

May 24, 2016

Gregory C. Johnson, P.E
State Highway Administrator
707 North Calvert Street
Baltimore, Maryland 21202-3601

Dear Administrator Johnson,

We understand that the State Highway Administration (SHA) is currently reviewing design plans for a separated bike lane facility on Spring St. in Silver Spring, MD. The separated bike lane crosses three state highways, Georgia Ave (MD 97), Colesville Road (US 29), and Wayne Ave (MD 594A). The designs call for green paint on the pavement to clearly delineate the separated bike lane from the travel lanes along the entire alignment, including the intersections with the aforementioned state highways. We are writing to request that you favorably consider the application of green paint on state highways in these and future bike lane designs.

The use of colored bike lanes brings numerous benefits to both motorists and bicyclists. They increase the visibility of bicyclists, which raises motorist and bicyclist awareness of potential areas of conflict¹. They also make bicyclists and motorists more predictable to one another, particularly at intersections. This has significant effects on safety. A 2008 study found that colored bike lanes in intersections resulted in a 10% reduction in accidents and 19% reduction in injuries.² Some other benefits include discouraging illegal parking by cars,³ increasing motorist yielding behavior,⁴ and enhancing bicyclist comfort.⁵

We recognize that this would be a new treatment on state highways. As such, we understand and appreciate your desire to fully analyze the effects of colored paint on state highways. That said, we strongly believe the available evidence demonstrates that colored bike lanes makes our roads and intersections more safe, rather than less. We would also note that green paint already exists in Montgomery County as part of the Woodglenn cycletrack installed in 2014 and is widely used in the neighboring District of Columbia. Thank you for your thoughtful consideration of our request.

Sincerely,



Hans Riemer
Montgomery County
Councilmember



Tom Hucker
Montgomery County
Councilmember

Roger Berliner
Montgomery County
Councilmember



Jamie Raskin
Senator, District 20



Sheila Hixon
Delegate, District 20



Will Smith
Delegate, District 20



David Moon
Delegate, District 20

¹ City of Long Beach. (2010). [Final Report: Second Street Sharrows and Green Lane in the City of Long Beach, California](#) (RTE 9-113E).

² Jensen, S. U. (2008). [Safety effects of blue cycle crossings: A before-after study](#). *Accident Analysis & Prevention*, 40(2): 742-750.

³ New York City Department of Transportation. (2011). [Evaluation of Solid Green Bicycle Lanes, to Increase Compliance and Bicycle Safety](#).

⁴ William W. Hunter, W., Srinivasan, R., Martell, C. (2008). [Evaluation of a Green Bike Lane Weaving Area in St. Petersburg, Florida](#). University of North Carolina Highway Safety Research Center.

⁵ Hunter, W.W. et al. (2000). [Evaluation of Blue Bike-Lane Treatment in Portland, Oregon](#). *Transportation Research Record*, 1705, 107-115.