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Anthony G. Brown, *Lt. Governor*



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MAY 22 2013

Darrell B. Mobley, *Acting Secretary*  
Melinda B. Fier, *Administrative*

OFFICE OF PLANNING &  
CAPITAL PROGRAMMING

May 21, 2013

RE: SHA's Bicycle Policy and Design  
Guidelines

Mr. James K. Swift  
Chairperson  
Maryland Bicycle and Pedestrian Advisory Committee  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, MD 21076

Attn: Mr. Michael E. Jackson

Dear Mr. Swift:

On behalf of the State Highway Administration (SHA), I would like to thank the members of the Maryland Bicycle and Pedestrian Advisory Committee (MBPAC) for taking the time and effort to review and comment on SHA's Bicycle Policy and Design Guidelines. It is clear from the substantial comments that we received that MBPAC's members are passionate about cycling in Maryland.

Each comment received was thoroughly reviewed by SHA's Bicycle Committee, which is represented by individuals from our Office of Traffic & Safety, Office of Planning and Preliminary Engineering, Office of Highway Development, District-Traffic, and District-Project Development. The attached document provides a point-by-point response to each of MBPAC's comments.

We appreciate MBPAC's desire to remain involved in the development of this document. SHA has taken great strides in developing a document that is more progressive and aligned with national approaches to accommodating cyclist along our roadways from the original 2007 Bicycle and Pedestrian Design Guidelines. This document will continue to be updated in the future and we are committed to keeping MBPAC involved in the process. During the development of the Policy and Guidelines we have seen a great need from our staff for further guidance. It is for this reason that SHA intends to publish this document in the coming month with no further review.

My telephone number/toll-free number is 410-545-8800 or 1-800-228-6971

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

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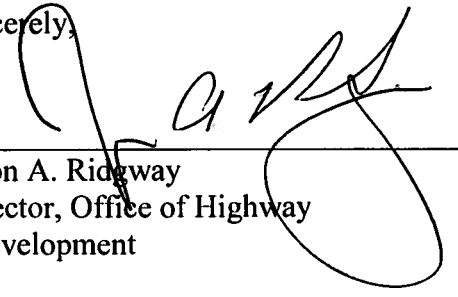
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OFFICE OF THE  
ATTORNEY GENERAL

Mr. James K. Swift  
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It has been a pleasure working with MBPAC and we look forward to continuing this relationship. If you have any further questions, please feel free to contact Ms. Lisa B. Choplin, Chief, Innovative Contracting Division, at 410-545-8824, or via email at [lchoplin@sha.state.md.us](mailto:lchoplin@sha.state.md.us).

Sincerely,



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Jason A. Ridgway  
Director, Office of Highway  
Development



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Gregory Slater  
Director, Office of Planning and  
Preliminary Engineering

Attachment:

cc: Mr. Michael E. Jackson, Director of Bicycle and Pedestrian Access, MDOT  
(w/attachment)



**State Highway Administration's Responses to the Maryland Bicycle & Pedestrian Advisory Committee's  
Comments for the Bicycle Policy & Design Guidelines  
May 13, 2013**

SUBSTANTIVE COMMENTS			
Comment No.	Page No.	Comment	SHA Response
1	0.0	<p>This revision to the 2005 version of Maryland SHA Bicycle and Pedestrian Design Guidelines is a timely update, and will be very useful to state officials and citizens attempting to understand state policy. Noting that this draft only includes bicycles, we look forward to reviewing the companion guidelines for pedestrian facilities. We commend SHA for including policy as well as design guidance.</p> <p>The comments that follow focus on changes we think that the document needs. Addressing them will take some effort, but we think that they will make this good document even better. The frequency with which our comments address a particular issue are not necessarily in proportion to the importance of the issue, but rather in proportion to the number of places in the document where the issue arises. The state's goal is still for Maryland to be the nation's best state for bicycling, which implies that Maryland's design standards must often be better than what one finds in comparable AASHTO and NACTO guidelines. This draft is a step in that direction.</p>	SHA thanks MBPAC for providing their comments for consideration in finalizing the Bicycle Policy and Design Guidelines.
2	0.0	<p>While the title indicates that the document is policy and design, most of its focus is on design. That is appropriate, yet some of the policies also need to be articulated, especially those regarding how the entire "highway" (which includes sidewalks, medians, and the general travel lanes) is managed to address cycling. This draft is mostly about how to include bike facilities in a new or existing highway with a pre-determined level of service for autos—the bikeway policy and designs discussed here focus on how to design a bike infrastructure that takes as its starting point the infrastructure for motor vehicles.</p> <p>But for most cyclists, the conditions of the entire highway matter as much or more than the trails and bike lanes on which this document focuses, because most cycling takes place on roads without trails or bike lanes. Transportation professionals in some jurisdictions are increasingly deciding that narrower lanes, for example, can do a lot to make cycling safer both by calming traffic and (sometimes) by making more space available for bike lanes. The actual bicycle policy, whether articulated or not, includes the design speeds, speed limits, lane widths, circuitry, sidewalks, and other factors that superficially are about automobiles or pedestrians, not bikes, but that--in reality--may be more important to bikeability than the</p>	This policy serves the purpose of guiding engineers through the design process for the development of bikeways. Guidance on other characteristics of the highway can be found in "AASHTO's Policy on Geometric Design of Highways and Streets" as well as other approved documents. Many guidance manuals are used thoroughly in the design process for every project. It is neither realistic nor appropriate to attempt to include those policies in this document.

		facilities specifically listed as bike infrastructure. The readers of this report will need these policies articulated as much as possible.	
3	0.0	A section on maintenance should be added. On trails, tree roots can be a very serious problem for all types of users. Snow removal is an issue that needs to be addressed for all types of facilities. The document should clarify whether cycle tracks inside the curb are considered to be within the area of state maintenance like shoulders and bike lanes (unlike most sidepaths and sidewalks). Because there are many bike lanes that are too narrow or otherwise fail to meet the standards set by any published guidance, such a section also needs to address how to correct or decertify substandard bike lanes.	Under the Annotated Code of Maryland, local jurisdictions are to assume responsibility for budgeting the equipment and manpower to maintain shared use paths, sidepaths, trails, or sidewalk outside of the roadway. During winter events, crews are dedicated to the roadways as a first priority. In addition, SHA has decided to not include cycle tracks in this document at this time. Further research will be needed to determine the appropriate use of this type of facility along state roadways in the future.
4	0.0	The document needs to explicitly address the traffic and safety operations and issues, because often they can promote bicycle traffic and safety as effectively as the engineering projects on which this document focuses. Traffic and safety issues often lead to cyclist complaints and inquiries into the district offices. First and foremost would be the speed limits and design speed of highways. At the very least, an overview is needed on how the design speed and speed limits are set, the role that bikes and pedestrians play in the original design, and the circumstances (if any) in which the presence of bikes and pedestrians leads SHA to reduce a speed limit (and make changes in the road to calm traffic speeds), both for a new road, and years later when circumstances may be different than when the road was built.	An overview of the design speed and how the speed limits are set are described in various AASHTO publications and SHA policies. Best practices in designing complete streets type roadways will be performed on a case-by-case basis and through the guidelines that are being laid out, but not limited, to this document.
5	0.0	A section should be added to address how to maintain direct routes for bicycles when intersections are reconfigured to be significantly more circuitous. Key examples include: Allowing cyclists (and pedestrians and wheelchairs) to proceed straight across an intersection when J-turn islands are installed that prevent cross traffic by motor vehicles; putting small cut-through for bikes, pedestrians, and wheelchairs when medians berms or guard rails are constructed to prevent motor vehicles from making a left turn. The document should also address how to ensure that structures requires for automobiles do not harm cycling, such as curb bump outs. Within some portions of SHA, requests by cyclists to enable cyclists to follow a direct route rather than be forced to follow a detour, have been met with the response that cyclists must subjected to the same	All intersections that use J-turn intersections shall be constructed such that there is an ADA compliant pedestrian pathway through the median. Bicyclists may then opt to either act as a vehicle and make the U-turn movement or may act as a pedestrian and walk their bicycles through the median to cross the intersection.

		inconvenient detours that motorists must follow, on the grounds that cyclists have the same rights and responsibilities as motorists. This document needs to clearly explain that the fact that bikes are subject to the same rules of the road as motor vehicles does not imply that system maintenance efforts can disregard opportunities to maintain the most efficient bike route.	
6	0.0	The issue of sidewalks, and their potential use as bikeways where there is limited pedestrian use, needs to be further explored. Sidewalks have the potential to provide critical links in places where there is limited opportunity to accommodate bicycles due to lack of space. Sidewalks are currently being used by cyclists in high-volume/high-speed traffic locations. The document should address the key issues related to sidewalk cycling, such as whether (and if so how) sidewalk design or the design of onroad facilities should be different if cyclists are likely to use them, and whether these factors depend (and if so how) on whether riding in the sidewalk is legal.	Under Maryland state law, bicyclists are not legally allowed to ride on sidewalks except where local jurisdictions allow it. Since it is not a standard application to allow bicyclists on sidewalks, it is not appropriate for these guidelines. The need for a wider sidewalk or shared use path may be considered on a project by project basis.
7	0.0	The chapter on paved shoulders that appeared in the previous edition of this document has been dropped. While needing some updates, that chapter was very useful with substantial good advice that regrettably was often ignored. Until every narrow shoulder has been widened into a bike lane or made part of a wide outside lane, and every wide shoulder has been restriped as a bike lane, that guidance will retain viability (though it does require some updating due to changes in the law since 2005).	The information from the shoulders chapter has been relocated to other chapters within the document. The design for wide outside lanes is now found in the Shared Lane Design chapter. Engineers will be directed to the Maryland MUTCD for striping at intersections. Bypass lanes can be found in the Bike Lane Intersection Design chapter and rumble strips and shoulder edge treatments can be found in the Riding Surface and Roadside Features chapter.
8	0.0	Because this is a policy document as well as a guidance document, the policy on restriping shoulders to become bike lanes needs to be explained and articulated. The deletion of the chapter on shoulders might imply that SHA intends to convert virtually all wide shoulders into bike lanes. We think that would be a mistake. Many wide (10 to 12 foot) shoulders along high-speed roads are occasionally needed for parking, and lack sufficient width to create both a parking lane and a safe bike lane outside of the door zone. Door zone bike lanes are especially hazardous along high speed roads or downhill slopes.	Roadways that have/need shoulders widths of 8-12 feet will retain these widths due to AASHTO guidance unless the width is somehow not achievable and a design waiver is granted. Each project shall follow AASHTO's <i>Policy on Geometric Design of Highways and Streets</i> for the design of shoulder and lane widths. The bicycle policy and guidelines will be

			followed to address the designation of bicycle facilities.
9	0.0	Bike lanes should not be created or restriped within the door zone of parallel parked cars, unless the door zone is clearly marked. To make such markings administratively convenient, SHA should amend the Maryland MUTCD to explicitly include the door zone markings that have been experimentally tested or previously included in SHA's bikeway guidance.	The door zone markings have not been used very often as they are difficult to stripe accurately, wear away easily because they are driven over frequently and cannot be regularly maintained, due to other maintenance priorities and the cost.
10	0.0	All sharrows should be entirely outside of the door zone.	The guidance for sharrows provides minimum distances. Placing sharrows farther into the center of the lane will be reviewed on a project by project basis.
11	0.0	<p>The table of preferred bike lane widths provides a useful framework, but in some cases it leads to narrower—and less safe—lanes than the AASHTO guidelines or the previous SHA guidance. Most important, the longstanding practice of including 10-foot shoulders on new highways is giving way to a policy of building bike lanes in lieu of shoulders. While it is nice to see the explicit recognition of bicycles, few cyclists feel safer in a 5-foot bike lane than a 10-foot shoulder, especially during rush hour on a highway with a speed limit of 45mph and actual traffic speeds of 55mph. Therefore, as SHA shifts from wide shoulders to the narrower bike lanes, it is important that those new bike lanes not be too narrow. The 2005 edition of the bicycle design guidance added a foot based on average daily volume, or when actual traffic speeds (which are often higher than the speed limit) exceeded 35 mph. Moreover, now that even AASHTO has declared that bike lanes should be at least 5 feet wide where possible, we do not believe that a 4-foot bike lane should be viewed as the preferred minimum unless the actual traffic speed is less than 35 mph, which is rarely the case unless the speed limit is 25 mph. We would thus suggest that the table on bike lane widths be replaced with this simpler formula:</p> <ol style="list-style-type: none"> <li>Minimum: 4 feet</li> <li>Add one foot if there is a significant density of cross streets or driveways (e.g. at least 12 cross streets or commercial entrances per mile, 24 residential driveways per mile, or some combination).</li> <li>Add one foot on roads with either a significant frequency of trucks and buses or volume exceeding 10,000 average daily traffic.</li> <li>Add one foot if the speed limit is 35mph or greater,</li> </ol>	<p>It is not the intent of these guidelines to eliminate wide (10 foot) shoulders. Shoulder width will be dictated by AASHTO's <i>Policy on Geometric Design of Highways and Streets</i>. Table 2.1 has been developed to provide simple, consistent guidance for engineer's to determine the minimum width needed for bicycle lanes.</p> <p>SHA will continue using the posted speed limit as a factor in this table, as this is the speed to be enforced.</p> <p>Factors such as density of cross streets and volume of traffic will be considered on a project by project basis to ensure that the most appropriate measures are being implemented.</p>

		or two feet if the speed limit is 45mph or greater.	
12	0.0	<p>The document needs to clearly explain that it is generally illegal and unsafe for drivers to make right turns from a lane to the left of a bike lane, just as it is generally illegal to make a right turn from any lane to the left of a through lane, unless a traffic control device indicates otherwise. Either there will be a right turn lane to the right of the bike lane, or the bike lane itself is the right turn lane, that is, the absence of a pocket lane between the bike lane and the general travel lane does not mean that cars should make a right-hook across the bike lane. To help make this situation more obvious to drivers, the typical urban bike lane needs dashed striping so that drivers see where to properly merge right before the right turn.</p>	<p>SHA has developed this document to focus on the design of bicycle facilities only. Part of this document addresses the striping of a bike lane approaching an intersection, which is dashed for a short distance, as shown in Figure 8.3. It is not SHA's intent to reference vehicle laws in this document. Up-to-date information on vehicular laws for motorists and bicyclists can be found in "The Maryland Vehicle Law" book.</p>
13	1.1	<p>The section on the reach of this document should be further clarified. The text appears to imply that it is meant for all transportation planners and engineers, not just those involved in roads managed by SHA. But some sections--such as the section on waivers--clearly seem to only apply to SHA. Additional clarity on which sections are SHA only, which apply to all state (but not local) roads, and which are generally applicable would be useful. One assumes--but SHA should state--that the document must be followed by SHA but is advisory for localities. While it may be prudent to avoid spelling that out in detail, a few questions have arisen that ought to be settled here: Would a trail that departs from (for example) the bollard guidance be ineligible (or less eligible) for funding from (or through) SHA. Is there any obligation for local roads that are partly funded by the state, or by federal funds whose allocation is determined by the state, to follow the guidance?</p>	<p>The policy has been developed with the intent of implementing the permitted treatments for Maryland state roadways only; however, local jurisdictions may use the document for guidance, but are not required to do so. The wording will be reviewed to address this accordingly. Local projects that receive State or Federal funds receive a technical review by the SHA. SHA will use our Bicycle Policy &amp; Design Guidelines and make comments accordingly. However, if the local agency has adopted their own design guidelines or the AASHTO guidelines, then SHA will take these into consideration as part of the technical review.</p>
14	1.2	<p>Line 4-5. A bit more clarity is needed on the distinction between "may" and "should." For example, are "should" decisions entirely within the undocumented discretion of a given designer, or does "should" represent the practice that will be normally followed, unless there is a documented reason to not do so or a waiver is granted.</p>	<p>These verbs have been used by SHA for some time now and are well defined throughout the office. The closest interpretation we have for the use of these words is through the MD MUTCD, and as follows :</p>

			<p><b>A. Standard</b>—a statement of required, mandatory, or specifically prohibitive practice regarding a traffic control device. All Standard statements are labeled, and the text appears in bold type.</p> <p>The verb “shall” is typically used. The verbs “should” and “may” are not used in Standard statements. Standard statements are sometimes modified by Options.</p> <p><b>B. Guidance</b>—a statement of recommended, but not mandatory, practice in typical situations, with deviations allowed if engineering judgment or engineering study indicates the deviation to be appropriate. All Guidance statements are labeled, and the text appears in unbold type. The verb “should” is typically used. The verbs “shall” and “may” are not used in Guidance statements. Guidance statements are sometimes modified by Options.</p> <p><b>C. Option</b>—a statement of practice that is a permissive condition and carries no requirement or recommendation. Option statements sometime contain allowable modifications to a Standard or Guidance statement. All Option statements are labeled, and the text appears in unbold type.</p> <p>The verb “may” is typically used. The verbs “shall” and “should” are not used in Option statements.</p>
15	1.2	Par 2. Is this an exhaustive list of bikeways? It would	This list defines bicycle

		be best to indicate whether it includes shoulders—many people assume those 2 or 3-ft shoulders are bikeways, not to mention the 8-12 foot shoulders that are not bike lanes. Also, this definition appears to include every roadway where bicycles are not prohibited—if that is the intent, then it would be best to state so explicitly.	facilities that are permitted along State roadways as appropriate. Shoulders are not considered a bikeway because they are not designated; however, bicyclists are still allowed to ride on them. Cycle tracks are being removed from this list because SHA does not have sufficient information on the use of this type of bicycle facility to include within these guidelines at this time.
16	1.2	Definition of “shared lane” should explicitly indicate that you are including both side-by-side and use-full-lane shared lanes.	Riding side by side or using the full lane are both “shared lane” applications. These are implied based on the non-assignment.
17	1.2	Please change “pedestrians including skaters” to “pedestrians, skaters...” It is very much an open question whether skaters are vehicles or pedestrians—because skaters often travel at bicycle speeds, the suggestion that they are pedestrians and should hence travel on the left side of the roadway is very problematic. Suggested phrasing avoids taking a position on that question.	MdMUTCD defines a pedestrian as “a person on foot, in a wheel chair, on skates, or a skateboard.” Text under <i>Shared-Use Path</i> has been revised to the following, “...open to use by pedestrians and other authorized non-motorized users.”
18	1.2	For definition of cycle track, please indicate that they may be either one-way or two-way.	Cycle tracks are being removed from this list because SHA does not have sufficient information on the use of this type of bicycle facility to include within these guidelines at this time.
19	1.3	The section on Design Certification and Waivers is outstanding!	Thank you!
20	1.3	Please change, “However, if it is determined that full bicycle accommodations as detailed in Section 2.1 cannot be provided, a design waiver shall be requested.” to “However, if it is determined that the full bicycle accommodations that <i>should</i> be provided as detailed in this document cannot be provided, a design waiver shall be requested.” We are assuming that the reference to “Section 2.1” is an artifact of a different incarnation of the waiver policy, and that the entirety of this document must be followed.	This change will be made. Reference to Section 2.1 was a carry-over from a previous version and will be deleted, as the design waiver process applies to all requirements in this document.
21	1.3	The end of Section 1.3 needs should explain the criteria	The criteria for obtaining a

		for obtaining a waiver, and clearly state whether the waivers will be published once they are issued, and whether the public or MBPAC will be notified about proposed waivers before they are issued, after they are issued, or not at all.	waiver is explained in sections 1.4 and 1.5. The SHA does not publish nor notify external parties when design waivers are approved.
22	1.4	First full paragraph. The text should state what the threshold is for justifying a waiver based on cost.	There is no dollar amount in which SHA could state to justify the need for a design waiver. Each project is evaluated separately as many factors go into the decision such as the type of project and improvements, the availability of funding, etc.
23	2.1	Line 4. Change "Provide exclusive space for bicyclists" to "Provide dedicated space for bicyclists". Under Maryland law, bike lanes are part of the roadway, meaning that pedestrians are allowed to walk in them, and automobiles are required to use the bike lane as a right-turn lane when there is no right turn lane to the right of the bike lane. Scooters or EPAMD's are often allowed to use them as well. So bike lanes are often not for the exclusive use of bicyclists.	Agree. The change has been made.
24	2.1	"Encourage bicyclists to ride farther away from parked vehicles". This statement is true as long as one does not stripe bike lanes in the door zone, but if we do have bike lanes in the door zone, then bike lanes may encourage cyclists to ride in the door zone. The document makes the opposite point later, but it would be clearer to simply state that bike lanes can encourage or discourage riding close to parked cars, depending on where and how the bike lane is striped.	SHA acknowledges the concerns raised regarding the proximity of bike lanes to on-street parking and continues to make every effort to maximize safe and effective use of the existing roadway profile on a project by project basis.
25	2.1	We also suggest adding another bullet: "Increase passing distance for motor vehicles overtaking a bike by guiding motor vehicles farther to the left".	This statement applies more to shared lane applications, as when bike lanes are marked, both motor vehicles and bicyclists are more likely to stay within their designated space.
26	2.2	Buffered bike lanes or cycle tracks should be considered as an alternative to bike lanes on roadways with high traffic volumes and speeds greater than 35 mph. Especially in urbanized or suburbanized areas where bikeshare is planned or being implemented, bike lanes with barrier protection measures should be considered. Under some circumstances, the flexible posts of a cycle track may provide useful buffering on new roads built with bike lanes, which are much narrower than the wide shoulders common on many state highways.	Cycle tracks and buffered bike lanes will not be included within these guidelines at this time because SHA does not have sufficient information on the use of these types of bicycle facilities.
27	2.2	Table 2.1 provides a useful conceptual framework, but the bike lane widths provided in the table are too narrow	Table 2.1 has been developed to provide simple consistent

		<p>in some cases, representing a step backward compared with both AASHTO and the 2005 SHA guidelines. Although it retained 4 feet as the minimum width for a bike lane, the new AASHTO guidelines state that the preferred width is at least 5 feet. This table is supposed to represent preferred, not minimum, so including 4-foot bike lanes is less bicycle friendly than AASHTO. Moreover, the 2005 SHA guideline specified 5 feet if either the "operating speed" exceeded 34mph or the road had 10,000 ADT. Along most state highways, a speed limit of 30 mph would leave operating speeds above 35 mph, so under the old guideline the extra foot would be added for roads with a speed limit of 30 mph, while under the proposal that extra foot is not added until the speed limit reaches 40 mph.</p> <p>Two other problems with the new guideline: The volume of trucks and buses is important, but the percentage of vehicles that happen to be trucks or buses is not important. That is, if 8 trucks pass every 10 minutes, it makes no sense to say that the lane should be narrower if 200 cars also pass than if only 50 cars pass, yet that is the implication of the 8% standard.</p> <p>A second problem is that safe bike lane width depends on both the hazards to the right and the hazards to the left. We think that a 4-foot (plus gutter) bike lane is sufficient only if all of the following are true: the actual speed of 85% of the traffic is less than 35 mph, there are few trucks and buses, there are no driveways and few cross streets. We think that an additional foot should also be added for each of those conditions, and that an extra foot should be added if 15% of the actual traffic speeds exceed 50 mph. Thus, if all of those factors are present, the preferred bike lane should be at least 8 feet (in an area where parking is prohibited).</p>	<p>guidance for engineer's to determine the minimum width needed for bicycle lanes. The heading of this table will be revised to state "Minimum shoulder widths..." instead of "Preferred".</p> <p>Factors such as density of cross streets and volume of traffic will be considered on a project by project basis to ensure that the most appropriate measures are being implemented. The percentage of trucks is based off of the volume, so the truck percentage does play an important role in determining the bike lane widths.</p> <p>Each project will evaluate the roadside conditions to determine if wider bike lanes are necessary and feasible. This width also brings up concerns of right-of-way acquisitions and utility relocations which in turn increases the cost significantly.</p>
28	2.2	<p>We think it is reasonable to state that an 8-foot bike lane is needed if there are significant cross streets, and lots of trucks traveling at 50 mph. Regular engineering standards would put a sharrow 4 feet from the curb, that is, 3 feet from the edge of the pavement. Given the width of bicycle and some wobble, the cyclist's left shoulder would be 5 feet from the curb, that is, 3 feet from the line separating the bike lane from the general travel lane. A ten-foot truck in the center of the right travel lane would be 6 inches from that same line. At speeds greater than 50 mph, a 3.5 foot clearance between the bike and a truck is not excessive. While we recognize that some drivers are occasionally tempted to treat wide shoulders as travel lanes, the state already has many 10-foot shoulders and cyclists generally prefer those wide shoulders to narrow bike lanes.</p>	<p>Table 2.1 has been developed to provide simple, consistent guidance for engineer's to determine the minimum width needed for bicycle lanes. Each project will evaluate the roadside conditions to determine if wider bike lanes are necessary.</p>
29	2.2	<p>The continued guidance to stripe bike lanes within the door zone is an unjustified hazard. The practice should</p>	<p>SHA does not typically use door zone markings as they</p>

		<p>be discontinued, except for when the door zone is marked, and even then, only if the speed limit is no greater than 30mph. There are two problems with door zone bike lanes. First, novice cyclists who do not recognize the hazard are encouraged to ride in the door zone by the illusion of safety promoted by a bike lane. Second, experienced cyclists who ride along the left edge of the bike lane to avoid the hazard, are behaving unpredictably from the perspective of a driver who is expecting them to be in the bike lane, and as a result, sideswiping sometimes occurs. The swing of a door from an SUV can easily reach 10-1/2 feet from the curb, so that a cyclist in the middle of a bike lane can be struck even if the parking lane extends 9 feet from the curb. Along low-speed roads, door-zone markings can mitigate both of these hazards by encouraging cyclists to ride farther to the left and making it clear to drivers why they are doing so; as speeds increase, however, the risks from cyclists partially to the left of the bike lane can increase the risk of sideswiping. (Also applies to p 2.7).</p>	<p>are difficult to stripe accurately, wear away easily because they are driven over frequently, and cannot be regularly maintained due to other maintenance priorities and the cost.</p> <p>Each project will evaluate the roadside conditions to determine if wider bike lanes are necessary. All projects are also reviewed by the Assistant District Engineer of Traffic for bicycle compliancy.</p>
30	2.2	<p>There will rarely be sufficient space for a 5-foot bike lane entirely outside the door zone. SHA should not have to choose between a hazardous door-zone bike lane and no bike lane at all. Instead, SHA should clearly mark the door zone to warn novice cyclists and also to make it clear to drivers why a cyclist might be straddling the left edge of the bike lane. Sufficient experience with door-zone markings is available to include them in the Maryland MUTCD, and we recommend that this be done. We think that some or all of the approaches for safety markings would be allowed under the existing MUTCD but clarification would be useful. If SHA believes that the markings must first be adopted into the Maryland MUTCD, then additional creation of bike lanes within door zones should be suspended until that occurs.</p>	<p>SHA does not typically use door zone markings as they are difficult to stripe accurately, wear away easily because they are driven over frequently, and cannot be regularly maintained due to other maintenance priorities and the cost.</p>
31	2.2	<p>Where parking is permitted, a cyclist is generally advised to ride with the tires about 12 feet to the left of the curb, to remain beyond the door zone, placing the cyclist's left shoulder about 13 feet from the curb. Assuming modest speeds of 30 mph, the left stripe should be approximately 14.5 feet from the curb, as recommended by NACTO. As speeds increase, additional buffering is needed to the left. The actual width of the bike lane is less critical than the distance of the left stripe of the bike lane from the curb, since the portion of the bike lane within 10.5 feet of the curb is within the potential door zone.</p>	<p>Table 2.1 has been developed to provide simple, consistent guidance for engineer's to determine the minimum width needed for bicycle lanes. Each project will evaluate the roadside conditions to determine if wider bike lanes are necessary.</p>
32	2.4	<p>Figure 2.7 is a bike lane with parking but the note at the bottom is for bike lanes without parking. This would be a good place to remind the reader that to avoid the door hazard, cyclists must ride to the extreme left of the bike lane whenever cars are parked flush against the bike lane line.</p>	<p>The note at the bottom of Figure 2.7 will be addressed. Each project will evaluate the roadside conditions to determine if wider bike lanes are necessary.</p>

33	2.7	Section 2.4, Bike Lanes Adjacent to Angled Parking. The text should address the extent to which some vehicles exceed the length of the “typical design vehicle” assumed when sizing parking spaces and adjacent bicycle lanes.	SHA cannot design to accommodate every vehicle size; parking stall markings shall be of sufficient size to fully store the standard design vehicle.
34	2.7	The continued guidance to stripe bike lanes within the door zone is an unjustified hazard. The practice should be discontinued, except for when the door zone is striped. (See similar comment on page 2.2	SHA does not typically use door zone markings as they are difficult to stripe accurately, wear away easily because they are driven over frequently, and cannot be regularly maintained due to other maintenance priorities and the cost.
35	2.7	In urban areas, there will rarely be sufficient space for a 5-foot bike lane entirely outside the door zone. SHA should not have to choose between a hazardous door-zone bike lane and no bike lane at all. Instead, SHA should clearly mark the door zone to warn novice cyclists and also to make it clear to drivers why a cyclist might be strandline the left edge of the bike lane. Sufficient experience with door-zone markings is available to include them in the Maryland MUTCD, and we recommend that this be done. We think that some or all of the approaches for safety markings would be allowed under the existing MUTCD but clarification would be useful. If SHA believes that the markings must first be adopted into the Maryland MUTCD than additional creation of bike lanes within door zones should be suspended until that occurs. (Similar comment for page 2.2)	SHA does not typically use door zone markings as they are difficult to stripe accurately, wear away easily because they are driven over frequently, and cannot be regularly maintained due to other maintenance priorities and the cost.  Each project will evaluate the roadside conditions to determine if wider bike lanes are necessary. All projects are also reviewed by the Assistant District Engineer of Traffic for bicycle compliancy.
36	2.7	The entire content of page 3-9 and top half of 3-10 from the 2005 version should be re-instated. This is critical information for addressing the door zone hazard. But instead of being advisory, those warning markings should be the general practice. The Maryland MUTCD should be modified to include those markings.	SHA does not typically use door zone markings as they are difficult to stripe accurately, wear away easily because they are driven over frequently, and cannot be regularly maintained due to other maintenance priorities and the cost. Each project will evaluate the roadside conditions to determine if wider bike lanes are necessary.
37	2.7	The organization, with bike lane intersection in chapter 8, is counterintuitive. Bike lane intersections should probably be relocated to the bike lane chapter.	The chapters of these guidelines will be restructured to flow more appropriately.

38	2.7	<p>Bike Lanes next to angled parking: The guideline proposed is unsafe, except for back-in parking. Particularly problematic is that this approach allows larger-than-typical vehicles to extend into the bike lane. Moreover, widening the bike lane from 5 feet to 6 feet hardly allows for a sufficient swerve. So as a general rule, where there is angled parking, bicycles should ride in the main travel lane.</p> <p>We suggest changing “Bike lanes may be considered between the travel lane and the parking area.” To “Bike lanes should not be considered between the travel lane and angled parking, except possibly for back-in angled parking.”</p>	SHA cannot design to accommodate every vehicle size; parking stall markings shall be of sufficient size to fully store the standard design vehicle. Best practices will be made to regulate back-in angled parking.
39	2.7	In section 2.6, a 14-foot lane is too narrow for a bus to pass a bike with 3 feet of clearance. Assuming that the left shoulder of the cyclist is 4 feet from the pavement edge, the right side of the bus must be 7 feet from the pavement edge to pass with the legally required 3-foot passing clearance. Thus a 14-foot lane would be sufficient for a 7-foot SUV, but a 9-foot bus would require a 16-foot lane. Cyclists may be able to pull off to the extreme right to let a bus pass, but otherwise, 14-foot lanes mean “use full lane”.	The 14-foot width stated in the guidelines is the minimum width; however, it is referred to as the preferred width. “Preferred” will be changed to “Minimum.” Each project will evaluate the roadside conditions to determine if wider bike lanes are necessary. All projects are also reviewed by the Assistant District Engineer of Traffic for bicycle compliancy.
40	3.1	Change “between 13 to 15 feet” to “from 13 to 16 feet”. Clearly 16 feet is too little space for a bike lane when a roadway has 10-foot trucks, or if the lane is next to parallel parking. So sharrows might be needed even with 16 foot lanes.	After extensive coordination between offices within SHA and MDOT, it has been determined that, the 13 to 15 feet are appropriate widths for shared lane markings. If there is a 16 foot lane, according to SHA’s policy, there could be a possibility of a 12 foot travel lane and 4 foot bike lane or 11 foot lane and 5 foot bike lane. If the speed limit and truck volumes require a 6 foot bike lane, it is not recommended to be used with a 10 foot travel lane or sharrows; therefore, the appropriate signing should be used in this situation, where permitted.
41	3.1	“Help bicyclists position themselves in lanes that are between 13 and 15 feet wide, resulting in a lane too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane.” This passage needs to	The 4 foot distance from the curb without parking and the 11 foot distance from the

		<p>be clarified, because it is unclear whether the text here envisions (a) sharrows being placed to the right or (b) in the center of the lane. If (a), then how is that "too narrow...to travel side by side"? The sharrow would be promoting side-by-side. If (b), why focus on a 13- to 15-foot lane, as opposed to a 10-foot lane? It is true that 13 to 15 feet are sometimes too narrow to share side-by-side, but in this context, the reference to "13 to 15 feet" (we also suggest 13 to 16 feet) seems to be intended for cases where the lane is barely wide enough for side-by-side sharing but is still narrower than the official cutoff for "use full lane".</p> <p>We suggest a table be added here, showing the width for (a) "use full lane possibly with sharrows in center of lane," (b) sharrows on the right side of the lane, and (c) bike lane. That cutoff is not a simple matter of 13 feet and 16 feet, because speed and presence of trucks (and in our view volume of traffic and right-side hazard) affect the minimum width of a bike lane in chapter 2. For the same reasons, they affect the lane width needed to share side-by-side.</p>	<p>curb with parking are minimum distances that are required by the guidelines. These distances are also in accordance with the Maryland MUTCD and AASHTO guidance. In a project by project evaluation, if roadway characteristics pose concerns to propose an increased distance from the curb, then all efforts will be made to make that adjustment.</p>
42	3.1	<p>Please change "Sharrows shall not be installed on roadways where the speed limit is higher than 35 mph" to "Sharrows generally should not be installed on roadways where the speed limit is higher than 35 mph." It is well known that the NCUTCD subcommittee conducted no analysis to justify the 35mph speed limit for sharrows. According to two members of the bicycle subcommittee of the National Committee on Uniform Traffic Control Devices, 35 mph was a compromise between people who opposed sharrows and those who favored them. Sharrows could be especially useful even on somewhat faster roads to help guide cyclists through right-turn lanes or acceleration lanes, or through short stretches of roadway where a bike lane gives way to a wide outside curb lane.</p>	<p>SHA has determined that only roadways posted for 35 mph or below are appropriate for the use of shared lane markings, as this guidance is consistent with the Maryland MUTCD and AASHTO.</p>
43	3.1	<p>The section on sharrows needs to be revised to emphasize the three separate situations in which they are used: (a) the center of the lane, generally with an R4-11 sign, on low speed roads that are too narrow to share side-by-side; (b) along the right side of roads with wide lanes; and (c) as warning to motorists where cyclists need to cross lanes or briefly share a lane, where there is no bike lane or pocket lane, possibly with a W16-1(3) sign. (a) The mid-lane sharrow: Unlike the R4-11 sign, which says the cyclist <i>may</i> use the full lane, a mid-lane sharrow is positive and noticeable guidance to ride in the center of the lane, and hence less appropriate at high speeds than R4-11. It is reasonable to say that the mid-lane sharrows <i>should not</i> be used on high volume roads with speed limits higher than 25mph or mid-volume roads faster than 30mph and <i>shall not</i> be used on any roads faster than 35mph, the MUTCD guidance. (b) Where sharrows are</p>	<p>SHA has determined that roadways posted for 35 mph or below are appropriate for the use of shared lane markings. This guidance is consistent with the Maryland MUTCD and AASHTO.</p> <p>In situations where the lane width is under 13 ft. the R4-11 adequately informs motorists and cyclists how the lane is to be used; therefore, shared lane markings and the R4-11 sign will not be used together. If</p>

		<p>along the right side of a wide outside lane, the MUTCD speed limit is inapplicable. Whatever the hazards of riding along an outside lane, the sharrow adds safety without putting people in harm's way because they are along the right side of the road. There was no analysis to support the MUTCD speed limit, and it is clear that sharrows could be very useful on a low-volume road with wide outside lanes, possibly as an alternative to a door-zone bike lane which would be dangerous at high speeds. Rather than "shall not" the phrasing should be that approval by SHA's bike-ped coordinator is needed for sharrows about 35 mph.</p>	<p>there are circumstances that pose concerns on a particular roadway, considerations will be given to include both the marking and sign on a project by project basis.</p>
44	3.2	<p>As a general rule, shared lane pavement markings (sharrows) are particularly appropriate where design speeds or observed speeds are no greater than 25 mph, or to fill short gaps in bicycle facilities. At these speeds, the sharrows should usually be placed in the center of the lane unless the lane is at least 15 feet wide, i.e., wide enough so that a vehicle can pass a bicyclist, traveling directly over the chevron, with at least the three foot buffer required by law.</p>	<p>In situations where the lane width is under 13 ft. the R4-11 adequately informs motorists and cyclists how the lane is to be used; therefore, shared lane markings and the R4-11 sign will not be used together. If there are circumstances that pose concerns on a particular roadway, considerations will be given to include both the marking and sign on a project by project basis.</p>
45	3.2	<p>The sentence suggesting sharrows 11 feet from the curb is problematic. A sharrow 11 feet from the curb is comparable to a bike lane that extends 12 feet from the curb, which is to say, almost entirely in the door zone. An SUV's door can reach 3 feet beyond the parking line, which would be 11 feet with the 8-foot parking lane. Therefore, sharrows should be placed at least 5 feet to the left of the parking line, if there is one, or at least 13 feet from the curb. In many cases, however, lanes with parking to the right are not wide enough for a bike and car to share side-by-side. Assuming a 3-foot door zone and a 13-foot minimum for side-by-side sharing, lanes with less than 16 feet to the left of the parking line should have sharrows placed in the center of the lane.</p>	<p>The 4 foot distance from the curb without parking and the 11 foot distance from the curb with parking are minimum distances that are required by this policy. These distances are also in accordance with the Maryland MUTCD and AASHTO guidance. If roadway characteristics are such that an increase in distance from the curb is needed, adjustments will be made accordingly to ensure safe operations.</p>
46	3.2	<p>Lower part of figure 3-3: This is a useful figure, but text and caption are needed to explain that this illustrates how roads should <u>not</u> be designed. The figure shows why encouraging a cyclist to ride with the tire 11 feet from the curb could result in a serious accident. In this case, the sharrow is clearly within the door zone even of this small car, which seems to be 6 feet wide. The cyclist is about to hit or barely miss the opening door, and therefore may swerve left and hit the end of a car that passed with about</p>	<p>The 4 foot distance from the curb without parking and the 11 foot distance from the curb with parking are minimum distances that are required by this policy. These distances are also in accordance with the</p>

		6 inches of clearance. Because an SUV door would reach 11 feet from the curb, and the sharrow ought not be in the door zone at all, a second figure is needed showing that 13 feet is needed. Except the car squeezing by to the left could sideswipe the bicycle, so the sharrow needs to be in the center of the lane, given the width of the roadway depicted.	Maryland MUTCD and AASHTO guidance. If roadway characteristics are such that an increase in distance from the curb is needed, adjustments will be made accordingly to ensure safe operations.
47	3.2	Some discussion is needed here—as well as in the bike lane chapter—about the effect of other right-side hazards on sharrow placement. Driveways, bushes, and cross streets all make it less safe to ride close to the right edge of the pavement; so where they are present a sharrow might need to be farther from the curb than where they are not present.	The guidelines provide the minimum distances from the edge of the roadway; however, if District Traffic staff determines that the markings should be moved to a more effective location, that will be revised in their review.
48	3.3	The guidance for the R4-11 signs should be revised in two respects. First, it needs to recognize the door zone hazard in areas with parked cars, by specifying that the signs will be used if the width of the travel lane is 16 feet or less. Cyclists should ride with their right shoulders at least 3 feet to the left of the parking lane, and allowing 3 feet for the width of the cyclist and some wobble, and the 3-foot legal passing clearance, means that a motor vehicle passing side-by-side must be 9 feet from the parking line. An 8-foot van would thus extend 1 foot beyond the line even with a 16-foot lane.	After extensive discussions between offices within SHA, MDOT and the bicycle community in the development of the policy and R4-11 guidance, no further changes will be made at this time.
49	3.3	Secondly, for similar reasons, on roads where trucks are allowed, the 13-foot standard for R4-11 signs should be increased to 14 feet. While 14-foot lanes are rare, there was a period of time when 3-foot shoulders and 11-foot lanes were common. This does not leave enough room for a bus or truck to pass with 3 feet of clearance unless the cyclist is almost in the gutter.	These measurements exclude the gutter pan; therefore, an additional foot is already provided.
50	4.2	After " Initial research indicates that a minimum opening of 12 ft should be considered to allow bicyclists to cross, without.... Please add the following sentence:  " Feedback from cyclists, however, suggests that cyclists traveling faster than 15mph sometimes have difficulty crossing rumble strips with a gap of 12 ft."	The information regarding the 12 ft gaps is found in SHA's Rumble Strip Guidelines. Rumble strips are an important and proven safety feature for motor vehicles. The larger the gap, the less purpose they serve for safety.
51	4.2	The section on rumble strips needs an additional paragraph explaining the limitations of rumble strips, and the possible consequences. It also should explicitly address how rumble strips are handled at intersections.	This information is found in SHA's Rumble Strip Guidelines. SHA's Rumble Strip Guidelines are referenced in this guidance.

52	5.9	The section correctly emphasizes the hazards from bollards. But some additional text should be added addressing flexible bollards, which communicate that the motor vehicles should not enter without creating as much of a hazard.	SHA does not make a practice of designing and constructing shared use paths that incorporate the use of bollards. If in the event their use is recommended, further direction will be provided through the AASHTO guidelines.
53	5.1	Change " (1999 or latest edition)" to "(2012)". At the end of this paragraph, add ("The 1999 version of AASHTO's Guide for the Development of Bicycle Facilities is obsolete in many respects.") Elsewhere in this chapter, all references to the 1999 version should be replaced with references to the 2012 version.	Agree. The change has been made.
54	5.1	The repeated reference to AASHTO (1999) concerns us, because it implies that SHA's guidelines may not have been updated to reflect improvements in AASHTO's guidelines. In many cases, SHA's 2005 guidelines were superior to AASHTO (1999) but that does not automatically mean that they were superior to AASHTO (2012). The authors should cross-compare all guidelines based on AASHTO (1999) in this document and verify whether those guidelines were improved in the 2012 version, and where so, SHA should adopt the improved version.	SHA has made a full comparison between the Bicycle Policy and Design Guidelines and the 2012 AASHTO Guide for the Development of Bicycle Facilities. The improvements from the 2012 AASHTO guidelines have been reflected in this guidance.
55	5.3	On line 5 please add to the end of the sentence "and the conflicts produced by driveways and cross streets are not present. Such sidepaths must be carefully routed around highway entrance and exit ramps, presence of an existing or proposed sidepath should be considered in design of interchanges."	Agree. The change has been made.
56	5.4	Section 5.5. The section on surfaces should address stone dust trails and crushed stone. Stone dust trails are substantially less expensive than asphalt trails. The Maryland Department of Disabilities points out that these trails must not only be designed to ADA standards, they must also be maintained to that standard. The Department of Natural Resources views the Torrey C. Brown Trail from northern Baltimore to York, PA, as an example of a stone dust trail that is designed to industry-accepted compaction standards, is ADA compatible, has not eroded significantly, and meets multi-use objectives. The Federal Highway Administration has funded numerous stone dust trails throughout the nation, based on their interpretation that they comply with the Americans with Disabilities Act, as long as the stone dust trails have been designed to meet specific grade, slope and compaction standards.  Crushed stone disturbs hydrology less than asphalt and is less expensive. The Access Board has approved its	It is not standard practice for SHA to use stone dust/crushed stone on shared use paths. Facilities constructed adjacent to SHA roadways are constructed using asphalt or concrete materials.

		use, on the grounds that the relatively rough surface is unlikely to substantially impair access for those who are able to travel substantial distances, provided that the trail is well maintained. We suggest that crushed stone is an acceptable alternative to asphalt on trail sections that are more than 2 miles from an access point with transit or automobile parking access. An example is the Great Allegheny Passage heading northwest out of Cumberland, where the trail within the city is paved with asphalt, but becomes crushed stone beyond the city limits.	
57	5.7	In addition to the discussion of traffic control signs, a section on wayfinding signs is needed. Many trails have virtually no signs providing trail users information about destinations, directions, or distances. Conversely, the proliferation of signage is becoming a real problem in our parks. A hiker or biker begins their journey on the Blue Trail in a park, then comes to a junction and discovers they are now on the Star Spangled Banner Trail. At the next junction they are informed that they are now on the East Coast Greenway Trail. The user, no doubt unfamiliar with these regional and national trails, is left wondering: what happened to the Blue Trail? Finding the right balance for signage overload needs to be addressed as we develop more trails, many of which are part of a broader network.	SHA does not place wayfinding signs for shared use paths or trails as this is the responsibility of the local jurisdictions.
58	5.7	“Keep in mind that the road is not necessarily the predominant legs of the intersection.” For readers who may overlook the meaning, we suggest you add: “It may be most appropriate for the roadway to have a stop sign or yield to the trail.” The grammar of this sentence should also be fixed.	The statement in the guidelines was in error. In most situations, the SHA roadway will be the predominant leg of the intersection, and as a result any stop or yield signing would be provided on the trail.
59	5.7	“As always, the least control is the best control.” This idea should be given a separate bullet with additional text. We suggest: “When crossing lightly traveled roadways to which the trail should yield, the trail should have a yield sign rather than a stop sign unless the site line is seriously restricted. The excessive use of unnecessary stop signs on trails often encourages cyclists to incorrectly assume that all stop signs on a given trail are unnecessary.” The document references Section 9B.03 of Md. MUTCD which provides greater detail. Perhaps Section 9B.03 of the Md. MUTCD should be reprinted in its entirety in this document.	The statement in the guidelines was in error. In most situations, the SHA roadway will be the predominant leg of the intersection, and as a result any stop or yield signing would be provided on the trail. There is no need to reprint the guidance.
60	5.9	The document should recognize that bollards are used in most large trails to allow emergency and maintenance vehicles to access trails, while closing the trail to non-designated vehicular traffic. Also, please change	Agree. The change has been made.

		"Bollards should never be placed in the center of the travel lane." to "Bollards should never be placed in the center of the bicycle travel lane."	
61	6.3	Pages 6.3-6.21 The figures showing the bike lane narrowing to oblivion depicts a very poor design. This is not how one would stripe a highway where two lanes narrow to one, which is a far better model. What we need here instead is for the solid bike lane line to give way to dashed lines for 100 feet, and then remove the lane entirely 100 feet before the narrowing stops. As soon as the bike lane line vanishes, the sharrows can start, even though this lane may be 17 feet wide, as you are depicting a transition.	Neither MUTCD, MdMUTCD, nor Maryland Vehicle Law prohibits operators, regardless of vehicle type, from crossing single solid white lines. Moreover, the Maryland Driver's Manual advises the "some roads have pavement markings that show lanes specifically designated for the exclusive use of bicycles. Solid...white lines separate these bike lanes from motor vehicle travel lanes." Consequently, configurations that separate bike lanes or shoulders from motor vehicle travel lanes by use of solid white lines are permitted and the discretion to use such a line is a matter of engineering judgment.
62	6.7	Pages 6.7-6.21 The bike lane widening from zero to five feet is not as bad as the narrowing, but it would be better to show a sharrow instead, and simply not stripe the bike lane until it reaches the design width. Usually, vehicles are not advised to drive across solid white lines, so why make this part of the design?	Neither MUTCD, MdMUTCD, nor Maryland Vehicle Law prohibits operators, regardless of vehicle type, from crossing single solid white lines. Moreover, the Maryland Driver's Manual advises that "some roads have pavement markings that show lanes specifically designated for the exclusive use of bicycles. Solid...white lines separate these bike lanes from motor vehicle travel lanes." Consequently, configurations that separate bike lanes or shoulders from motor vehicle travel lanes by use of solid white lines are permitted and the discretion to use such a line is a matter of engineering judgment.
63	6.14	There is a scale mismatch in the diagram. The diagram either (a) requires a caption explaining that it is an unusual situation because there is a 7-foot parking lane,	The 4 foot distance from the curb without parking and the 11 foot distance from the

		<p>assuming that the sharrow point is 11 feet from the parking lane as indicated; or (b) the measurement showing the sharrow to be 11 feet from the curb needs to be relabeled as 13 feet, or (c) the figure needs to be redrawn to scale. In case (a) the travel lane only has 11 feet to the left of the parking lane, which is too narrow to share side-by-side. In case (b) the travel lane is 13 feet wide, which is still too narrow to share side-by-side, because only 10 feet are outside the door zone. Since both of these situations arise, it would probably be best to provide both (a) and (b). (If the parking lane is only 6.5 feet, then 11-foot sharrows would be ok, but the figure needs to make clear that this is a 6.5-foot to curb parking lane for compact cars. )</p>	<p>curb with parking are minimum distances that are required by the guidelines. These distances are also in accordance with the Maryland MUTCD and AASHTO guidance. If roadway characteristics are such that an increase in distance from the curb is needed, adjustments will be made accordingly to ensure safe operations.</p>
64	8.0	<p>The Maryland Modified T Intersection is not addressed in Chapter 8. We recommend adding The Maryland Modified T Intersection and changing the design to include a refuge in the wide portion of the "T". We also suggest the document include mountable curbs to allow cyclists to enter and leave the refuge when traffic permits.</p> <p>We say this because the MMT intersection requires a cyclist to merge across two or more lanes of traffic to arrive at the far shoulder or bike lane. Using a refuge in the center of the "T" would allow cyclists to make a perpendicular crossing when clear. See Photo at right.</p>	<p>At this time, Modified T intersections will not be included in this document. Further research will be needed to determine the best method of routing bicycle traffic through this type of intersection.</p>
65	8.1	<p>Chapter 8 seems incomplete. The title suggests that it is about intersection design, but it only addresses bike lanes at intersections. That is certainly an important topic, but there are some other facilities that have critical problems at intersections. Some are covered elsewhere, such as trails. But the design of intersections where cyclists ride on the shoulder is omitted, consistent with the deletion of the entire chapter on shoulders. This leaves us with an inconsistent organization: Intersections for trails are in the trail chapter, while bike lane intersections are in the intersection chapter. Either all intersections (including shoulders) should be addressed in chapter 8, or all intersections should be addressed within the chapters where particular facility types are addressed. This counterintuitive organization appears to have be a consequence of removing the pedestrian material from the previous edition.</p>	<p>The chapters that include this guidance will be restructured to flow more appropriately.</p>
66	8.3	<p>Figures 8.2 and 8.3: In order to facilitate safe left turns from right-side bike lanes, bike boxes or two-stage queue boxes may be considered, and they should be considered in the case of cycle tracks and buffered bike lanes.</p>	<p>Cycle tracks and buffered bike lanes will not be included within these guidelines at this time because SHA does not have sufficient information on the use of these types of bicycle facilities.</p>
67	8.7	<p>The guidance on J-turns is useful, though additional elaboration is needed. A figure is needed to illustrate the</p>	<p>The language in this section has been modified. The</p>

		<p>required design.</p> <p>We question the notion that cyclists will walk their bikes across 5 lanes of traffic; more likely they will ride their bikes. Thus, the design should reflect that reality. Moreover, the design must explicitly recognize that drivers on multi-lane highways neither stop nor yield to pedestrians in crosswalks. Therefore, a safe crossing requires pedestrians to wait until all lanes of traffic in a given direction are clear. A path from one side, to the median, to the J-turn island, to the other side, may be safer than simply crossing to the median because in the former case one need not wait until both through traffic and left-turning traffic are clear at the same time.</p>	<p>design of J-turns and the accommodations of bicyclists and pedestrians will be a function of each individual location. Where appropriate, median cut-throughs will be provided and designed to accommodate pedestrians as well as bicyclists.</p>
68	8.7	<p>Change "If a bicyclists wishes...." to "In theory, if a bicyclist wishes..." Then add: "A more common practice is for cyclists to proceed straight through the intersection by navigating around or carrying their bikes over the part of the island that separates through traffic from left-turning traffic on the main highway. Cyclists then make the design left turn from the main highway to the cross street. Cyclists have asked District offices to provide a cut through the J turn island perpendicular to the main highway, wide enough for a bike but not a motor vehicle." Then explain where this may or may not be a viable alternative.</p> <p>That explanation should recognize that the common cycling practice, for practical purposes, allows the cyclist two places of refuge so that the cyclist need not simultaneously cross through traffic and left-turning traffic, unlike a crosswalk from the roadside to the median. That is: First the cyclist crosses when the through traffic from the left is clear, then the cyclist enters the left-turn lane when the left-turning traffic coming from the left is clear, and finally the cyclist makes a left turn when the through traffic coming from the right is clear. By contrast, a pedestrian crossing the median must wait until both the through traffic and left turning is traffic is clear.</p>	<p>The language in this section has been modified. The design of J-turns and the accommodations of bicyclists and pedestrians will be a function of each individual location. Where appropriate, median cut-throughs will be provided and designed to accommodate pedestrians as well as bicyclists.</p>
69	8.7	<p>The section on J turns should either drop the suggestion that bikes will follow the right-U-right routing, or add guidance to facilitate it. Such guidance should include bike lanes along the left side of the highway up to the U-turn, and perhaps for some distance in the other direction after the U-turn, as well as some W16-1(3) signs to warn drivers of the crossing bicycles. A direct accommodation of cyclists through the J-turn islands seems more reasonable, in most cases.</p>	<p>Bike lanes are not recommended to be constructed on the left side of the roadway due to safety concerns of high speed motorists and driver expectancy.</p>
70	9.1	<p>Table 2 and 9.1. The preferred shoulder widths should be based not on the posted speed limit but the design speed or average observed speed of the roadway. It's the speed at which traffic <i>actually moves</i> that matters, not the posted limit.</p>	<p>SHA will maintain the posted speed limit as a factor in this table, as this is the speed being enforced.</p>

71	B-3	The definitions of many terms are based on the MUTCD rather than the Maryland code. Where the two are different, the Maryland code should be used. For example, the definition of shoulder is incorrect, because shoulders are not part of the roadway. We suggest that the authors use the definitions in the Maryland Code except for terms that have no such definition.	The definitions as found in Appendix B are consistent with the Maryland MUTCD. The definition of a shoulder; however, will be changed to "The portion of the highway..." not roadway.
72	Chapters 5, 6, 7, 8	<p>The order of Chapters 5-8 these chapters is disjointed, and helps create confusion about the content. Chapters 2,3 &amp; 4 discuss on-road bicycle facilities. Chapter 5 discusses off-road multi-use trails. Chapters 6 and 8 discuss on-road bike facilities. Chapter 7 discusses bike routes.</p> <p>Assuming that Chapter 8 is broadened to include all types of intersections, one approach would be to re-order the chapters as follows: Chapters 1-4 remain unchanged. Move chapter 6 to become chapter 5. Move chapter 8 to become chapter 6. Chapter 7 (bike routes) remains unchanged. Move chapter 5 (shared use paths) to chapter 8.</p> <p>If Chapter 8 remains entirely focused on bike lanes, however, then it should be folded into the bike lane chapter, with chapter numbers in the preceding paragraph adjusted accordingly.</p>	The chapters of these guidelines will be restructured to flow more appropriately.

EDITORIAL COMMENTS					
Comment No.	Page No.	Comment	Recommended Change	Rationale	SHA Response
75	0.0		Increase the size of photographs to at least triple the current size. Photographs play a vital role in this document and much larger photographs would serve the document, SHA and document users well.		The purpose of this document is to primarily provide technical guidance in the design of bicycle facilities along state roadways. The use of photographs provides an illustration in support of the text.
		Photographs		Current photographs are much too small to determine details that will help illustrate the features of bicycle facility design.	
76	0.0	Photographs and illustrations are located on multiple locations throughout the document	Locate all photographs that are smaller than the entire width of the page on the same side (preferable the right) side of the page.	This format will be easier to follow and provide improved consistency in the document	The pictures will remain in their specified locations.
77	1.0	lacks page numbers	These pages, with the Table of contents, list of	proper numbering of pages	Agree. The change has been made.

			tables and list of figures need page numbers. Since they are technically before the body of the document, these pages should be numbered, starting at the Table of Contents as "ii, iii, iv . . ." (First 6 pages)		
78	1.1	". . .to provide transportation planners and engineer guidance.. "	". . . to provide transportation planners and engineers guidance . . ."	plural reference to planners should also be reflected in plural reference to engineers	Agree. The change has been made.
79	1.3	". . .be evaluated by the ADE for Traffic and the Office . . ."	". . .be evaluated by the ADE for Traffic (ADE-T) and the Office . . ."	This is the first time the title ADE for Traffic is used and the abbreviation is used several times in the future. This is the proper place to insert the acronym ADE-T, and except for when ADE-T starts a sentence, should be used in all future references to this position.	Agree. The change has been made.
80	1.4	"The ADE for Traffic reviews the project . . ."	The ADE-T reviews the project . . ."	Use the previously defined acronym.	Agree. The change has been made.
81	1.5	Please add "and pedestrians" at the end of the final sentence			Pedestrian incident data is not needed within a bicycle design waiver.
82	2.1	Please change "as they:" to "as they may:" at the end of the two sentence that introduce positive and negative features of bike lanes.			Agree. The change has been made.
83	2.3	2nd paragraph under BIKE LANE Signs: ". . .where the	. . .where the bike lane is unexpected, or where there is a history of . . .	proper grammar	Agree. The change has been made.

		bike lane is unexpected, where there is a history of . . ."			
84	2.3	Please add a picture or illustration to illustrate the configuration of the parking T's, which are often improperly placed.			The door zone markings have not been used very often as they are difficult to stripe accurately, wear away easily because they are driven over frequently and cannot be regularly maintained, due to other maintenance priorities and the cost.
85	2.3	Please change "A NO PARKING sign (R8-3) may be used in conjunction with the R3-17 in areas where parking in the bicycle lane is problematic" to "A NO PARKING sign (R8-3) may be used in conjunction with the R3-17 in areas where parking is likely or has occurred."			SHA states "In areas where parking violations frequently occur, the use of the R7-9(1) NO PARKING/BIKE LANE sign may be used in place of the NO PARKING sign (R7-1) or similar.
86	3.3	Text on page 3.3 refers to Figure 3.5b. Text on page 3.4 refers to Figure 3.5a.	Page 3.3: Change "BICYCLES MAY USE FULL LANE sign (R4-11, see Figure 3.5b)" to "BICYCLES MAY USE FULL LANE sign (R4-11, see Figure 3.5a)". Page 3.4, last bullet before figures: Change, " . . . a standard R4-11	Accepted practice is to refer to photographs/figures in sequential order. Text in this section refers first to Figure 3.5b, then Figure 3.5a. Recommended changes put both text and figures in proper sequential order.	Agree. The change has been made.

			sign (see Figure 3.5a)." to: "...a standard R4-11 sign (see Figure 3.5b)." Page 3.4: Re-label Figure 3.5b to 3.5a and move to left side of page. Re-label Figure 3.5a to Figure 3.5b and move to right side of page.		
87	3.3	Typo on page 3.3, the last paragraph before the bullet points, the last sentence. "The sign is should be used in the following circumstances."			Agree. The change has been made.
88	3.4	last bullet before figures 3.5a & 3.5b: "Where major routes where cross major . . ."	Delete 2nd "where": Where major routes cross major . . ."	Delete the un-need word in the sentence.	Agree. The change has been made.
89	3.4	Typo on page 3.4, the third bullet point: "Where major routes <del>where</del> cross major jurisdictional boundaries:..."			Agree. The change has been made. Also, within the same sentence – "an modified R4-11 with..." will change to "a modified R4-11 with..."
90	4.1	3rd paragraph refers to W10-12 warning signs. There are no figures illustrating this sign	Insert an illustration of warning sign W10-12. Re-number the subsequent figures in the chapter and make necessary changes in the text to refer to re-numbered figures.	Consistency. Elsewhere in the document there are figures to illustrate signs discussed in the document.	Agree. The change has been made.
91	4.2	Under Section 4.3, 2nd paragraph: " . . .should be a	" . . . should be a minimum of 4 to 6 feet of smooth . . ."	As written, the bike lane would be either 4 or 6 feet. With the change it can be any	Agree. The change has been made.

		minimum of 4 or 6 feet of smooth . . ."		width in between 4 ft and 6 ft.	
92	4.2	Change "considered" to "provided" in the 4th line from the bottom			Agree. The change has been made.
93	5.3	". . .and not conflict with the overhead clearance restrictions nor create a safety . . ."	"and not conflict with the overhead clearance restrictions or create a safety . . ."	Current use of "nor" is incorrect. "nor" is properly used subsequent to the word "neither."	Agree. The change has been made.
94	5.3	There is no discussion in the body of the document referring to Figure 5.2.	Insert text in the body that refers to and points out the features of this multi-use trail	Every figure should have referring text that adds details and value to the illustration.	Agree. The change has been made.
95	5.4	Second bullet, "Sharp kinks created to curve. . ."	"Sharp bends in a trail to curve . . ."	Recommended usage is more descriptive and uses a more common word for this situation.	Agree. The change has been made.
96	5.4	There is no discussion in the body of the document referring to Figure 5.3.	Insert text in the body that refers to and points out the features of this multi-use trail	Every figure should have referring text that adds details and value to the illustration.	Agree. The change has been made.
97	5.5	There is no discussion in the body of the document referring to Figure 5.4.	Insert text in the body that refers to and points out the features of this multi-use trail	The text should explicitly refer to Figure 5.4	Agree. The change has been made.
98	5.5	Caption	Move the caption to a point centered below the figure	Consistency with all other captions for photographs and illustrations.	Agree. The change has been made.
99	5.5	". . . Can be found by the following formula: $R=0.067V^2/\tan \Theta$ "	". . .can be found by using equation (1) $R = 0.067 V^2 / \tan \Theta$ (1) where $R=\text{Minimum . . .}$ Place the (1) near the right margin	Standard practice in technical documents is to dedicate the entire width of the document to the equation and assign a number to the equation. Put the text "where $R= . . .$ "	Agree. The change has been made.

				below the equation. This allows you to refer to equation (1) very clearly anywhere else in the document.	
100	5.5		Use the same technique and refer to this equation as (2) and place the (2) vertically aligned beneath (1)	Standard practice in technical documents is to dedicate the entire width of the document to the equation and assign a number to the equation. Put the text "where R= . . ." below the equation. This allows you to refer to equation (1) very clearly anywhere else in the document.	Agree. The change has been made.
101	5.5	"f = Coefficient of friction (see table below)"	"f = Coefficient of friction (See Table 5.1, below)"	Standard practice in technical documents is to dedicate the entire width of the document to the equation and assign a number to the equation. Put the text "where R= . . ." below the equation. This allows you to refer to equation (1) very clearly anywhere else in the document.	Agree. The change has been made.
102	5.5	This is truly a table and should be treated as such	Put the data in the two columns in a boxed table. Add a caption, "Table 5.1 Friction Factor on Pavement"	Proper treatment of data in a table format. Add this to the list of tables.	Agree. The change has been made.
103	5.6		Treat this equation like the discussion about equations above label this (3)	Standard practice in technical documents is to dedicate the entire width of the document to the equation and assign a number to the equation. Put the text "where R= . . ." below the equation. This allows you to	Agree. The change has been made.

				refer to equation (1) very clearly anywhere else in the document.	
<b>104</b>	<b>5.9</b>	Change "more than 4 lanes" to "at least 4 lanes"			This comment has been addressed. The word "total" has been removed at the end of the phrase.
<b>105</b>	<b>7.1</b>	(Rockville and Frederick so far)	(Rockville, Hagerstown and Frederick so far)	Hagerstown approved its Bicycle Master Plan in March 2010, and is implementing it.	Agree. The change has been made.
<b>106</b>	<b>8.7</b>	The first bullet point indicates Figure 8.X. Please update Figure number with correct photo.			Agree. The change has been made.

