



# Bicycle Access Council News & Digest

www.BicycleAccess-PA.org

September-October 2007

***Hello Members and Supporters of the Bicycle Access Council.***

## ***It's a beautiful day in Pennsylvania!***

This issue of the **Bicycle Access Council News & Digest** is a monthly communication with members and supporters. You may view past issues that started in January 2005 by going to the **BAC** website.

## ***ME, AND MY SHARROW...***

Could be the next tune bicyclists will be singing if a new roadway marking is approved as expected in 2009 by the Federal Highway Administration (FHWA). **Sharrow** was a term derived by combining Share and Arrow. Actually considered a *traffic control device* and technically called a **Shared Lane Marking** (SLM) had been an experimental study project in several California cities. The results of a 2004 report have been published citing positive results. Adopting the new symbol, which is a bike with two chevrons above it ("sergeant bike"), was proposed by the Bicycle Technical Committee to the National Committee on Uniform Traffic Control Devices (NCUTCD), which agreed to forward a recommendation to FHWA to include this new symbol in the national Manual of Uniform Traffic Control Devices (MUTCD). Whew, got all that!

To understand the intent of the SLM, here is the BTC recommendation, in part:

"Traffic lanes are often too narrow to be shared side-by-side by bicyclists and passing motorists. Where parking is present, bicyclists wishing to stay out of the way of motorists often ride too close to parked cars and risk being struck by a suddenly opened car door (being "doored"). Where no parking is present, bicyclists wishing to stay out of the way of motorists often ride too close to the roadway edge, where they run the risks of being run off the road, being clipped by overtaking motorists who misjudge passing clearance, or of encountering drainage structures, poor pavement, debris, and other hazards. Riding further to the left avoids these problems, and is legally permitted where needed for safety. However, this practice can run counter to motorist expectations. A pavement marking that indicates the legal and appropriate bicyclist line of travel, and cues motorists to pass with sufficient clearance, is needed."

**Ed Note:** Shared Lane Markings on roadways with on-street parallel parking may be used to improve bicyclists' positioning on roadways, encourage cycling in the correct direction, discourage cycling on sidewalks, and to decrease motor vehicle/bicycle conflicts by informing motorists where to expect cyclists, especially on urban and suburban roadways with narrow curb lanes. On streets with no on-street parking, the marking should be placed so that it directs cyclists away from conditions alongside the curb face edge that compromise cyclists' safety, such as drain grates and longitudinal gutter joints.

## ***SEE YOU AT THE BRIDGE...***

Central Bucks Bicycle Club's Covered Bridges Ride on Sunday, October 14. BAC will have a booth at the ride start area. For event information and directions to this popular event, go to: <http://tinyurl.com/37thd9>

### **WITH FRIENDS LIKE THIS...**

Who needs enemies? "Well, there's about probably some 10 percent to 20 percent of the current spending that is going to projects that really are not transportation, directly transportation-related. Some of that money is being spent on things, ... like bike paths or trails."

U.S. Department of Transportation Secretary Mary Peters offered these comments August 15 on PBS in response to a question from an interviewer about where federal transportation money is being spent inappropriately. She appeared on The News Hour with Jim Lehrer to talk about the nation's transportation infrastructure in the wake of the Interstate 35W bridge collapse in Minneapolis.

Reaction from bicycle advocates around the country are still circulating in many meetings and forums. Any official reaction and response from PennDOT and the Pedestrian and Pedalcycle Advisory Committee (PPAC) may be released soon. BAC will follow the impact of the Secretary's comments as they develop.

### **SPEAKING OF PPAC...**

The next PPAC meeting will be held September 13 at 1 PM in Harrisburg. It is open to the public. Anyone wishing to attend should contact BAC for meeting details and directions.

### **LEAGUE OF AMERICAN BICYCLISTS ANNOUNCES 2008 DIRECTOR SEATS...**

Up for election. **Region 2**, which includes **PA**, NJ, MD, DE, WV and DC, plus a national **at-large** seat are accepting nominees. The incumbent directors are standing for re-election, but any LAB member may submit a petition to be placed on the ballot. Go to [www.bikeleague.org](http://www.bikeleague.org) for more details.

### **MISSION STATEMENT...**

The Bicycle Access Council is a non-profit advocacy organization that serves as a forum for Pennsylvania bicyclists and as an ombudsman for bicycling issues.

It is the objective of the Bicycle Access Council to make bicycling on roads throughout the Commonwealth safe, respectable and a transportation choice by educating its members and the motoring public.

All funding for the Bicycle Access Council comes from memberships and donations. Annual membership is \$20 per year. BAC does not share membership information.



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