

~~THE MASS TRANSIT ADMINISTRATION SHALL ADOPT REGULATIONS FOR THE REASONABLE ACCOMMODATION BY FISCAL YEAR 2000 OF PASSENGERS CARRYING BICYCLES ON ALL TRANSIT VEHICLES.~~

~~2-104.~~

~~BY SEPTEMBER 30, 1996, THE DEPARTMENT SHALL ESTABLISH A PROGRAM TO EDUCATE BICYCLISTS AND THE GENERAL PUBLIC REGARDING THE PROVISIONS OF THIS ARTICLE THAT RELATE TO BICYCLE ACCESS TO STATE HIGHWAYS AND TRANSIT FACILITIES.~~

8-101.

(a) In this title the following words have the meanings indicated.

(D) "BICYCLE AND PEDESTRIAN PRIORITY AREA" MEANS A GEOGRAPHICAL AREA ~~IN WHICH WHERE THE ACCOMMODATION ENHANCEMENT OF BICYCLE OR PEDESTRIAN TRAFFIC HAS IS A PRIORITY OVER MOTOR VEHICLE TRAFFIC.~~

8-204.

(c) (1) The Administration shall:

(I) [determine] DETERMINE and may change from time to time the location, construction, geometrics, design, and maintenance of the State highway system; AND

(II) IF THE ADMINISTRATION AND A LOCAL GOVERNMENT DESIGNATES 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.

(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.

(4) A PLAN FOR TRAFFIC MANAGEMENT IN A BICYCLE AND PEDESTRIAN PRIORITY AREA SHALL ENCOURAGE REASONABLE ACCOMMODATION OF BICYCLES BY PRIVATE PROPERTY OWNERS.

(i) The Administration shall: