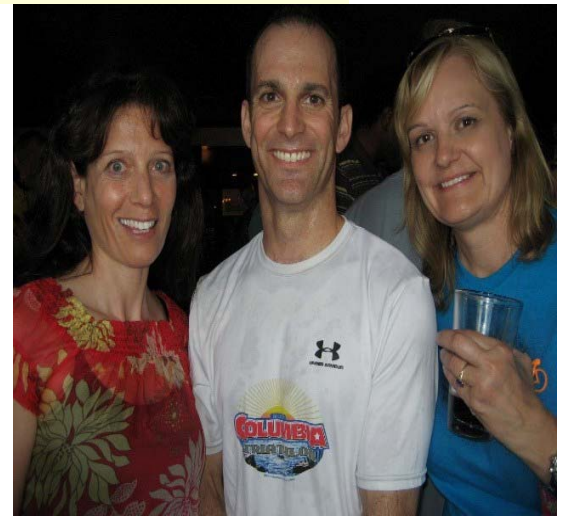
# 2010 Bike Maryland Successes

## 3 Feet Bill - Senator Raskin & Delegate Cardin

- Requires motorists to pass safely at a distance of not less than three feet when overtaking a cyclist unless:
  - The cyclist is riding in an unlawful manner
  - Clearance of less than 3 feet is caused solely by the bicyclist
  - The highway in which the vehicle is being driven is not wide enough to lawfully pass at a distance of at least three feet.
  - A positive step that took much work. Goal: make the law stronger.

## Rules of the Road Bill /Shoulder Bill - Delegate Carr and Senator Frosh

- The bill permits bicyclists to continue to ride on the shoulder if they choose to, permits cyclists to pass on shoulders
- Permits cyclists in crosswalks
- Removes configuration restriction for 3 wheeled cycle. This bill recognizes cyclists as legitimate road users and helps bring Maryland law in conformity with the vast majority of other States



# 2010 Bike Maryland Successes (continued)

## Balanced Funding for Cycling & Walking

- The law requires that the MDOT ensure an appropriate balance of funding for retrofitting existing facilities for cyclists and pedestrians alongside funding for new highway construction, as well as requiring “increased emphasis” on “increase[ing] accessibility for the greatest number of pedestrians and bicycle riders” in transit-oriented areas.

## Sidewalk and Bicycle Path Construction

- Amends existing law - requiring the state to fund bicycle pathway construction or reconstruction as part of a project
- Requires the state to give higher funding priority to sidewalk or bicycle pathway construction projects where their absence is “a substantial public safety risk or significant impediment to pedestrian access.”

## Bicycle and Pedestrian Access - Funding and Reporting - Delegates Pena-Melnyk & Bobo

- Declaring that it is the policy of the State that, in developing the annual Consolidated Transportation Program, that MDOT shall work to ensure that there is an appropriate balance between funding for specified transportation projects for pedestrians and bicycle riders and specified highway construction projects and place increased emphasis on specified transportation projects
- Requiring the Statewide 20-Year Bicycle-Pedestrian Master Plan to be reviewed and updated in specified years

# 2010 Bike Maryland Successes (continued)

## Consolidated Transportation Program - Evaluation and Selection of Proposed Capital Projects - Delegates Lafferty etc

- Altering the process and the criteria used for selecting projects to be included in the Consolidated Transportation Program
- Requiring that the annual Consolidated Transportation Program report include specified goals, specified criteria, and a statement that describes the purpose and need for each major capital project
- Requiring that each major capital project proposed by an entity include specified elements
- Requiring MDOT to evaluate requests for capital projects  
= funding transparency
- Effective Partnerships

## Maryland's Cities – Baltimore

- 2010 – significant promotion of Baltimore City bike bills.
- LAB awarded Baltimore as a Bicycle Friendly Community.
- Hagerstown, Annapolis, Baltimore County and more.

# Bike Maryland's 2011 Agenda

## Policy/Legislative Priorities

Bike Maryland's top priority is to significantly increase the penalties for drivers who cause fatalities, when sober because they are driving in a negligent manner, flagrantly violating the rules of the road, and going far beyond what a reasonable driver deems prudent.

### **Manslaughter by Vehicle or Vessel – Criminal Negligence**

**a. Currently, drivers who cause fatalities, when sober, by flagrantly violating the rules of the road, and deviating from the standard of care used by any reasonable person, pay no more than \$1000 in fines through traffic court.** These cases are dealt with as though they are all situations of simple negligence. The standards for prosecution under the current statute -vehicle (negligent) manslaughter --are very high. Proof of gross negligence is required for this felony offense. Upon conviction, the person would face up to 10 years in a house of correction and/or \$5000 fine.

**b. Manslaughter by Vehicle or Vessel – Criminal Negligence** provides a misdemeanor option for those who cause fatalities by driving in a criminally negligent manner- when sober. The bill follows the Modern Penal Code used in the majority of other states. It is a misdemeanor ---upon conviction, the person would be subject to imprisonment not to exceed 3 years and/or a fine not to exceed \$5000.

Sponsored by Delegate Simmons (House) and Senator Haines (Senate). Please email your Delegates, particularly those in Prince George and Anne Arundel County, and tell them you support this important bill. Those in Montgomery County (District 16) are encouraged to email Senator Frosh, Chair of the Judicial Proceedings Committee. Also, emails to Delegate Busch are useful.

# 80/20 Match

## Transportation Enhancements Program

- Increase state funding for transportation enhancements including bike lanes, bike facilities, improved pedestrian access, and other enhancements to make biking and walking safer to 80 percent.
- Currently the match is 50/50 percent which is exceedingly limiting to localities especially during difficult economic periods. An 80/20 percent match is provides more opportunity for funds that could lead to an increase in bike enhancements.
- MD = lowest match.

# Complete Streets

- Maryland has one of the oldest complete streets policies in the United States.
- Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.
- Creating complete streets means transportation agencies must change their approach to community roads. Instituting a complete streets policy ensures that transportation agencies routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation.
- Bike Maryland is working to determine if this important policy is being implemented.

## Suggestions:

- Require an assessment of MDOT to determine if MDOT is implementing the complete streets policy;
- MDOT to respond as to why the policy has not been implemented in certain instances;
- Require that all applicable transportation engineering and planning documents include the requirements of the complete streets policy and that all departments/personnel (such as transportation engineers, designers and planners) be instructed on incorporating complete streets requirements into transportation planning and design.

## Allow Trail Access in Parks after Dark for Bicycle Commuters

- Do you commute to work via bike?
- It is important that you have access to trails through parks after dark if you commute to work during day light hours and commute back later in the day when it is dark.
- We want you to have the right to legally commute on these bike trails.

# Bikes on MARC

Provide opportunities to transport bicycles on MARC trains (at least during low capacity periods) to increase commuting options. Bikes are already allowed on busses, Washington's Metro System, and both light and heavy rail in Baltimore.

# Driver's Awareness Campaign

Continue to undertake programs that continually remind drivers to share the road with bicycles and pedestrians.

Require MDOT to:

- Enhance signage along highways and roads heavily used by cyclists
- Require inclusion of questions on the Driver's License test regarding bicyclists' access to the roads
- Include a "stuffer" with Driver's License renewal documents mailed by MDOT regarding bicyclists' lawful access to the roads, three foot rule, safe passing of a cyclist and exclusive use of bike lanes by bicycles. Include materials to educate drivers not to drive, stop or park in dedicated bicycle lanes

# Distracted Driving

Primary law prohibits ALL types of drivers from using handheld cell phones while driving. A primary law means that an officer can ticket the driver for the offense without any other traffic offense taking place.

Secondary law bans text messaging for ALL types of drivers. A secondary law means an officer can only give you a ticket if you have been pulled over for another driving violation (ie: Hand-held cell phone use).

## **Maryland Law**

- Handheld ban for all drivers (Secondary law) effective 10/1/10
- Ban on all cell phone use (handheld and hands-free) for novice drivers (Secondary law)
- Ban on texting for all drivers (Primary law)
- Note: Maryland defines novice drivers as those under the age of 18 with a learner's permit or provisional license

**Bill numbers and detailed descriptions will be posted on the Bike Maryland as they become available.**