

Chapter 28

(Senate Bill 371)

AN ACT concerning

State Highway Administration – Bicycle and Pedestrian Priority Areas

FOR the purpose of requiring the State Highway Administration, under certain circumstances, to make a determination by certain dates on whether to designate certain areas as bicycle and pedestrian priority areas; ~~requiring the Administration to adopt a certain statewide policy on or before a certain date;~~ clarifying that the Administration and a local government each must make a certain designation before a certain plan is required to be implemented; making stylistic changes; and generally relating to bicycle and pedestrian priority areas.

BY repealing and reenacting, with amendments,
Article – Transportation
Section 8–204(c) ~~and (i)~~
Annotated Code of Maryland
(2008 Replacement Volume and 2014 Supplement)

BY repealing and reenacting, without amendments,
Article – Transportation
Section 8–204(i)
Annotated Code of Maryland
(2008 Replacement Volume and 2014 Supplement)

SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
That the Laws of Maryland read as follows:

Article – Transportation

8–204.

(c) (1) The Administration shall:

(i) Determine and may change from time to time the location, construction, geometrics, design, and maintenance of the State highway system; and

(ii) **1. IF THERE IS A STATE HIGHWAY WITHIN THE LIMITS OF AN AREA THAT A LOCAL GOVERNMENT HAS DESIGNATED AS A BICYCLE AND PEDESTRIAN PRIORITY AREA, MAKE A DETERMINATION ON WHETHER THE ADMINISTRATION SHOULD ALSO DESIGNATE THE AREA AS A BICYCLE AND PEDESTRIAN PRIORITY AREA:**

A. ON OR BEFORE SEPTEMBER 30, 2016, IF THE LOCAL GOVERNMENT NOTIFIED THE ADMINISTRATION OF ITS DESIGNATION ON OR BEFORE SEPTEMBER 30, 2015; OR

B. WITHIN 1 YEAR OF NOTIFICATION, IF THE LOCAL GOVERNMENT NOTIFIES THE ADMINISTRATION OF ITS DESIGNATION ON OR AFTER OCTOBER 1, 2015; AND

[1.] **2.** If the Administration and a local government EACH designate an area as a bicycle and pedestrian priority area, implement a plan developed in cooperation with the local government to increase safety and access for bicycle or pedestrian traffic.

[2. If there is no State highway within the limits of the bicycle and pedestrian priority area, the plan shall be developed by the local government.]

(2) IF THERE IS NO STATE HIGHWAY WITHIN THE LIMITS OF THE BICYCLE AND PEDESTRIAN PRIORITY AREA, THE PLAN SHALL BE DEVELOPED BY THE LOCAL GOVERNMENT.

(3) A plan for traffic management in a bicycle and pedestrian priority area shall provide for:

(i) Appropriate changes to the location, construction, geometrics, design, and maintenance of the State highway system to increase safety and access for bicycle or pedestrian traffic in the bicycle and pedestrian priority area; and

(ii) The appropriate use of traffic control devices including pedestrian control signals, traffic signals, stop signs, and speed bumps.

(i) The Administration shall:

(1) Plan, select, construct, improve, and maintain the State highway system; ~~and~~

(2) By July 1, 1997, in coordination with local governments, draft a plan for a bicycle priority route system that provides a viable network for bicycle transportation throughout the State; ~~AND~~

~~**(3) ON OR BEFORE SEPTEMBER 30, 2016, ADOPT A STATEWIDE POLICY THAT:**~~

~~**(i) INCLUDES DESIGN GUIDELINES FOR BICYCLE AND PEDESTRIAN PRIORITY AREAS;**~~

~~(II) PROVIDES FOR THE SAFETY OF BICYCLE AND PEDESTRIAN TRAFFIC IN BICYCLE AND PEDESTRIAN PRIORITY AREAS; AND~~

~~(III) PROVIDES FOR THE USE OF TRAFFIC CONTROL DEVICES IN BICYCLE AND PEDESTRIAN PRIORITY AREAS THAT MAY DIFFER FROM STANDARD USE OF THE DEVICES IN THE STATE.~~

SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect October 1, 2015.

Approved by the Governor, April 14, 2015.