

enhancing the safety and utility of the bicycle as an alternative means of transportation; requesting that a certain percentage of the membership of the committee be composed of members selected from the nominees of State and local bicycle clubs and similar organizations; requesting that the committee study and review various aspects of bicycling in Maryland, including State laws, local ordinances, bicycle facilities, regulation of bicycling and safety education; requesting that the Department seek the assistance of appropriate agencies for the study; and requesting the Department to present to the General Assembly a progress report by a certain date and a report of findings and recommendations by a certain date.

WHEREAS, The use of the bicycle as an alternative means of transportation conserves energy, reduces air pollution, lessens traffic congestion, decreases highway deterioration, and improves the physical health of all citizens; and

WHEREAS, The recent increase in the use of bicycles on streets, bridges, and highways shared with motor vehicles is presenting an increasingly greater potential for collision between bicycles and motor vehicles; and

WHEREAS, An economically feasible plan must be found to permit safe usage of existing thoroughfares by both motor vehicles and bicycles, to provide a safe passage for bicyclists so as to permit continued use of roadways and shoulders without hazards from motor vehicles, to examine the availability of bicycle routes for motor-assisted bicycles use; and

WHEREAS, Compulsory licensing of bicyclists and registration of bicycles may soon become inevitable or desirable; and

WHEREAS, Changes, clarifications, and improvements in the State, county, and municipal codes and ordinances may be both necessary and desirable to accommodate the needs of high-speed and other cyclists; and

WHEREAS, Uniformity, with due regard for local conditions, of rules regulating the use of bicycles is desirable for both bicyclists and motorists traveling from one jurisdiction to another; and

WHEREAS, A beginning is being made by many local jurisdictions to plan for, establish, and control special bicycle facilities both within or adjacent to existing streets, bridges, and highways, and a degree of statewide assistance and uniformity in this effort may be