

Agenda

H 232 – Bicycle Safety and Traffic Law Study
Committee Meeting #1
August 7, 2015
Traffic Engineering Conference Room 161
NCDOT Mobility and Safety Offices

- 10:00 a.m. – Welcome
Introductions
- 10:15 a.m. -- Review and discussion about H 232
- 10:45 a.m. -- Select committee chair
Discuss and nominate persons for remaining committee positions
- 11:15 a.m. -- Review existing statutes related to H 232
- 12:00 noon -- Lunch break
- 12:30 p.m. -- Review of relevant model ordinances and NCDOT safety plans
- 1:00 p.m. -- Develop preliminary list of traffic safety topics to be considered
Create draft work plan for committee
- 1:45 p.m. -- Consider potential future meeting dates
- 2:00 p.m. -- Adjourn

**H 232 – Bicycle Safety and Traffic Law Study
Committee Meeting #1 Minutes**

August 7, 2015

Traffic Engineering Conference Room 161
NCDOT Mobility and Safety Offices

Committee Members Present: Kevin Lacy, Lauren Blackburn, Wes Dickson, Chris O’Keefe, Jim Westmoreland, James Gallagher, and Master Trooper Chris Knox

Members not present: Fred Burt, Crystal Collins

Attendees: Garold Smith, Cathy Smith, Bryan Poole, Steven Goodridge, and Carl Sundstrom

Lauren Blackburn convened the meeting at 10:05am. Lauren noted that the representatives from the trucking industry (Crystal Collins) and the agriculture industry (Fred Burt) were not able to join the meeting. The members introduced themselves, with a note that Carl Sundstrom and James Gallagher will serve interchangeably on the committee as both are subject matter experts at the UNC Highway Safety Research Center.

Mrs. Blackburn asked the group to review the House Bill 232 legislation. They discussed the language in order to develop a common understanding of the committee’s scope. The law directs the North Carolina Department of Transportation (NCDOT) to study the vehicle laws affecting motorist and bicycling safety and write a report including recommended statutory changes. The law also requires NCDOT to organize and meet with a committee, as described in the law, who will provide advice based on industry or stakeholder perspectives.

Mr. Westmoreland asked about the genesis of the bill or if related research/data inquiries had been made to NCDOT prior to the bill’s introduction. Mrs. Blackburn explained that the genesis appeared to stem from increased conflicts between road cyclists and motorists in rural areas. The committee also discussed a bill that had been introduced earlier in the session regarding passing slower moving vehicles, but this bill did not progress due to concerns raised by the agriculture industry.

Mrs. Blackburn asked the committee to establish a committee chair. Mr. Gallagher nominated Jim Westmoreland and Kevin Lacy seconded the nomination. No objections were raised nor were other nominations received. Mrs. Blackburn turned the meeting over to Mr. Westmoreland.

Mr. Westmoreland asked the committee to identify possible members for the remaining three spots on the committee. Mr. Lacy suggested that the committee begin by identifying any stakeholder or interest groups missing before focusing on named individuals. Mr. Lacy suggested that the committee needed a representative of local law enforcement. MT Knox asks whether an attorney would be helpful to help in discussion of laws. Mr. Westmoreland asked if NCDOT would invite someone from the Attorney General’s (AG) office to provide guidance. NCDOT staff said they would ask for AG representation at future meetings.

Chris O’Keefe asks whether committee diversity (such as gender or ethnicity) should be considered. Mr. Lacy asked about statewide or national advocacy organizations, such as a bicycling organizations or motorist groups like AAA. Mrs. Blackburn suggested that bicycle tour organizers or businesses may need to be represented as well.

The group discussed geographic areas not well represented on the committee. Mr. Gallagher suggested that the concerns of rural residents who have reported inhibited travel during large group bicycle rides or events be represented on the committee. Mr. O'Keefe asked if there was anyone on the committee who represents bicycle operation or safety, such as a course instructor or researcher. The committee acknowledged representation by UNC's HSRC as a research resource. Mr. Lacy noted that he has received comments from NCDOT Division Engineers, and he will convey their various perspectives during committee meetings.

Mr. Westmoreland asked whether someone from the medical community such as a trauma center or emergency management services would be a good candidate. Wes Dickson asks whether interests of children, or different types of cyclists, should be represented on the committee. The committee closed discussion on stakeholder interest representation. Mr. Westmoreland suggested that the draft report be made available to the public for various interest groups to review before finalization.

The committee reviewed the stakeholder gaps listed and agreed that local law enforcement was an important interest needing representation on the committee. Mrs. Blackburn provided two names of officers from the eastern part of the state (from Kitty Hawk and Greenville). The group decided that the Greenville officer would be a good representative of local law enforcement, and could also help represent more diverse communities and college towns. The committee also noted that Greenville has a regionally significant trauma center. Mrs. Blackburn recommended Sgt. Michael Montayne as Greenville's Traffic Safety unit lead officer. The committee agreed to add him to the committee.

The committee asked about statewide advocacy organizations. Mr. Sundstrom named Bike Walk NC as the state's most recognized bicycle organization. Mr. Westmoreland suggested that Bike Walk NC could represent cyclists on the committee, while also representing operator-safety instructors. The committee recognized Steven Goodridge who explained that he had been nominated by Bike Walk NC to represent the group if given the opportunity. The committee agreed to add Steven Goodridge with no objections.

Mrs. Blackburn suggested that bicycle tour groups and special events are an important concern. She recommended Chuck Hobgood, the Visit NC State Liaison for Sports. Mr. Hobgood also helps organize multiple large-scale bicycle events in the state. The committee agreed to add him to the committee with no objections. Mrs. Blackburn explained that she would contact each of the nominees to confirm their participation.

Mrs. Blackburn introduced a summary document on laws relevant to vehicle operation in North Carolina, with relevance to bicycling. Mr. Westmoreland recommended reviewing these in preparation for the next meeting.

Mrs. Blackburn recommends looking at the Uniform Vehicle Code (UVC) and a set of proposed amendments developed by a technical sub-committee of the National Committee on Uniform Traffic Control Devices (NCUTCD) specific to bicycling. She suggested the recommended language may help the committee identify statutory improvements. Mr. Lacy agreed that the proposed amendments are a good resource as the NCUTCD receives input from a variety of stakeholders and experts from across the country. Mr. Westmoreland added the proposed amendments as another resource to be reviewed by the committee prior to the next meeting.

The committee discussed issues related to the carry of identification by bicyclists. Mr. Lacy said that enforcement is difficult with no identification. MT Knox added that law enforcement needs identification to notify the family and have contact information for reporting before the media describes the event. The committee also discussed the variety in types of bicyclists, such as children, and how that diversity may affect an operator's ability to obtain identification.

The committee reviewed the proposed amendments, discussing their relevance to NC vehicle code. Mr. Lacy suggested that the committee's focus should be on traffic ordinances, and not on definitions. Mr. Goodrich asked to look specifically at "no passing zones" ordinances, with special focus on areas with limited sight distance. Mr. Westmoreland suggested looking at other states for model ordinances and trends in vehicle codes changes. He also asked about quantitative research or information to help inform discussions about passing distance and safety-crash factors. Mr. O'Keefe asked if there was any modeling available to describe the behaviors of motorists and cyclists under different passing and operating conditions. The committee asked UNC HSRC or NCDOT staff to identify any research or data sources that help inform these issues.

After a brief lunch break, Mr. Westmoreland reconvened the meeting and asked the group to identify future meeting dates. Preliminary dates chosen include August 28th, September 25th, and October 30th, all from 10am-2pm. Meetings will be held at the Mobility and Safety offices in Raleigh, upon confirmed availability of a meeting space.

Mr. Westmoreland asked the committee to identify additional safety issues that should be considered for future discussion by the committee. Several members listed visibility and lighting as key concerns for cyclists travelling at dusk or in dark conditions. Mr. Gallagher asked if 2 foot, 3 foot, or "safe distance" laws for passing cyclists should be explored. Mr. Lacy identified vehicle codes requiring operators to be in the right-hand side of the lane as an issue, specifically related to exceptions for operator position. Mrs. Blackburn noted complaints received regarding group cyclists delaying ingress/egress of residents along roadways. She also mentioned the law's requirement that the committee discuss cyclists riding more than one abreast. The committee asked NCDOT staff to provide information on motorcycle operators (riding two abreast) before or during the next meeting. Mrs. Blackburn also listed certain turning (hand) signals as a source of confusion when cyclists are communicating with motorists.

Mr. Westmoreland asked to review charges levied against those who hit bicyclists, and the concern of distracted drivers. Mrs. Blackburn asks if there are laws against aggressive driving or harassment. Mr. O'Keefe brought up the issue of texting or talking on the phone while riding a bicycle, or using headphones/ear buds. Mr. Sundstrom suggested considering the development of a vulnerable road user law. Mr. Goodrich added that the contributory negligence law in North Carolina makes enforcement in support of vulnerable road users challenging.

Mrs. Blackburn shared concerns she had previously received from Mr. Burt, including the impact of organized group rides and event road closures on resident travel. Mr. Westmoreland said local governments regulate special event road closures in most cases, and asked if this issue is better directed toward local governments. The committee discussed how some large group rides (as opposed to those requiring special permits) appear to "repurpose" the normal function of the roadway. Mr. Gallagher also mentioned the limited amount of information received during driver's education on bicycle and pedestrian safety.

Mr. Smith noted the approximately twelve issues mentioned, and asks whether it is reasonable to address all of them. The twelve issues identified are described below:

- Passing cyclists in areas of limited sight distance (per H 232)
- Cycling single/two abreast (per H 232)
- Cyclist carry of identification (per H 232)
- Visibility (clothing or other reflective gear) and lighting requirements
- Operating position in roadway
- Informal group ride impacts on rural roadway use and driveway egress
- 2 foot or other passing distance requirements
- Options for hand signals for turning
- Aggressive driving, harassment, and distracted driving laws
- Use of headphones or texting while cycling
- Vulnerable road user protection
- Formal group event permitting and regulations

Mr. Westmoreland added that all are important, but some might not be state legislation issues. Mrs. Blackburn explained that NCDOT staff will produce meeting minutes and distribute to the committee for their review. Mr. Westmoreland asks that for the next meeting everyone read the materials referenced during the meeting, review the minutes, and asked the committee members to volunteer to research and present findings on one or more issues identified. Mr. Lacy notes that G.S. 20-171 is the main place to find laws related to bicycling in North Carolina. Mrs. Blackburn mentioned the recently completed NCDOT State Highway Strategic Plan and its specific emphasis on bicyclists and pedestrians. James Gallagher noted that the www.WatchformeNC.org website also has relevant data.

Jim Westmoreland called the meeting to an end at 1:52pm.

Summary of actions taken by the committee:

- Named Mr. Jim Westmoreland as committee chair
- Requested that a representative from the Attorney General's office attend committee meetings
- Added Sgt. Michael Montayne, Steven Goodridge, and Chuck Hobgood to committee
- Asked committee members to review a summary document on laws relevant to vehicle operation in North Carolina, with relevance to bicycling.
- Asked committee members to review a set of proposed amendments, specific to bicycling, to the national Uniform Vehicle Code (UVC) as developed by a technical sub-committee of the National Committee on Uniform Traffic Control Devices (NCUTCD)
- Asked UNC HSRC or NCDOT staff to identify relevant research or data sources regarding bicycle crashes
- Selected future tentative meeting dates: August 28th, September 25th, and October 30th, all from 10am-2pm to be held at the NCDOT Mobility and Safety offices.
- Asked NCDOT staff to provide information on motorcycle operators traffic laws (emphasis on laws permitting riding two abreast)
- Asked the committee members to volunteer to research and present findings on one or more issues identified

Agenda

H 232 – Bicycle Safety and Traffic Law Study
Committee Meeting #2
September 11, 2015
Traffic Engineering Conference Room 161
NCDOT Mobility and Safety Offices

- 10:00 a.m. – Welcome
Introductions
Facilitation Overview

- 10:15 a.m. -- Committee Work Plan – Jim Westmoreland

- 10:45 a.m. -- Data & Informational Presentations
NCDOT
UNC HSRC
NC Bike/Walk

- 12:00 noon -- Lunch break

- 12:30 p.m. -- Review 12 issues identified during August 7 meeting
Prioritization/Consolidation of non-H 232 issues

- 12:50 p.m. -- Discuss direction for H-232 Priority Issues

- 1:50 p.m. -- Consider potential future meeting dates

- 2:00 p.m. -- Adjourn

**H 232 – Bicycle Safety and Traffic Law Study
Committee Meeting #2 Minutes**

September 11, 2015

Traffic Engineering Conference Room 161
NCDOT Mobility and Safety Offices

Committee Members Present: Kevin Lacy, Lauren Blackburn, Jim Westmoreland, James Gallagher, Master Trooper Chris Knox, Steven Goodridge, Fred Burt, Chris O’Keefe, Chuck Hobgood

Members not present: Wes Dickson, Crystal Collins, Mike Montanye

Attendees: Garold Smith, Cathy Smith, Bryan Poole, Robin Pugh

Jim Westmoreland convened the meeting at 10:05 am. Mr. Westmoreland reviewed that the purpose of the committee, as tasked by the General Assembly, is to look at core issues outlined in House Bill 232 and decide if, and how, laws should be revised to increase safety of bicyclists and motorists. He also noted that the focus of the meeting was to go through three presentations which are for the purpose of providing additional context for data and issues, and to compare North Carolina laws to those of other states. The goal of the next committee meeting is to have a framework for recommendations, including draft language that can be reviewed by state legal counsel. During the final meeting, the committee will provide draft recommendations for legislation.

Garold Smith gave a brief overview of the facilitation role and suggested that a more definite process for committee actions be adopted. He suggested a standard parliamentary procedure in which proposed actions are decided upon by a vote of the committee members with the majority vote carrying the action. Votes will be brought to the committee by a motion and a second, and the Committee Chair, Jim Westmoreland, will call for the vote by show of hands. This process will be used for all committee actions, including the approval of meeting minutes, considerations for additional time for presentations/discussion, and recommendations carried forward to the General Assembly.

Minutes for the August 7, 2015 meeting of the committee were unanimously approved following a motion for approval by Steven Goodridge and a second by James Gallagher.

Lauren Blackburn noted that meeting minutes, agendas and other supporting documentation will be posted to the NCDOT website. She asked that committee members refer peers and inquiries to the NCDOT website rather than post committee information on their groups’ websites. This will create a centralized location for meeting materials and avoid confusion for those seeking additional information.

Garold Smith added that his role, as facilitator, is to keep the discussion moving forward and to keep the committee on-track with the work plan. The committee’s key charge is to discuss and make recommendations on the three items specified in House Bill 232. The additional 12 items will be discussed as time allows.

Jim Westmoreland noted that the three presentations on the agenda were for the purpose of providing a data-driven basis for the recommendations rather than anecdotal or opinion-driven information.

Presentation by Lauren Blackburn on Bicycling in North Carolina
(The entire presentation will be posted on the NCDOT website.)

Discussion

Lauren Blackburn informed the committee that cycling events and group rides are growing in popularity in North Carolina. NCDOT has procedures to permit events requiring road closures, such as bicycle races. However, informal group rides do not require permit/approvals because the assumption is that these groups will obey traffic laws and will not be disrupting normal traffic flow.

Chris O’Keefe added that it would be helpful to know how municipalities handle permitting for informal versus formal rides – if they are required or not required. Jim Westmoreland replied by saying that Greensboro has a formal process for permitting formal rides, but does not have a permitting process for informal rides. Fred Burt noted that enforcing county-issued permits can be difficult since many rides are performed in more than one county or may cross jurisdictions.

Presentation by James Gallagher on North Carolina Bicycle Crash Facts and Trends.
(The entire presentation will be posted on the NCDOT website.)

Discussion

Kevin Lacy asked if the number of bicycle-related injuries might be under-reported since there are a variety of injuries that are not traffic-related, such as falls and various injuries suffered by children. MT Chris Knox responded that the incidences of unreported injuries are probably low since medical facilities are required to notify law enforcement whenever a bicycle-related injury is treated.

Presentation by James Gallagher on Bicycle Laws in North Carolina and the U.S.
(The entire presentation will be posted on the NCDOT website.)

Discussion

Jim Westmoreland asked if there is any data that shows a reduction in incidents as a result of changing the law and allowing vehicles to cross the center line in order to pass bicycles. James Gallagher replied that he was not able to locate such specific data.

Steven Goodridge asked if the committee has an attorney who can assist with the issue of requiring bicyclists to carry identification. Lauren Blackburn replied that she will work with the Attorney General’s Office (AG) and will pass on specific ideas/language to the AG for assistance/research, interpretive assistance or case law review/research.

While discussing Vulnerable Road User Protections, Fred Burt noted that the phrase “directed at vulnerable road users” needs to be clarified. He believes the way the definition is currently written leaves the intent of the action – directed versus accidental – up to interpretation.

During the discussion on Formal Group Permitting Regulations, Fred Burt asked about these regulations and cited *N.C. Gen. Stat. § 20-141*. He noted that the term “reasonable” is subjective and up to interpretation. He said that group rides can block driveway access for hours.

James Gallagher noted that he will email to the committee his source reports that include his data.

Presentation by Steven Goodridge on Safe Passing and Operating Abreast.
(The entire presentation will be posted on the NCDOT website.)

Discussion

James Gallagher commented that a recent study shows riding two abreast takes 80% less time for a vehicle to pass than does riding single file. Fred Burt noted that there needs to be more education on riding abreast. Groups riding by his house aren't organized, but ride in a "mob." Jim Westmoreland discussed the value of educating cyclists. He feels that creative notification to cyclists would deter unsafe behavior and encourage self-policing. Mr. Burt added that people disregard the law and wondered how to best get information out to the cyclists. He suggested possibly requiring some type of registration for cyclists. Lauren Blackburn suggested that this information be given to the group at the origin of the ride, such as at the bike shop. Mr. Gallagher added that when he participates in group rides, he will often talk with non-participants and affected publics.

Jim Westmoreland called for a lunch break.

Following the lunch break, Jim Westmoreland reconvened the group to discuss the three topics outlined in House Bill 232. He noted that these discussions will allow the committee to decide if additional research into regulations will be needed. He added that, following the discussion of the three main items, the group could discuss the additional 12 items if time allowed.

(1) How faster-moving vehicles may safely overtake bicycles on roadways where sight distance may be inhibited.

Jim Westmoreland noted that this requirement of H 232 may have originated in the western part of North Carolina. He added that due to the geography of Western NC, there is nothing that can be done to fix sight distance issues. He noted that a subset of the issue may be a discussion about faster moving vehicles and how to address speed differentials. Lauren Blackburn added that lane widths may be limited and that cars can't always overtake bicycles within the same lane. Therefore, the discussion should be focused on passing as this is not necessarily a geographic issue. James Gallagher added that he does not know if relaxing laws regarding crossing a double yellow line will have an impact on safety. Chris O'Keefe questioned the exceptions to crossing the double yellow line. Steven Goodridge noted that the [state] government can't do education on the issue if it is not legal to cross the yellow line. Chris O'Keefe asked if the yellow line exception would be for bicycles only or if it also would apply to other slower-moving vehicles. Jim Westmoreland suggested that this discussion be included in those with the Attorney General's Office. Chris O'Keefe added that he is not a big fan of yellow line exemptions and is a little hesitant about unintended consequences. Kevin Lacy suggested that the committee not view the double yellow line issue in generalized terms, but only in terms of bicycles. He added that he could never vote to dissolve validity of the double yellow line. However, he does have less concern if the exemption is allowed only for the passing of bicycles. James Gallagher added that passing one cyclist is different than passing multiple cyclists. Kevin Lacy added that the burden of proof should not be on law enforcement. He noted that law enforcement officers probably are not pulling over cyclists just because they cross the yellow line – there are likely other factors involved. Jim Westmoreland noted that during the discussion of the issue he had not heard that the problem can be resolved by relaxing the center line law. He reminded the committee to consider other implications if the center line law is relaxed.

Fred Burt asked if the exemption would apply to passing one cyclist or a group. He noted that single cyclists are not generally the problem. Chris O'Keefe noted that he has a problem with relaxing rules.

Steve Goodridge added that the failure mode occurs when a driver who won't cross the center line gets too close to a cyclist. He also mentioned unintended consequences and suggested that the group look at Ohio for data on crashes due to cars crossing the center line. Kevin Lacy noted that Ohio data is not as good as NC data. He is not sure that data will support relaxing center line regulations, but he agrees with Steven Goodridge that the issue needs to be addressed. However, he recommends that the committee not label the issue "relaxing" the center line requirements. He also noted that the committee needs to address single, riding abreast, groups – should "convoys" be allowed? Consider disruption of traffic as an issue. Jim Westmoreland wondered about the committee's ability to address the problem – certain, specific conditions should be outlined in framing the issue of crossing the center line. Kevin Lacy added that group rides are an aggravation issue while single riders are a bigger safety issue.

Jim Westmoreland suggested that the committee find out more about Ohio's regulations. He also suggested that Kevin Lacy and Steven Goodridge work together to develop a draft provision for allowing cyclists to cross the center line under certain situations.

A vote on this issue was not brought to the floor pending additional data from Ohio, and draft framework from Kevin Lacy and Steven Goodridge.

Jim Westmoreland opened up discussion on the safe passing distance issue. James Gallagher noted that giving a wider berth is better. If the committee is also talking about changing the center line rule then it would be appropriate to change the passing distance law to three feet. Steven Goodridge noted that it is more important to get cyclists to ride in the center of the lane and encourage vehicles to "change mode" – use adjacent lane to safely pass cyclists. This issue is more important than a two-foot or three-foot regulation. Kevin Lacy noted that it may be more important to exempt center line rule. Chris O'Keefe added that, in the real world, he doesn't know if the safe passing distance difference between the two-foot or three-foot regulations matter. James Gallagher added that the exemption would encourage drivers to give cyclists more room – he doesn't believe changing from two-feet to three-feet is what matters. Steven Goodridge expressed concern that suggesting a change from the existing two-foot rule to a three-foot rule would draw other questions from lawmakers about bicycling.

Jim Westmoreland suggested that the safe passing distance discussion be tabled for the remainder of the meeting.

(2) Whether bicyclists on a roadway should be required to ride single file or allowed to ride two or more abreast.

Steven Goodridge informed the committee that there is no existing law in place that restricts riding two or more abreast. Kevin Lacy noted that the law states only one vehicle is allowed in a lane at a time. Steven Goodridge questioned whether the law was specific to motor vehicles or vehicles. Fred Burt reminded the committee that their task is to make recommendations and not write laws. Steven Goodridge suggested that potential language could cite that cyclists may ride abreast in a way that is consistent with traffic laws. This wording would not limit the number of bicycles in a lane, but only require that they obey traffic laws. He also noted that limiting the number of cyclists riding abreast could cause misinterpretation by law enforcement due to pacelines/rotations. Chris O'Keefe added that problems come not from cyclists riding in pacelines/rotations, but from large, disorganized groups. Steven Goodridge added that it will be easier to enforce if restriction is on riding within a lane rather than on the number riding abreast. The width of the lane will dictate that number. It is difficult to make

a judgment about the number of cyclists riding abreast when pacing/rotation is occurring. Two abreast may become three abreast if the group is pacing/rotating. It is a matter of timing and perception that is difficult to nail down. Jim Westmoreland noted that the committee may need interpretation on the question – whether this is primarily a safety issue and does the law need to change? Lauren Blackburn also questioned whether riding abreast is a safety issue or an aggravation issue.

A vote on this issue was not brought to the floor due to outstanding questions regarding the number of vehicles legally allowed in a single lane.

(3) Whether bicyclists should be required to carry a form of identification.

James Gallagher noted that he could not find an example of other states that require cyclists to carry identification (ID). Fred Burt noted that for many reasons, including medical issues and general identification, it would be good to require cyclists to carry ID. Steven Goodridge added that there is no “Stop & Identify” law in North Carolina. Persons are required to give law enforcement factual information. Best practices suggest the cyclists carry ID, but a law requiring them to do so would have unintended consequences and could bring up civil liberties issues in court, if challenged. MT Chris Knox added that law enforcement has many different ways to obtain identification other than through driver licenses or IDs. The State now uses databases that can provide identification based upon many other factors such as tattoos, moles, scars, etc. These identity systems are linked to national databases. Jim Westmoreland noted that it would be difficult to create a system that would require all cyclists of all types to carry ID. This would include children and socially/economically disadvantaged cyclists. MT Chris O’Keefe noted that it would be difficult to enforce the law. He didn’t feel that it is a major safety concern and believed it would be a difficult issue to carry forward.

Jim Westmoreland recommended that the committee not carry this recommendation into the final report.

A motion not to pursue the issue was put forth by James Gallagher and seconded by Chris O’Keefe. Jim Westmoreland called for discussion, which included the following:

- Lauren Blackburn suggested that the committee provide reasons explaining why this item may not be included as recommended legislation in the final report. These include best practices by the cycling community; the diverse nature of cyclists, including children; and civil liberties issues.
- The group discussed the fact that pedestrians are not required to carry ID, so it would be difficult to require cyclists to do so. There was not unanimous agreement on this issue.

Jim Westmoreland called the issue to vote: The vote carried with seven in favor, and two opposed. Kevin Lacy was opposed to the motion and stated that the issue should not be dismissed just because children do not have identification. He believes that if someone has identification they should carry it. Fred Burt was opposed to the motion because he feels that it should be common sense to carry identification.

Following discussion of the three items from House Bill 232, Jim Westmoreland suggested that the committee continue with the discussion of the remaining 12 items identified during the August 7, 2015 committee meeting.

The group revisited the list of 12 items and consolidated the issues into the following list of priorities for discussion:

- 1) Visibility/Lights
- 2) Hand signals
- 3) Group rides – informal versus formal
- 4) Operating position in roadway
- 5) Use of headphones/texting while cycling

The group chose to discuss hand signals first. James Gallagher explained how current North Carolina laws require hand signals to include the use of the left hand to signal a right turn. Mr. Gallagher suggested adding the language “or right hand” to existing laws to allow cyclists to signal a right turn with their right arm. Without further discussion, James Gallagher put forth that motion. Steven Goodridge seconded the motion. The vote carried unanimously.

The group discussed visibility and lighting. Steven Goodridge noted that BikeWalk NC recommends requiring rear lights that are visible at 1000 feet. For rear reflectors, reflective light drops at a shorter distance than light – factory reflectors are inadequate. Mr. Goodridge shared a video from the BikeWalk NC website which compares rear lights and reflectors in nighttime conditions. Kevin Lacy shared a concern that such a requirement would apply to children riding their bicycles through the neighborhood. Lauren Blackburn shared her concern that lights providing visibility at 1000 feet can be expensive – some lights costing over \$100. She added that she recently purchased a new bicycle and the shop did not notify her of the inadequacy of factory reflectors. She believes bicycle stores could help educate cyclists about visibility needs.

Steven Goodridge noted that rear lights with 1000 foot visibility can be purchased for less than \$10. Jim Westmoreland added that best practices suggest cyclists should have front and rear lights – cycle shops should be educated to this fact.

James Gallagher put forth the motion that the committee recommend that rear lights be required on bicycles for nighttime riding. Steven Goodridge seconded the motion. Jim Westmoreland opened the floor for discussion on the topic. Jim Westmoreland called for a vote. The vote carried unanimously.

Fred Burt put forth a second motion for the requirement of a full reflective vest in addition to a light. There was not a second and the motion died.

Kevin Lacy put forth a third motion that a vest be allowed in lieu of a rear light. Lauren Blackburn asked for clarification on the size of the vest and the reflective surface. She suggested that the language should define a sufficiently large reflective, double-sided material in lieu of a rear light.

Kevin Lacy amended his original motion to include language that specifies a requirement for either a rear light or clothing/vest that is sufficiently reflective. Fred Burt seconded the motion. Jim Westmoreland called for a vote. The vote carried with six in favor and three opposed. Steven Goodridge, James Gallagher and Chris O’Keefe were opposed to the motion due to issues that included the cost of a vest/reflective material and the sufficiency of a stand-alone rear light requirement.

Lauren Blackburn will contact the Attorney General’s Office for assistance in creating language for the approved recommendations.

The next committee meeting will be held on either October 6 or October 8, 2015. Lauren Blackburn will coordinate schedules and send out a meeting notice.

Jim Westmoreland noted that all business on the agenda had been covered and suggested a motion for adjournment. Kevin Lacy put forth the motion to adjourn which was seconded by James Gallagher. There was not opposition to the motion.

Jim Westmoreland called the meeting to an end at 2:35 pm.

Summary of actions taken by the committee:

- 1) The committee approved meeting minutes from the August 7, 2015 committee meeting.
- 2) The committee tabled a vote regarding overtaking bicycles on roadways where sight distance is sufficient pending the following additional information: 1) Steven Goodridge will research the bicycle laws in Ohio, 2) Kevin Lacy and Steven Goodridge will prepare draft recommendations for permissible behavior as it relates to crossing the center line of a roadway.
- 3) The committee tabled a vote on riding two abreast pending information from Kevin Lacy who will look into current North Carolina traffic laws regarding limitations on the number of vehicles allowed in a single lane.
- 4) The committee tabled the issue of the 2-foot versus 3-foot safe passing distance pending resolution of the permissible behavior as it relates to crossing the center line.
- 5) The committee voted not to carry forward the requirement of cyclists carrying identification.
- 6) The committee approved carrying forward language adding "or right hand" to existing laws to allow cyclists to signal a right turn with their right arm.
- 7) The committee approved carrying forward language that specifies a requirement for either a rear light or clothing/vest that is sufficiently reflective.

Agenda

H 232 – Bicycle Safety and Traffic Law Study

Committee Meeting #3

October 6, 2015

NCDOT Transportation Building

Emergency Information Center (EIC) Conference Room

- 10:00 a.m. – Welcome
Re-Introductions
Housekeeping (lunch order, agenda review)
- 10:15 a.m. -- Approval of minutes
Review of previous votes and other priority issues
- 10:30 a.m. -- Develop draft statutory text for approved directions
- 11:30 a.m. -- Lunch break
- 12:00 p.m. -- Discuss and vote on priority issues
- 1:15 p.m. -- Develop draft statutory text for priority issues
- 1:50 p.m. -- Consider potential future meeting date(s) and schedule for report draft
- 2:00 p.m. -- Adjourn

**H 232 – Bicycle Safety and Traffic Law Study
Committee Meeting #3 Minutes**

October 6, 2015
EIC Conference Room
NCDOT

Committee Members Present: Kevin Lacy, Lauren Blackburn, Jim Westmoreland, James Gallagher, Master Trooper Chris Knox, Steven Goodridge, Fred Burt, Chris O’Keefe, Chuck Hobgood, Wes Dickson, Michael Montanye

Members not present: Crystal Collins

Attendees: Garold Smith; Bryan Poole; Robin Pugh; Beth McKay, NCDOT Special Deputy to the Attorney General

Public Present: Roger Henderson, President BikeWalk NC; George Hess; Ray Lovingood; Lisa Riegel, Executive Director BikeWalk NC

Jim Westmoreland convened the meeting at 10:06 am. Mr. Westmoreland reviewed that the purpose of the committee, as tasked by the General Assembly, is to look at core issues outlined in House Bill 232 and decide if and how laws should be revised to increase safety of bicyclists and motorists. Mr. Westmoreland suggested that the committee’s remaining two meeting opportunities – this meeting and an additional meeting to be scheduled for November -- focus on safety initiatives and, if appropriate, look at changes to existing laws and regulations. Mr. Westmoreland added that a representative from the North Carolina Attorney General’s Office would be attending the afternoon session of the meeting and to help provide assistance.

Mr. Westmoreland noted that the minutes of the September 11 meeting were circulated to the committee ahead of this meeting to allow committee members to review and prepare comments on the minutes. He added that the minutes of each meeting will become an element of the final committee report, so votes in favor of or against motions – including narrative on the dissenter’s reasons – are recorded in the minutes. The meeting minutes were unanimously approved following a motion for approval by James Gallagher and a second by Steven Goodridge.

Mr. Westmoreland reviewed the pending issues from the September 11 meeting, which included:

- 1) The committee tabled a vote on riding two abreast pending information from Kevin Lacy who will look into current North Carolina traffic laws regarding limitations on the number of vehicles allowed in a single lane.
- 2) The committee tabled the issue of the 2-foot versus other safe passing distance pending resolution of the permissible behavior as it relates to crossing the center line.
- 3) The committee voted not to carry forward any recommendation requiring cyclists to carry identification.
- 4) The committee approved carrying forward language on the addition of the right-hand signal to existing laws.
- 5) The committee decided to carry forward approved language that would require cyclists to either wear reflective clothing or a vest at night, or to have a rear light on their bicycle.

Mr. Westmoreland added that the outstanding issues included:

- 1) Group rides – recommendations regarding formal or informal group rides
- 2) Cyclist operating position in the roadway
- 3) Use of headphones and texting while cycling
- 4) Vulnerable Road User protection
- 5) Aggressive driving, harassment and distracted driving

Formal Group Rides

Mr. Westmoreland noted that there are permitting processes in place for permitting large group rides. Chuck Hobgood notified the group that the NC Bike Tour/Bike Ride Directors Association – made up of approximately 30 ride directors in the state - reports that there are approximately 80 organized group rides across the state each year with most of these rides raising money for charities such as American Heart Association and American Cancer Society. About 15 of these rides have reported the funds raised for charities over the years amounts to over \$65 million.

Mr. Hobgood noted that most of these rides are going through the NCDOT permitting process which requires approval from/notification of the NCDOT Divisions and local and state law enforcement. He noted that the NCDOT special event permit process is required only if the event will be closing roads. He noted that many of the large group rides don't require the road closures but local law enforcement may require traffic controls as part of these events. Mr. Hobgood noted that ride organizers were encouraged to coordinate with local law enforcement even before the permitting process as a measure against disruptions and surprises, such as road construction which may impact rides. As a result, the NC Bike Tour/Bike Ride Directors Association encourages smaller rides to go through these steps for the NCDOT special event permit in advance of the ride.

Lauren Blackburn added a clarification that the NCDOT permit is not required if a local government is sponsoring the activity. For a town that is having a Christmas parade or hosting a bike ride and is managing the traffic control, they are responsible for the event permitting.

Fred Burt asked to share his experiences with group rides. Mr. Burt stated that he has noticed volumes of bicycle traffic impeding access and travel on roadways, including instances where bicycle races have closed roads, driveway accesses and disrupted normal traffic. He stated that the motorist's expectation is to be able to drive the speed limit – especially on rural roads - but they are unable to do so because of the bicycle traffic. He also cited examples where sight distance and cyclist travel speeds have resulted in crashes with property damage. Mr. Burt explained that changes must be made or more severe restrictions will be imposed on bicycle riders, feeling that the majority of the public are against unrestricted bike riding.

Mr. Westmoreland asked if Mr. Burt had any specific recommendations he wanted to put on the table for the committee to discuss. Mr. Burt provided the Committee Chair, Jim Westmoreland, with a handout which outlined his issues (see attached.)

Mr. Burt noted that bicyclists have responsibility of working with motorists and the traveling public or else there may be more drastic measures – such as banning bicycles from state roads – that may result. Mr. Burt added that he had not seen cyclists travel in small groups, but are more likely to be strung out over a longer distance. Because of this, and the attributes of rural roadways, he explained that it is

difficult to pass long lines of bicycles. Mr. Burt added that spacing between groups would allow cars the ability to pass in a reasonable distance.

Chris O’Keefe commented that the issue of formal rides having permits may not be within the purview of this committee since processes, permits and procedures already exist. Jim Westmoreland noted that the committee can bring up areas/issues that can be examined, but rather than look at law changes in this instance, it may be better to have NCDOT produce an educational program about group rides for cyclists. Steven Goodridge noted that BikeWalk NC is in support of continuing educational programs for cyclists rather than passing laws that require certain cycling behaviors - must get a consensus within the bicycling community as to what are defined as the most effective best practices.

MT Chris Knox noted that the NCDOT permitting form includes the option of a “total closed course,” allowing no vehicular traffic and wondered if the committee is interested in supporting a change to the NCDOT form to stipulate that local residents will not be prohibited from normal use of their roads and access points. Mr. Westmoreland suggested that NCDOT look at the existing permit and see if there are ways it can be improved to help accommodate access for local roadway users. Lauren Blackburn also suggested that this investigation could more clearly explain the allowances under the permit and how to clarify road closures and other local impacts.

Jim Westmoreland suggested part of the investigation into the permitting process should also include looking at what local areas are being traversed and ensuring that local law enforcement are involved and able to provide input into traffic control for events. Steven Goodridge made the motion the committee recommend that NCDOT review their permit and management process for road closures for events to reduce the impacts on local residents and businesses. Fred Burt seconded. Motion carried unanimously.

Informal Group Rides

Lauren Blackburn replied that Kevin Lacy and she had discussed how the final committee report can go beyond best practices, requesting a resolution from the Legislature. This resolution would state the background issues and concerns, noting the need for responsible cycling behaviors, robust public education program, and coordination with law enforcement and, the bicycle industry to help get information to the cycling community. Although not a law, Mr. Westmoreland explained that this resolution would be helpful in obtaining resources and send a strong message that the issue is important and needs to be addressed – by both the state and the cycling community. Lauren Blackburn put forth the motion that the report include a draft form resolution for the Legislature stating a directive to NCDOT to develop an educational and safety initiative, an outreach strategy around “these issues,” and for the required resources, to be identified, for the program to be carried out. “These issues” would include group rides, and other issues as discussed. James Gallagher seconded the motion. The motion passed unanimously.

Headphones/Texting

MT Chris Knox and Greenville Police Officer Michael Montanye noted that they were not aware of any laws related to using headphones while cycling or driving. James Gallagher added that while five states do have laws pertaining to distracted cycling, North Carolina is not one of them. Jim Westmoreland suggested that the topic may not warrant creating a law prohibiting bicyclists from wearing headphones, but that it may be something that should be incorporated into NCDOT’s best practices or other educational components for cyclists. Chris O’Keefe moved that distracted cyclists are a threat to all the vehicles on the road and recommended that the committee support efforts to address the issue. Fred

Burt seconded the motion. Mr. Burt suggested adding “when operating a bicycle on a state-owned roadway.” Mr. Gallagher suggested that the motion also include municipal trails. The motion carried unanimously.

Vulnerable User Protections/Aggressive Driving/Distracted Driving

MT Chris Knox read the aggressive driving law (§20.141.6) which states that a person is in violation if they operate a motor vehicle on a public roadway, street or highway, where they are in the offense of reckless driving. The offense is a Class One misdemeanor and would apply to reckless driving around a bicycle. MT Chris Knox noted that NC does have two separate reckless driving offenses – reckless driving and a separate reckless driving charge with willful and wanton disregard. MT Chris Knox read the law: “a) Reckless driving is any person who drives any vehicle on a highway or public vehicular area carelessly and heedlessly in willful or wanton disregard, b) Any person who drives any vehicle on a highway or public vehicular area without due caution and circumspection and at a speed or manner as to endanger.”

Mr. Westmoreland asked if the committee felt there were specific actions or recommendations that should be taken with regard to vulnerable user protections. Steven Goodridge replied that it is important to provide increased protection for all crash victims, not just cyclists, and that the penalty should be increased across the board for all users and victims. Mr. Lacy suggested that bicyclists and motorcyclists should be considered together and allow the General Assembly to decide if there is an action they want to take. Mr. Westmoreland suggested that the committee table this issue until the next meeting at which point the committee will decide if there should be any formal action.

Passing Over the Center Line

(This draft language was distributed to committee members.) Kevin Lacy briefed the group on the draft language and added that he does not advocate changing the meaning of the double yellow line, but rather taking the approach that if a cyclist is passed on a double yellow line and within the conditions stated in the draft language that would be a defense to a citation. This language keeps the purpose and meaning of the traffic control device (double yellow line), but provides reasonable situations where individuals or groups of bicyclists can be passed. Steven Goodridge commented he believes the draft language is the best wording he has seen on the topic and that the language also addresses the concern of commercial truck drivers who may be afraid of losing their Commercial Driver License due to being cited for safely passing bicyclists on the double yellow line.

MT Chris Knox asked if there had been any investigation into statistics dealing with this issue or if there is any similar legislation. Mr. Westmoreland replied that James Gallagher had done the research and found no statistics or data that specifically address this issue. He also added that the language would allow the state to communicate the message to the motoring public which will be positive for both the motoring public and cyclists. Also, the fact that other states have similar language in place and have not reported any adverse effects as a result, are good defenses for the committee’s action in drafting and supporting this language and its outcome.

Mr. Westmoreland asked the committee if this language also addresses the issue of safe passing distance or if there is another citation of law that would need to be modified to four feet. Mr. Goodridge replied that he would like to treat the passing distance and the double line passing as separate issues

since each has unique characteristics. Mr. Lacy suggested that although there may be separate discussions about the two issues, he would prefer that there be consistency in the distances within the two issues. Lauren Blackburn noted that the distance (two feet) applies in the current context to all slower moving vehicles or to any time a vehicle is being overtaken – it is not explicit to bicycles.

Mr. Westmoreland called for a motion on what Mr. Lacy presented to the committee for inclusion in the report. James Gallagher made the motion. Steven Goodridge seconded the motion. Upon a call for vote, the motion passed with one dissention, MT Chris Knox, who stated that although he understood the point of the language and the point of not inconveniencing motorists, he is still concerned about safety.

Safe Passing Distance

MT Chris Knox notified the committee that the language on passing distance could be found under § 20-149. Mr. Lacy noted that § e(1), as proposed, only applies to a bicycle. §§ (1) and (4) clearly apply to bicycles and not to other vehicle types such as farm vehicles. Beth McKay suggested the committee could include language that specifies “except as what is provided in § 20-150A(e)1.” James Gallagher shared his concern with this approach because the language does not require vehicles to give more than two feet if they want to pass in the same lane and not go out over the yellow line to pass at four feet. Steven Goodridge added that there is concern from BikeWalk NC about changing the passing distance law and that it is not a priority over educating bicyclists about crossing the center line.

Mr. Westmoreland suggested that given the discussion on this topic and sufficient items that the committee has already considered, action on this issue could be delayed or deferred. The report could state that it was something the committee looked at, but had no specific recommendations or action for changes. He added that committee members could do additional work on this issue if they desire. Kevin Lacy moved this action, Chris O’Keefe seconded. On a call for vote, the motion passed with one dissention, James Gallagher, who believed that there should be a wider berth for passing as it relates to safety.

Riding Two or More Abreast

James Gallagher shared that the laws as currently written are undefined and there are conflicting interpretations. Steven Goodridge commented that cyclists are satisfied with the way the law is currently written where cyclists are required to operate within a single lane. Jim Westmoreland noted that, according to committee discussions, it seems as though current regulations are adequately addressing the issue. He added that there may be the need to incorporate some of the elements from this discussion into the General Assembly resolution in order to assist in educating the public and cyclists about the issue.

Kevin Lacy commented that he has a concern with multiple vehicles in a lane. He feels that operating conditions, higher speed environments and number of bicycles abreast are all issues that should be taken into consideration. Steven Goodridge replied that higher speed environments are where there is the most benefit to riding abreast as it aids in visibility and increases safety. He feels there are fewer crashes involving groups in higher speed environments than single riders riding on the right edge of the

road. Mr. Goodridge noted that there is not data that shows crashes involving cyclists riding two abreast, but much data showing individual cyclists being hit while riding along the right edge.

Mr. Lacy stated that speed differential is a large issue and has an impact on the outcome of cyclists riding abreast. Mr. Goodridge added that if there isn't crash data that applies to cyclists riding two abreast being involved in incidences where they are being overtaken from a vehicle traveling behind them, there are no grounds – from a safety perspective – for taking action on this issue. MT Chris Knox noted that crash reports do not show cyclists and their positioning if they are not directly involved in the crash. There is no way to track data for crashes involving cyclists riding abreast because it is not recorded in the crash reports.

MT Chris Knox noted that the existing motorcycle law states that motorcycles have use of the full lane and they can ride two abreast (§20.146.1) James Gallagher stated that 39 states have laws that allow cyclists to ride two abreast and only three states limit to single file unless the bike lane is wide enough to accommodate two. North Carolina is among eight states who do not address the issue.

Mr. Goodridge asked if the committee can make a resolution stating that cyclists ought to be able to ride abreast within a single lane. Lauren Blackburn asked if Mr. Goodridge was suggesting the committee adopt something similar to the motorcycle law. Mr. Goodridge noted that the motorcycle law prohibits motorists from driving in the same lane as motorcycles and he is not sure that this is what should be pursued for bicyclists since there are some lanes that are wide enough to accommodate a motor vehicle and a bicycle. Mr. Lacy stated that he would not advocate using “two or more abreast” since passing is allowed; rather, he would like to see the language say “two abreast” under certain conditions and negotiate what those conditions should be. Mr. Lacy added that on roadways with speed limits of 35 mph and less there is a lot of interaction. On roadways above 35 mph, speed differentials are greater and he would be less reluctant to encourage cyclists to use more of the lane, either riding alone or riding in a group.

Mr. Westmoreland suggested that the committee table the issue and form a work group to further discuss the conditions under which cyclists may ride two abreast, and craft something that the committee would want to recommend to the Legislature. Jim Westmoreland, Kevin Lacy, Steven Goodridge, Lauren Blackburn and Fred Burt volunteered to participate in this work group prior to the next committee meeting.

Lauren Blackburn noted that she will circulate a draft resolution in advance of the next committee meeting.

Jim Westmoreland set the next committee meeting for Wednesday, November 18, 2015, from 10 am to 2 pm. Lauren Blackburn will check on room availability.

Jim Westmoreland wrapped up by stating that for the next meeting the committee will discuss the summary of recommended actions for this committee, draft language on riding two abreast and the

draft resolution. The only outstanding issue is the riding position, which may be incorporated into the riding two abreast language.

Fred Burt moved for adjournment, seconded by Chris O'Keefe.

The meeting was adjourned at 2:10 pm.

Summary of actions taken by the committee:

- 1) The committee approved meeting minutes from the September 11, 2015 committee meeting.
- 2) The committee passed a motion unanimously recommending NCDOT review their permit and management process for road closures for events to reduce the impacts on local residents and businesses.
- 3) The committee passed a motion unanimously that the report include a draft form resolution for the Legislature stating a directive to NCDOT to develop an educational and safety initiative and an outreach strategy around "these issues" and for the required resources, to be identified, for the program to be carried out. "These issues" would include group rides, and other issues to be determined.
- 4) The committee passed a motion unanimously recommending to the NCDOT, as part of their educational outreach strategies that they focus on efforts to inform all users of the transportation system about the elements of distracted driving, especially operating a vehicle when the user has on headphones including when operating a bicycle on a state-owned roadway or on municipal trails.
- 5) The committee tabled action on vulnerable user protections and aggressive driving/distracted driving/harassment until the next meeting at which point the committee will decide if there should be any formal action taken.
- 6) The committee passed a motion for carrying forward draft language, as presented by Kevin Lacy, regarding passing bicyclists over the double yellow center line. The motion carried with once dissention, MT Chris Knox.
- 7) The committee passed a motion that action on the issue of safe passing distance be delayed or deferred, noting in the report that safe passing distance was something the committee looked at, but had no specific recommendations or action for changes. The motion passed with one dissenter, James Gallagher.
- 8) The committee tabled the issue of riding two abreast, formed a work group to further discuss the conditions under which cyclists may ride two abreast, and will create draft language that the committee would want to recommend to the Legislature. Jim Westmoreland, Kevin Lacy, Steven Goodridge, Lauren Blackburn and Fred Burt volunteered to participate in this work group.
- 9) The next committee meeting will be held on Wednesday, November 18, 2015, from 10 am to 2 pm. Lauren Blackburn will check on room availability.

Agenda

H 232 – Bicycle Safety and Traffic Law Study
Committee Meeting #4
November 18, 2015
NCDOT Transportation Building
Emergency Information Center (EIC) Conference Room

- 10:00 a.m. – Welcome
Housekeeping (lunch order, agenda review)
- 10:15 a.m. -- Approval of minutes
Review of previous votes and other priority issues
- 10:30 a.m. -- Revisit tabled items for action
- **(2) Whether bicyclists on a roadway should be required to ride single file or allowed to ride two or more abreast.**
 - **Operating position in roadway**
- 11:30 a.m. -- Lunch break
- 12:00 p.m. -- Revisit tabled items for action
- **Aggressive driving, harassment, and distracted driving laws**
 - **Vulnerable road user protection**
- 1:15 p.m. -- Summary of Committee Actions
- 1:50 p.m. -- Discussion of Committee Report
- 2:00 p.m. -- Adjourn

**H 232 – Bicycle Safety and Traffic Law Study
Committee Meeting #4 Minutes**

November 18, 2015
EIC Conference Room
NCDOT

Committee Members Present: Lauren Blackburn, Jim Westmoreland, James Gallagher, Carl Sundstrom, Master Trooper Chris Knox, Steven Goodridge, Fred Burt, Chris O’Keefe, Chuck Hobgood, Wes Dickson, Michael Montanye

Members not present: Kevin Lacy (presenting at a deposition), Crystal Collins

Attendees: Garold Smith; Bryan Poole

Public Present: Lisa Riegel, Executive Director BikeWalk NC; Stanley Ray Hoffman, Carolina Tarwheels; Philip Culpepper, Cyclist; Mike Dayton, Cyclist; Rebecca Proudfoot, Cyclist/Oaks & Spoke/Bicycle Pedestrian Advisory Committee – City of Raleigh; Ann Groninger, Bike Law; Jeff Viscount, WeeklyRides.com; Ray Lovinggood, Cyclist; George Hess, NCSU

Jim Westmoreland convened the meeting at 10:04 am and asked committee members and guests to introduce themselves. Mr. Westmoreland noted that the committee has been productive over the course of the meetings and its technical and best practices finding will be recorded in the NCDOT report and forwarded to the General Assembly. Mr. Westmoreland then reviewed the actions taken by the committee to date, as described below per issue:

HB 232 Issues

1. How faster-moving vehicles may safely overtake bicycles on roadways where sight distance may be inhibited

- **Action:** The committee passed a motion for carrying forward draft language regarding passing bicyclists over the double yellow center line. That language was proposed as an amendment to existing law. The motion carried with one dissention.

§ 20-150. Limitations on privilege of overtaking and passing.

(e1) Defense. - It shall be a defense to a violation of sub-section (e) of this section if the operator of a motor vehicle shows all of the following:

- (1) Is overtaking and passing a bicycle or bicycles as defined by 20-171.1 proceeding in the same direction,
- (2) Is in compliance with subsections (a), (b), (c), and (d) of this section.
- (3) Provides a minimum of 4’ or completely enters the left lane.
- (4) And the operators of bicycles that will be passed has not provided signal of their intention to perform a left turn.
- (5) And did not interfere with the bicycle(s) being passed

2. Whether bicyclists on a roadway should be required to ride single file or allowed to ride two or more abreast.

- **Action:** The committee tabled the issue of riding two abreast, formed a work group to further discuss the conditions under which cyclists may ride two abreast in advance of the November committee meeting.

3. **Whether bicyclists should be required to carry a form of identification**
 - **Action:** The committee voted not to carry forward the requirement of cyclists carrying identification. The vote carried with seven in favor and two opposed.

Other Issues Identified by Committee

1. **Visibility (clothing or other reflective gear) and lighting requirements**
 - **Action:** The committee voted to carry forward language that specifies a requirement for either a rear light or clothing/vest that is sufficiently reflective. The vote carried with six in favor and three opposed.
2. **Options for hand signals for turning**
 - **Action:** The committee voted to carry forward language adding “or right hand” to existing laws to allow cyclists to signal a right turn with their right arm. The vote carried unanimously.
3. **2-foot or other passing distance requirements**
 - **Action:** The committee passed a motion that action on the issue of safe passing distance be delayed or deferred, noting in the report that safe passing distance was something the committee looked at, but had no specific recommendations or action for changes. The motion passed with one dissention.
4. **Operating position in roadway**
 - **Action:** The committee discussed this in context of other issues (such as riding abreast and informal group rides). The issue may be addressed as part of other issues tabled for the November discussion.
5. **Informal group ride impacts on rural roadway use and driveway egress**
 - **Action:** The committee passed a motion unanimously that the report include a draft form resolution for the Legislature stating a directive to NCDOT to develop an educational and outreach initiative around the multiple issues related to informal group riding. The resolution will also request the necessary resources be allocated as required for the educational initiative to be carried out.
6. **Use of headphones or texting while cycling**
 - **Action:** The committee passed a motion unanimously recommending to the NCDOT, as part of their educational and outreach initiative focus on efforts to inform all users of the transportation system about the elements of distracted driving, especially operating a vehicle when the user has on headphones. This includes the use of headphones while operating a bicycle on a state-owned roadway or on municipal trails.
7. **Aggressive driving, harassment, and distracted driving laws**
 - **Action:** The committee tabled this issue until the November meeting at which point the committee will decide if there should be any formal action.
8. **Vulnerable road user protection**
 - **Action:** During the October 6 meeting, the committee tabled action on vulnerable user protections and aggressive driving/distracted driving/harassment until the November meeting at which point the committee will decide if there should be any formal action taken.

9. Formal group event permitting and regulations

- **Action:** The committee voted to recommend that NCDOT review their permit and management process for road closures for events to reduce the impacts on local residents and businesses. Motion carried unanimously.

Mr. Westmoreland noted that the minutes of the October 6 meeting were circulated to the committee ahead of this meeting to allow committee members to review and prepare comments on the minutes. The meeting minutes were unanimously approved following a motion for approval by James Gallagher and a second by Steven Goodridge.

Riding Two or More Abreast

Mr. Westmoreland then asked Lauren Blackburn to present information on the work group's recommendations related to HB 232 item # 2, "Whether bicyclists on a roadway should be required to ride single file or allowed to ride two or more abreast." Work group members included Lauren Blackburn, Fred Burt, James Gallagher, Steven Goodridge, and Kevin Lacy. Lauren Blackburn noted that multiple ideas were shared via email among the work group of the committee. The ideas differed and the work group did not arrive at consensus language. Ms. Blackburn suggested language allowing cyclists to ride up to two abreast. She noted additional conditions such as number of travel lanes, road width, or posted speed limit, and access control are complicated variables that are not easily incorporated into legislation.

Ms. Blackburn added that she did not recall action being taken with regard to minimum passing distance. Mr. Westmoreland and James Gallagher replied that with regard to overtaking bicycles, the decision was a four-foot minimum passing distance but for this topic. Ms. Blackburn added she believes the issues of riding abreast and the minimum passing distance are related. Ms. Blackburn also added that other statutory examples show riding abreast language should not be applicable to off-road facilities, such as greenways – she suggested this be added to the recommendations being discussed.

Mr. Westmoreland asked if it is currently legal in North Carolina to ride two abreast in a single lane. Mr. Gallagher replied that he found no law that prohibits cyclists from riding two abreast. MT Chris Knox added that he was not aware that there is a law in North Carolina. Steven Goodridge replied that some states do have laws, and some municipalities in North Carolina, that prohibit riding two abreast. He added there are laws which prohibit another motor vehicle riding abreast with a motor cycle within the same lane. The group discussed the issues of riding abreast and riding as far right as practicable within a travel lane.

Steven Goodridge presented BikeWalk NC's position is that no new restrictions be recommended by the committee because cyclists are currently not being ticketed for riding abreast and are being taught to exercise defensive bicycle riding practices. Mr. Goodridge added there are best practices for cyclists operating abreast and BikeWalk NC proposes working with NCDOT on an educational program to promote these best practices.

Mr. Goodridge stated that cyclists are being injured/killed as a result of same lane passing by motor vehicles. The best deterrent to this is allowing cyclists to control the lane which is best accomplished by riding abreast, and he restated his support for cyclists to control the lane by riding abreast. Mr. Goodridge then handed out proposed language (see attached) that aligns with best practices should NCDOT or the committee have a need to create regulations on specific language for riding abreast.

Mr. Goodridge briefly summarized the information in the handout and highlighted that nowhere within the information does it require cyclists to ride single file. He added that there are best practices for when and where to pull over to allow vehicles to pass, but this information is difficult to put into law. He asked to be included in future conversations should the provisions related to pulling over be considered for codifying.

Chuck Hobgood asked if there is data which shows single file riding is safer. Mr. Gallagher replied there is no data to support this information. Chris O’Keefe added his support for the ability of cyclists to ride two abreast. Mr. Goodridge added cyclists are more comfortable riding two abreast, are understanding the safety benefits of it and are beginning to practice the technique more frequently. Mr. Hobgood added that, in the course of the numerous events his organization hosts on an annual basis, he is not aware of crashes which involved cyclists riding two abreast – only crashes involving those riding single file.

Mr. Westmoreland then asked the committee if there were further discussion on the topic. He added that, through the committee discussions and presentations, he has not seen any need for changing existing laws related to riding abreast. Instead, the need for best practices, safety information and educational programs will likely be more valuable. He suggested the report capture the work that has been done related to the issue, note it is an important issue, but the committee does not have specific recommendations related to legislative changes. Mr. Goodridge asked for the meeting minutes to reflect the committee’s belief that riding two abreast is a useful defensive bicycling technique.

Lauren Blackburn asked that each committee member provide perspectives on the issue so that it can be reflected in the report. Mr. Westmoreland asked the committee members to state their thoughts or beliefs on the issue.

Chuck Hobgood noted that there are no statistics which show single file riding is safer and there are no “pros” to riding single file – all “pros” are with riding two or more abreast.

Steven Goodridge said that because most lanes in North Carolina are too narrow for same lane passing to be safe, he wants to encourage motorists to move into the next lane to pass. Operating two abreast makes that requirement clear – especially from a longer distance – which is especially important on higher speed roads.

Carl Sundstrom added his perspective that since there is no data showing otherwise, there is no reason why the law should be changed.

James Gallagher noted that no data shows double or single file riding being safer than the other, but safety arguments show support for double file riding. Therefore, it leads that double file riding is safer. He added that 39 states have legislation allowing double file riding, so North Carolina would have supporting peers if the committee decided to recommend legislation.

MT Chris Knox noted that this (requiring two abreast cycling) would help the motoring public.

Mike Montanye added that Greenville does not have regulations related to this issue. He related that riding two abreast would help with passing.

Wes Dickson noted that riding two abreast is safer for passing and it encourages compact riding groups.

Fred Burt suggested that groups of cyclists should be smaller to allow motor vehicles to pass. He suggested that language be added that limits groups of cyclists to between 10 and 20, and provisions for cyclists to pull over and allow motorists to pass.

Chris O'Keefe added that riding two abreast allows cyclists to take the lane and increases safety for cyclists. With the way the law is written today, it does not restrict riding two abreast.

Jim Westmoreland noted that riding abreast increases safety and has not had personal experience suggesting otherwise.

Jim Westmoreland asked for a motion. Steven Goodridge made the motion that the committee report indicate support for the existing law which allows riding two abreast, and that NCDOT develop an educational program which promotes best practices for riding two abreast. Mr. O'Keefe asked for an amendment to the motion that includes measures to make motor vehicle operators aware of these best practices. Mr. Westmoreland added that NC Department of Motor Vehicles could be actively involved in this effort. Chuck Hobgood asked how this proposal would relate to pace lines or rotations within group rides. Steve Goodridge responded that BikeWalk NC is in support of the current law.

Mr. Burt asked for a restatement of the motion. Jim Westmoreland restated the motion that the committee is not proposing changes to the existing law that currently allows two abreast cycling and that the NCDOT include, in their resolution, best practices on riding abreast be included within their educational program to both cyclists and the motoring public.

Mr. Gallagher noted that the law is not entirely clear related to riding two abreast when it states cyclists must ride as far right as practicable. Mr. Goodridge noted the difference between marked and unmarked lanes and the applicability of the existing law within those conditions. Mr. Westmoreland added that these ambiguities could be addressed within the best practices in the educational campaign, including information for law enforcement agencies.

Lauren Blackburn made the motion that the committee has no recommended changes to legislation related to riding abreast, but that the committee is recommending that best practices related to riding abreast be included in the education program outlined in the proposed resolution. The motion carried unanimously.

Operating Position in the Roadway

Mr. Westmoreland reviewed the committee's earlier discussions and reiterated the conclusion that the committee take no formal action regarding operating position in the roadway. With no further discussion, Mr. Westmoreland entertained the motion that the committee does not find the need for any specific legislative changes with regard to operating position in the roadway. Steven Goodridge seconded the motion. Lauren Blackburn noted that the issue had been discussed as part of other issues, but that there was no need to take action as an independent issue. The motion carried unanimously.

Aggressive Driving, Distracted Driving and Vulnerable Road User Protections

Mr. Westmoreland reviewed the committee's earlier discussions and reiterated the conclusion that the committee take no formal action regarding aggressive driving, distracted driving and vulnerable road

user protections. Mr. Westmoreland suggested that the committee put forth a motion noting that the committee identified these issues, but did not have specific recommendations to the General Assembly about additional legislation or legislative changes. Mr. Westmoreland noted that there are existing laws which cover aggressive and distracted driving and that vulnerable user protections are not something the committee decided to take action upon.

Mr. Goodridge noted the difficulty in writing and enforcing legislation around these issues and suggested a statewide, uniform hotline for reporting aggressive, harassing or drunk driving. This hotline would be tied to a statewide database which would track offenders - this would also coordinate with anti-stalker laws. Mr. Burt noted his concern that the term “aggressive driving” is subjective and this hotline may have unintended consequences. MT Chris Knox replied that “*HP” and “911” are currently in-place and address this need. Mike Montanye agreed with MT Knox’s comments.

Lauren Blackburn noted that these mechanisms are for immediate dangers and threats and not necessarily for aggressive or unsafe driving. She asked if there is another mechanism for submitting information which does not require immediate response but is more for information tracking. MT Knox replied that these tracking mechanisms are in place when any complaint is made – whether through calling the Highway Patrol or local law enforcement. Mr. Montanye added that 911 is an appropriate mechanism for reporting violations and that law enforcement will be dispatched. MT Knox added individuals can also file a complaint against an individual and take them to court for aggressive driving.

Mr. Westmoreland added that cell phones and phone cameras all have increased the ability of individuals to report incidences to local law enforcement. He also noted that information on reporting aggressive, distracted or unsafe driving can be included in the educational campaign. Fred Burt added that cyclists and drivers should cooperate to minimize conflict.

Mr. Westmoreland entertained the motion that the committee did not have specific recommendations about additional legislation or legislative changes to the General Assembly for consideration regarding aggressive driving, distracted driving and vulnerable road user protections. Fred Burt seconded the motion. The motion carried unanimously.

Summary of Committee Actions

Mr. Westmoreland reviewed the actions the committee will be taking as a result of its work – these include the final report and the resolution. The report will include all meeting minutes, presentations, agendas and committee activities. Mr. Westmoreland asked Lauren Blackburn to present information on the resolution for the General Assembly to consider. Ms. Blackburn noted that the (attached) draft resolution captures the discussions and action items of the committee.

Mr. Westmoreland noted that the draft resolution captured the issues that the committee has been working on and makes a recommendation to the General Assembly to improve the safety of cyclists and motorists. He asked that the sentence which reads, “...develop education and training programs promoting the following best practices,” be amended to read, “...should develop education and training programs promoting *safe interaction between bicyclists and motorists with the focus on best practices, such as...*” in order to limit the best practices viewed by the NCDOT.

The group discussed adding “and reflective clothing” to the resolution under item #5. Chris O’Keefe added that the committee has the opportunity to consider facilities in the actions. Steven Goodridge replied that the motion is in relation to education activities. Mr. Westmoreland made the motion that

the committee consider the draft resolution for inclusion in its report. James Gallagher seconded the motion. The motion passed unanimously.

Jim Westmoreland revisited the issue of bicycle infrastructure and asked if the committee wanted to structure a second motion around these issues. Lauren Blackburn suggested that the committee include information about crash/fatalities of cyclists and the role that infrastructure improvements can play in improving this – even though the committee concentrated on other issues. Mr. Westmoreland added that all technical safety data from the presentations should be included in the committee report and that some reference could be made to the role that infrastructure plays in increasing safety. Steven Goodridge added that safety and mobility improvements should be addressed. Wes Dickson shared an example where the local municipality provided some funding for infrastructure improvements.

MT Chris Knox noted that the North Carolina Strategic Highway Safety Plan covers this and other items. Mention of it and its goals could be an important addition to the lead-in of the report. Mr. Westmoreland echoed MT Knox’s assessment of the Highway Safety Plan and agreed that it does cover many of the issues related to bicycling and other modes.

Chris O’Keefe asked about the status of the safe passing distance issue. Steven Goodridge noted that in the best practices the committee recommended that drivers should change lanes to pass. Lauren Blackburn recommended referencing back to HB 232 item #1, noting that the language should include “moving into the left lane or providing four-feet, whichever is greater” to provide clarity on safe passing. Steven Goodridge noted his concern with tampering with existing language on the passing zone. Jim Westmoreland agreed, believing that the language drafted by the committee is comprehensive and avoids unintended consequences. Mr. Goodridge added that the education program could provide specific information about safe passing. Mr. O’Keefe replied that he clearly understands the issue and is satisfied with its current context.

Lauren Blackburn referenced the handout (attached) of the draft report outline and added that mention of the North Carolina Strategic Highway Safety Plan will be added. Lauren Blackburn added that the report will be completed within the coming weeks. The report then will be posted to the website for public comment. Ms. Blackburn will notify the committee when the report is posted on the website, and she encouraged committee members to share the report with their colleagues and stakeholders. Mr. Westmoreland noted that the Joint Legislative Transportation Oversight Committee will receive the report by the end of December and the timing of delivering the report will not allow for editorial input as much as comments on the substance of the report and the committee’s recommendations. Garold Smith added that questions received by the public will be treated as comments included in appendices of the report.

Mr. Westmoreland thanked the committee for their work, the seriousness of how the topics were addressed, how data was used to support key safety issues and the discussions related to improving safety for bicyclists and motorists. He added that the committee has put forth good work for the General Assembly to consider and he is thankful to the committee for serving the State of North Carolina.

The meeting was adjourned at 12:01 pm.

Summary of actions taken by the committee:

- 1) The committee approved meeting minutes from the October 6, 2015 committee meeting.
- 2) The committee passed a motion unanimously stating the committee has no recommended changes to legislation related to riding abreast, but the committee is recommending best practices related to riding abreast be included in the education program outlined in the proposed resolution.
- 3) The committee passed a motion unanimously stating that the committee does not find the need for any specific legislative changes with regard to operating position in the roadway.
- 4) The committee passed a motion unanimously stating that the committee does not have specific recommendations about additional legislation or legislative changes for consideration regarding aggressive driving, distracted driving and vulnerable road user protections.
- 5) The committee passed a motion unanimously stating that the committee include the draft resolution in its report.

Vehicle and Bicycle-Traffic Laws in North Carolina (2015)

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1. Bicycles are defined as “vehicles”, and several relevant portions of the motor vehicle code apply.

- a. *N.C. Gen. Stat. § 20-4.01(49) Vehicle.* – “Every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, excepting devices moved by human power or used exclusively upon fixed rails or tracks; provided, that for the purposes of this Chapter bicycles shall be deemed vehicles and every rider of a bicycle upon a highway shall be subject to the provisions of this Chapter applicable to the driver of a vehicle except those which by their nature can have no application. This term shall not include a device which is designed for and intended to be used as a means of transportation for a person with a mobility impairment, or who uses the device for mobility enhancement, is suitable for use both inside and outside a building, including on sidewalks, and is limited by design to 15 miles per hour when the device is being operated by a person with a mobility impairment, or who uses the device for mobility enhancement. This term shall not include an electric personal assistive mobility device as defined in G.S. 20-4.01(7a).”
- b. *N.C. Gen. Stat. § 20-4.01 (23) Definition of Motor Vehicle* – “Every vehicle which is self-propelled and every vehicle designed to run upon the highways which is pulled by a self-propelled vehicle. This shall not include mopeds as defined in G.S. 20-4.01(27)d1.”
- c. Case Law
 - i. BICYCLE AS VEHICLE. --A bicycle is a vehicle and its rider is a driver within the meaning of the motor vehicle law. *Low v. Futrell*, 271 N.C. 550, 157 S.E.2d 92 (1967); *Sadler v. Purser*, 12 N.C. App. 206, 182 S.E.2d 850 (1971); *Townsend v. Frye*, 30 N.C. App. 634, 228 S.E.2d 56, cert. denied, 291 N.C. 178, 229 S.E.2d 689 (1976).
 - ii. The operation of a bicycle upon a public highway is governed by the rules governing motor vehicles insofar as the nature of the vehicle permits. *Webb v. Felton*, 266 N.C. 707, 147 S.E.2d 219 (1966).
 - iii. A bicycle is deemed a vehicle, and the rider of a bicycle upon the highway is subject to the applicable provisions of the statutes relating to motor vehicles. *Van Dyke v. Atlantic Greyhound Corp.*, 218 N.C. 283, 10 S.E.2d 727 (1940).
 - iv. A bicycle is a vehicle, and is subject to the provisions of Article 3 of this Chapter, except those which by their nature can have no application. *Tarrant v. Pepsi-Cola Bottling Co.*, 221 N.C. 390, 20 S.E.2d 565 (1942); *Oxendine v. Lowry*, 260 N.C. 709, 133 S.E.2d 687 (1963).
- d. For Insurance Purposes
 - i. In interpreting an underinsured motorist excess provision, a bicycle involved in an accident with a car was considered to be a vehicle pursuant to G.S. 20-4.01(49), since it was operated upon a highway. *Sitzman v. Gov't Emples. Ins. Co.*, 182 N.C. App. 259, 641 S.E.2d 838 (2007).

2. Operating a vehicle while impaired is illegal.

- a. *N.C. Gen. Stat § 20-138.1. Impaired driving* – “(a) Offense. - A person commits the offense of impaired driving if he drives any vehicle upon any highway, any street, or any public vehicular area within this State:
 - (1) While under the influence of an impairing substance; or
 - (2) After having consumed sufficient alcohol that he has, at any relevant time after the driving, an alcohol concentration of 0.08 or more. The results of a chemical analysis shall be deemed sufficient evidence to prove a person's alcohol concentration; or
 - (3) With any amount of a Schedule I controlled substance, as listed in G.S. 90-89, or its metabolites in his blood or urine.”
- b. **Applied to Bicycles in 2006**-- Session Laws 2006-253, s. 9, effective December 1, 2006, and applicable to offenses committed on or after that date, in subdivision (a)(2), added the last sentence; added subdivision (a)(3) and subsections (a1) and (b1); substituted "shall" for "must" in subsection (d); and deleted "bicycle, or lawnmower" at the end of subsection (e)

3. Bicyclists under the age of 16 are required to wear helmets.

- a. Parents are issued a “fix-it” ticket and the \$10 fee is waived
- b. Only applies to riding in public spaces

- c. Text: N.C. Gen. Stat § 20-171.9. *Requirements for helmet and restraining seat use* – “With regard to any bicycle used on a public roadway, public bicycle path, or other public right-of-way:
- (a) It shall be unlawful for any parent or legal guardian of a person below the age of 16 to knowingly permit that person to operate or be a passenger on a bicycle unless at all times when the person is so engaged he or she wears a protective bicycle helmet of good fit fastened securely upon the head with the straps of the helmet.
 - (b) It shall be unlawful for any parent or legal guardian of a person below the age of 16 to knowingly permit that person to be a passenger on a bicycle unless all of the following conditions are met:
 - (1) The person is able to maintain an erect, seated position on the bicycle.
 - (2) Except as provided in subdivision (3) of this subsection, the person is properly seated alone on a saddle seat (as on a tandem bicycle).
 - (3) With respect to any person who weighs less than 40 pounds, or is less than 40 inches in height, the person can be and is properly seated in and adequately secured to a restraining seat.
 - (c) No negligence or liability shall be assessed on or imputed to any party on account of a violation of subsection (a) or (b) of this section.
 - (d) Violation of this section shall be an infraction. Except as provided in subsection (e) of this section, any parent or guardian found responsible for violation of this section may be ordered to pay a civil fine of up to ten dollars (\$ 10.00), inclusive of all penalty assessments and court costs.
 - (e) In the case of a first conviction of this section, the court may waive the fine upon receipt of satisfactory proof that the person responsible for the infraction has purchased or otherwise obtained, as appropriate, a protective bicycle helmet or a restraining seat, and uses and intends to use it whenever required under this section.”

4. Bicycles must be equipped with a front headlamp and a rear reflector or lamp

- a. *N.C. Gen. Stat. § 20-129(e) Lamps on Bicycles.* – “Every bicycle shall be equipped with a lighted lamp on the front thereof, visible under normal atmospheric conditions from a distance of at least 300 feet in front of such bicycle, and shall also be equipped with a reflex mirror or lamp on the rear, exhibiting a red light visible under like conditions from a distance of at least 200 feet to the rear of such bicycle, when used at night.”
- b. Case law
 - i. Riding a bicycle on the highway at night without a lamp of any kind on the front thereof is a violation of this section and is negligence per se. *Oxendine v. Lowry*, 260 N.C. 709, 133 S.E.2d 687 (1963). See also *Miller v. Enzor*, 17 N.C. App. 510, 195 S.E.2d 86, cert. denied, 283 N.C. 393, 196 S.E.2d 276 (1973).
 - ii. PURPOSE OF FRONT LAMP ON BICYCLE. --Subsection (e) of this section, relating to front lamps on bicycles, is designed for the benefit of those approaching a bicycle from the front and for the protection of the bicyclist. *Oxendine v. Lowry*, 260 N.C. 709, 133 S.E.2d 687 (1963).
 - iii. PURPOSE OF RED REFLECTOR ON BICYCLE. --The red reflector required under subsection (e) of this section is designed to protect the bicyclist from vehicles approaching from the rear and to give notice to such vehicles of the presence of the bicycle ahead. *Oxendine v. Lowry*, 260 N.C. 709, 133 S.E.2d 687 (1963).
 - iv. INTENSITY OF LIGHT UNDER SUBSECTION (E). --**Subsection (e) of this section in no way requires a light of such intensity as to render objects visible along the highway in front of the bicycle.** *Oxendine v. Lowry*, 260 N.C. 709, 133 S.E.2d 687 (1963).
 - v. BICYCLE BEING CARRIED BY PEDESTRIAN. --Where plaintiff's evidence was to the effect that at nighttime he was carrying a child's bicycle, too small for him to ride, across a street intersection to a repair shop, and that he was hit by a vehicle entering the intersection against the stoplight at a high

rate of speed, refusal to give defendant's requested instruction that failure to have a light on the bicycle was a violation of this section was not error, since under the circumstances plaintiff was a pedestrian rather than a cyclist. *Holmes v. Blue Bird Cab, Inc.*, 227 N.C. 581, 43 S.E.2d 71 (1947).

- vi. ABSENCE OF FRONT LAMP ON BICYCLE NOT PROXIMATE CAUSE OF REAR-END COLLISION. --Where plaintiff's evidence failed to show that his bicycle was equipped with a lighted lamp on the front thereof, but did show that he had a reflecting mirror on its rear, and that plaintiff's bicycle was hit from the rear by a car operated by defendant, and there was no evidence that if the bicycle had been equipped with a front lamp the lamp would have been visible to a person approaching in an automobile from the rear of the bicycle, the only legitimate inference was that the absence of a lighted lamp on the front of the bicycle was not a proximate or contributing proximate cause of the collision, and the court could properly charge the jury to this effect. *Oxendine v. Lowry*, 260 N.C. 709, 133 S.E.2d 687 (1963).

5. Bicycles may not be ridden on interstates or controlled access highways.

- a. 19A NCAC 02E.0409 *Operating Non-Motorized Vehicles* – “It is unlawful for any person to ride any animal, or to operate a bicycle or horse drawn wagon or any non-motorized vehicle or moped on any interstate or other fully controlled access highway.”

6. Vehicles must operate on the right side of the road (with exceptions).

- a. N.C. Gen. Stat. § 20-146 *Drive on right side of highway; exceptions* – “(a) Upon all highways of sufficient width a vehicle shall be driven upon the right half of the highway except as follows:
 - (1) When overtaking and passing another vehicle proceeding in the same direction under the rules governing such movement.
 - (2) When an obstruction exists making it necessary to drive to the left of the center of the highway; provided, any person so doing shall yield the right-of-way to all vehicles traveling in the proper direction upon the unobstructed portion of the highway within such distance as to constitute an immediate hazard;
 - (3) Upon a highway divided into three marked lanes for traffic under the rules applicable thereon; or
 - (4) Upon a highway designated and signposted for one-way traffic.

7. Vehicles operating at less than the legal maximum speed limit shall operate as close as practicable to the right-hand edge of the roadway (with exceptions)

- a. N.C. Gen. Stat. § 20-146 – “(b) Upon all highways any vehicle proceeding at less than the legal maximum speed limit shall be driven in the right-hand lane then available for thru traffic, or as close as practicable to the right-hand curb or edge of the highway, except when overtaking and passing another vehicle proceeding in the same direction or when preparing for a left turn.”

8. Motor vehicles shall not impede traffic

N.C. Gen. Stat. § 20-141 – “(h) No person shall operate a motor vehicle on the highway at such a slow speed as to impede the normal and reasonable movement of traffic except when reduced speed is necessary for safe operation or in compliance with law; provided this provision shall not apply to farm tractors and other motor vehicles operating at reasonable speeds for the type and nature of such vehicles.”

9. Bicycling on sidewalk regulations vary by city.

- a. Examples:
 - i. Charlotte
 - 1. Sec. 14-251. *Riding on sidewalks* – “It shall be unlawful to operate a bicycle upon the public sidewalks located within the congested business district as defined in section 6-431.

However, police officers acting in the discharge of their official duties are permitted to operate bicycles upon all of the public sidewalks in the city, including those sidewalks located within the congested business district.”

ii. Raleigh

1. Sec. 12-1006. *BICYCLES ON SIDEWALKS* – “No person shall ride bicycles on any of the following pedestrian ways or sidewalks: Fayetteville Street Mall, Moore Square Station Transit Mall, adjacent to designated bike lanes. This prohibition shall not apply to sworn law enforcement officers while on duty and to any private security force employed by a non-profit corporation and approved by the City Council. (Code 1959, §19-21(c); Ord. No. 1987-96, §1, 12-1-87; Ord. No. 2000-747, §1, 3-7-00).”

iii. Greensboro

1. Sec. 16-227. *Driving bicycle on sidewalk* – “It shall be unlawful to drive or ride a bicycle within a sidewalk area in the central business district unless it is at a permanent or temporary driveway. All other sidewalks shall be for the joint use of pedestrians and non-motorized bicycles requiring manual power. Bicyclists shall yield the right of way on sidewalks to pedestrians. (Code 1961, § 12-78; Ord. No. 00-230, § 8, 12-5-00).”

iv. Winston-Salem

1. Sec. 42-286. *Right-of-way of pedestrians; riding on sidewalk*. – “(a) Whenever any person is riding a bicycle upon a sidewalk, such person shall yield the right-of-way to any pedestrian and shall give audible signal before overtaking and passing such pedestrian. (b)With the exception of officers assigned to the police department downtown bike patrol while engaged in the performance of their duties, it shall be unlawful for any person to ride a bicycle upon a sidewalk in the following locations or on the following streets (1) Central business district. (2) Sunset Drive from First Street to Glade Street. (3) Liberty Street from 14th Street to 17th Street (Code 1975, § 13-143; Ord. No 4826, § 14, 8-18-14).”

10. Vehicles must obey traffic signals.

- a. N.C. Gen Stat. § 20-158 Vehicle control and Signals – “(b) Control of Vehicles at Intersections.

- (1) When a stop sign has been erected or installed at an intersection, it shall be unlawful for the driver of any vehicle to fail to stop in obedience thereto and yield the right-of-way to vehicles operating on the designated main-traveled or through highway. When stop signs have been erected at three or more entrances to an intersection, the driver, after stopping in obedience thereto, may proceed with caution.

- (2) a. When a traffic signal is emitting a steady red circular light controlling traffic approaching an intersection, an approaching vehicle facing the red light shall come to a stop and shall not enter the intersection. After coming to a complete stop and unless prohibited by an appropriate sign, that approaching vehicle may make a right turn.

- b. Any vehicle that turns right under this subdivision shall yield the right-of-way to:

1. Other traffic and pedestrians using the intersection; and

2. Pedestrians who are moving towards the intersection, who are in reasonably close proximity to the intersection, and who are preparing to cross in front of the traffic that is required to stop at the red light.

- c. Failure to yield to a pedestrian under this subdivision shall be an infraction, and the court may assess a penalty of not more than five hundred dollars (\$ 500.00) and not less than one hundred dollars (\$ 100.00).

11. Vehicles are prohibited from riding through, around or under a railroad gate or barrier that is closed or is being opened.

- a. *N.C. Gen Stat. § 20-142.1* – “(b) No person shall drive any vehicle through, around, or under any crossing gate or barrier at a railroad crossing while the gate or barrier is closed or is being opened or closed, nor shall any pedestrian pass through, around, over, or under any crossing gate or barrier at a railroad crossing while the gate or barrier is closed or is being opened or closed.”
- b. One-Way Streets – Vehicles must ride in the indicated direction of traffic
 - i. *N.C. Gen Stat. § 20.165.1* – “In all cases where the Department of Transportation has heretofore, or may hereafter lawfully designate any highway or other separate roadway, under its jurisdiction for one-way traffic and shall erect appropriate signs giving notice thereof, it shall be unlawful for any person to willfully drive or operate any vehicle on said highway or roadway except in the direction so indicated by said signs.”

12. Vehicles are bound by certain turning restrictions at intersections

- a. *N.C. Gen. Stat. § 20-153*. Turning at intersections – “(a) Right Turns. - Both the approach for a right turn and a right turn shall be made as close as practicable to the right-hand curb or edge of the roadway.
(b) Left Turns. -- The driver of a vehicle intending to turn left at any intersection shall approach the intersection in the extreme left-hand lane lawfully available to traffic moving in the direction of travel of that vehicle, and, after entering the intersection, the left turn shall be made so as to leave the intersection in a lane lawfully available to traffic moving in the direction upon the roadway being entered.
(c) Local authorities and the Department of Transportation, in their respective jurisdictions, may modify the foregoing method of turning at intersections by clearly indicating by buttons, markers, or other direction signs within an intersection the course to be followed by vehicles turning thereat, and it shall be unlawful for any driver to fail to turn in a manner as so directed.”

13. Vehicles must yield to other vehicles when moving laterally.

- a. *N.C. Gen. Stat. § 20-146 (d)* – “Whenever any street has been divided into two or more clearly marked lanes for traffic, the following rules in addition to all others consistent herewith shall apply.
(1) – “A vehicle shall be driven as nearly as practicable entirely within a single lane and shall not be moved from such lane until the driver has first ascertained that such movement can be made with safety.”

14. Vehicles must signal when starting, stopping or turning.

- a. *N.C. Gen. Stat. § 20-154*. *Signals on starting, stopping or turning* – “(a) The driver of any vehicle upon a highway or public vehicular area before starting, stopping or turning from a direct line shall first see that such movement can be made in safety, and if any pedestrian may be affected by such movement shall give a clearly audible signal by sounding the horn, and whenever the operation of any other vehicle may be affected by such movement, shall give a signal as required in this section, plainly visible to the driver of such other vehicle, of the intention to make such movement. The driver of a vehicle shall not back the same unless such movement can be made with safety and without interfering with other traffic.”
(b) The signal herein required shall be given by means of the hand and arm in the manner herein specified, or by any mechanical or electrical signal device approved by the Division, except that when a vehicle is so constructed or loaded as to prevent the hand and arm signal from being visible, both to the front and rear, the signal shall be given by a device of a type which has been approved by the Division.

Whenever the signal is given the driver shall indicate his intention to start, stop, or turn by extending the hand and arm from and beyond the left side of the vehicle as hereinafter set forth.

Left turn -- hand and arm horizontal, forefinger pointing.

Right turn -- hand and arm pointed upward.

Stop -- hand and arm pointed downward.

All hand and arm signals shall be given from the left side of the vehicle and all signals shall be maintained or given continuously for the last 100 feet traveled prior to stopping or making a turn."

- b. *N.C. Gen. Stat. § 20-154 (d)* "A violation of this section shall not constitute negligence per se."

15. Vehicles must maintain at least two feet of distance when passing.

- a. *N.C. Gen. Stat. § 20-149 Passing Distances* – "(a) The driver of any such vehicle overtaking another vehicle proceeding in the same direction shall pass at least two feet to the left thereof, and shall not again drive to the right side of the highway until safely clear of such overtaken vehicle. This subsection shall not apply when the overtaking and passing is done pursuant to the provisions of G.S. 20-150.1."

16. Vehicles are restricted to passing when oncoming traffic is free for a sufficient distance

- a. *N.C. Gen. Stat. § 20-150 Limitations on privilege of overtaking and passing* – "(a) The driver of a vehicle shall not drive to the left side of the center of a highway, in overtaking and passing another vehicle proceeding in the same direction, unless such left side is clearly visible and is free of oncoming traffic for a sufficient distance ahead to permit such overtaking and passing to be made in safety.
- (b) The driver of a vehicle shall not overtake and pass another vehicle proceeding in the same direction upon the crest of a grade or upon a curve in the highway where the driver's view along the highway is obstructed within a distance of 500 feet.
- (c) The driver of a vehicle shall not overtake and pass any other vehicle proceeding in the same direction at any railway grade crossing nor at any intersection of highway unless permitted so to do by a traffic or police officer. For the purposes of this section the words "intersection of highway" shall be defined and limited to intersections designated and marked by the Department of Transportation by appropriate signs, and street intersections in cities and towns.
- (d) The driver of a vehicle shall not drive to the left side of the centerline of a highway upon the crest of a grade or upon a curve in the highway where such centerline has been placed upon such highway by the Department of Transportation, and is visible.
- (e) The driver of a vehicle shall not overtake and pass another on any portion of the highway which is marked by signs, markers or markings placed by the Department of Transportation stating or clearly indicating that passing should not be attempted.
- (f) The foregoing limitations shall not apply upon a one-way street nor to the driver of a vehicle turning left in or from an alley, private road, or driveway."

17. Vehicles are permitted to pass on the right under certain conditions

NC. Gen Stat § 20-150.1 When passing on the right is permitted — "The driver of a vehicle may overtake and pass upon the right of another vehicle only under the following conditions:

- (1) When the vehicle overtaken is in a lane designated for left turns;
- (2) Upon a street or highway with unobstructed pavement of sufficient width which have been marked for two or more lanes of moving vehicles in each direction and are not occupied by parked vehicles;
- (3) Upon a one-way street, or upon a highway on which traffic is restricted to one direction of movement when such street or highway is free from obstructions and is of sufficient width and is marked for two or more lanes of moving vehicles which are not occupied by parked vehicles;
- (4) When driving in a lane designating a right turn on a red traffic signal light."

18. Vehicles may be found guilty of reckless driving.

- a. *N.C. Gen. Stat. § 20-140 Reckless Driving* – “(a) Any person who drives any vehicle upon a highway or any public vehicular area carelessly and heedlessly in willful or wanton disregard of the rights or safety of others shall be guilty of reckless driving.
(b) Any person who drives any vehicle upon a highway or any public vehicular area without due caution and circumspection and at a speed or in a manner so as to endanger or be likely to endanger any person or property shall be guilty of reckless driving.”

19. Vehicles must yield the right of way to vehicles in certain situations

- a. *N.C. Gen. Stat. § 20-155 Right-of-way* “(a) When two vehicles approach or enter an intersection from different highways at approximately the same time, the driver of the vehicle on the left shall yield the right-of-way to the vehicle on the right.
(b) The driver of a vehicle intending to turn to the left within an intersection or into an alley, private road, or driveway shall yield the right-of-way to any vehicle approaching from the opposite direction which is within the intersection or so close as to constitute an immediate hazard.”
- b. *N.C. Gen. Stat. § 20-156 Exceptions to the right-of-way rule* – “(a) The driver of a vehicle about to enter or cross a highway from an alley, building entrance, private road, or driveway shall yield the right-of-way to all vehicles approaching on the highway to be entered.”
(b) Vehicles must to emergency vehicles when sirens or lights are turned on.

20. Several statutes governing post-crash behavior to motorists also apply to cyclists.

- a. *N.C. Gen Stat. 20-166 (a); (a1)* – The driver of any vehicle who knows or reasonably should know:
 - (1) That the vehicle which he or she is operating is involved in a crash; and
 - (2) That the crash has resulted in serious bodily injury, as defined in G.S. 14-32.4, or death to any person; shall immediately stop his or her vehicle at the scene of the crash. The driver shall remain with the vehicle at the scene of the crash until a law-enforcement officer completes the investigation of the crash or authorizes the driver to leave and the vehicle to be removed, unless remaining at the scene places the driver or others at significant risk of injury

(b) In addition to complying with the requirements of subsections (a) and (a1) of this section, the driver as set forth in subsections (a) and (a1) shall give his or her name, address, driver's license number and the license plate number of the vehicle to the person struck or the driver or occupants of any vehicle collided with, provided that the person or persons are physically and mentally capable of receiving such information, and shall render to any person injured in such crash reasonable assistance, including the calling for medical assistance if it is apparent that such assistance is necessary or is requested by the injured person. A violation of this subsection is a Class 1 misdemeanor.

(e) The Division of Motor Vehicles shall revoke the drivers license of a person convicted of violating subsection (a) or (a1) of this section for a period of one year, unless the court makes a finding that a longer period of revocation is appropriate under the circumstances of the case. If the court makes this finding, the Division of Motor Vehicles shall revoke that person's drivers license for two years. Upon a first conviction only for a violation of subsection (a1) of this section, a trial judge may allow limited driving privileges in the manner set forth in G.S. 20-179.3(b)(2) during any period of time during which the drivers license is revoked.
- b. *N.C. Gen Stat. 20-4.01 33(b) Reportable Crash* – “A crash involving a motor vehicle that results in one or more of the following:
 - a) Death or injury of a human being.

- b) Total property damage of one thousand dollars (\$1,000) or more, or property damage of any amount to a vehicle seized pursuant to G.S. 20-28.3.”

21. Vehicles should not “tail-gate” follow other vehicles too closely.

- a. *N.C. Gen Stat. 20-152 Following too closely* – “(a) The driver of a motor vehicle shall not follow another vehicle more closely than is reasonable and prudent, having due regard for the speed of such vehicles and the traffic upon and the condition of the highway.
(b) The driver of any motor vehicle traveling upon a highway outside of a business or residential district and following another motor vehicle shall, whenever conditions permit, leave sufficient space so that an overtaking vehicle may enter and occupy such space without danger, except that this shall not prevent a motor vehicle from overtaking and passing another motor vehicle. This provision shall not apply to funeral processions.”

22. Bicycle Operators should not park or leave any bicycles on the “paved or main-traveled portion” of a highway or bridge outside municipal corporate limits.

If a bicycle is left for more than 48 hours, it may be removed by a law enforcement officer, who will then be considered the legal possessor.

N.C. Gen. Stat § 20-161. Stopping on highway prohibited; warning signals; removal of vehicles from public highway – “(e) When any vehicle is parked or left standing upon the right-of-way of a public highway, including rest areas, for a period of 24 hours or more, the owner shall be deemed to have appointed any investigating law-enforcement officer his agent for the purpose of arranging for the transportation and safe storage of such vehicle and such investigating law-enforcement officer shall be deemed a legal possessor of the motor vehicle within the meaning of that term as it appears in G.S. 44A-2(d).”

23. Vehicles may not attempt any maneuvers that would prevent a passing vehicle from completing the pass.

- a. *N.C. Gen. Stat. § 20-149* “(b) Except when overtaking and passing on the right is permitted, the driver of an overtaken vehicle shall give way to the right in favor of the overtaking vehicle while being lawfully overtaken on audible signal and shall not increase the speed of his vehicle until completely passed by the overtaking vehicle.”

24. Bicycle racing requires special permits

- a. *N.C. Gen. Stat. § 20-171.2 Bicycle racing* – “(a) Bicycle racing on the highways is prohibited except as authorized in this section.
(b) Bicycle racing on a highway shall not be unlawful when a racing event has been approved by State or local authorities on any highway under their respective jurisdictions. Approval of bicycle highway racing events shall be granted only under conditions which assure reasonable safety for all race participants, spectators and other highway users, and which prevent unreasonable interference with traffic flow which would seriously inconvenience other highway users.
(c) By agreement with the approving authority, participants in an approved bicycle highway racing event may be exempted from compliance with any traffic laws otherwise applicable thereto, provided that traffic control is adequate to assure the safety of all highway users.”

25. Cyclists are restricted from trespassing in railroad rights-of-way

- a. *N.C. Gen Stat. § 14-280.1. Trespassing on railroad right-of-way* – “(a) Offense. - A person commits the offense of trespassing on railroad right-of-way if the person enters and remains on the railroad right-of-way without the consent of the railroad company or the person operating the railroad or without authority granted pursuant to State or federal law.

(b) Crossings. - Nothing in this section shall apply to a person crossing the railroad right-of-way at a public or private crossing.

(c) Legally Abandoned Rights-of-Way. - This section shall not apply to any right-of-way that has been legally abandoned pursuant to an order of a federal or State agency having jurisdiction over the right-of-way and is not being used for railroad services.

(d) Classification. - Trespassing on railroad right-of-way is a Class 3 misdemeanor (2000-146, s. 10)."

26. Local authorities may be limited in their ability to tailor vehicle laws.

a. *N.C. Gen. Stat. § 20-169. Powers of local authorities* – “Local authorities, except as expressly authorized by G.S. 20-141 and 20-158, shall have no power or authority to alter any speed limitations declared in this Article or to enact or enforce any rules or regulations contrary to the provisions of this Article, except that local authorities shall have power to provide by ordinances for any of the following:

(1) Regulating traffic by means of traffic or semaphores or other signaling devices on any portion of the highway where traffic is heavy or continuous.

(2) Prohibiting other than one-way traffic upon certain highways.

(3) Regulating the use of the highways by processions or assemblages.

(4) Regulating the speed of vehicles on highways in public parks.

(5) Authorizing law enforcement or fire department vehicles, ambulances, and rescue squad emergency service vehicles, equipped with a siren to preempt any traffic signals upon city streets within local authority boundaries or, with the approval of the Department of Transportation, on State highways within the boundaries of local authorities. The Department of Transportation shall respond to requests for approval within 60 days of receipt of a request.

Signs shall be erected giving notices of the special limits and regulations under subdivisions (1) through (4) of this section.”

Related laws: North Carolina is a “contributory negligence” state

The North Carolina Supreme court has summarized contributory negligence as follows:

"Every person having the capacity to exercise ordinary care for his own safety against injury is required by law to do so, and if he fails to exercise such care, and such failure, concurring and cooperating with the actionable negligence of defendant contributes to the injury complained of, he is guilty of contributory negligence. Ordinary care is such care as an ordinarily prudent person would exercise under the same or similar circumstances to avoid injury.... **Simply put, the existence of contributory negligence does not depend on plaintiff's subjective appreciation of danger; rather, contributory negligence consists of conduct which fails to conform to an objective standard of behavior -- "the care an ordinarily prudent person would exercise under the same or similar circumstances to avoid injury"** (emphasis in original.) *Clark v. Roberts*, 263 N.C. 336, 337, 139 S.E.2d 593, 593, (1965).

Other references to NC traffic laws pertaining to cyclists

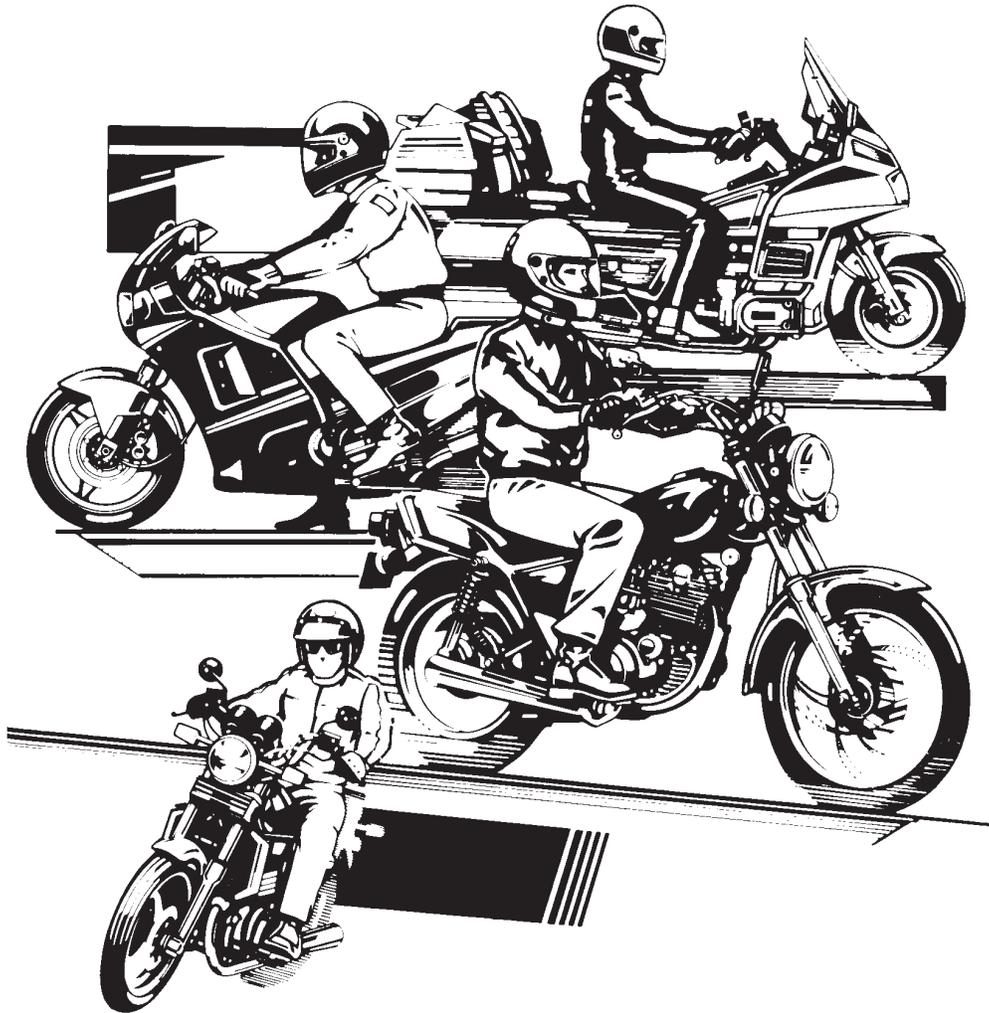
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Bike Law USA Ride Guide, A Guide to North Carolina Bicycle and Pedestrian Laws, Annotated North Carolina General Statutes (accessed through Lexis Advance)

North Carolina Drivers Handbook, NCDOT, p.77 (2014).

A Guide to North Carolina Bicycle and Pedestrian Laws, NCDOT (2004)

MOTORCYCLISTS' *HANDBOOK*



NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
Division of Motor Vehicles

Thirteenth Edition, September 2007

- **Secure the Load** — Fasten the load securely with elastic cords (bungee cords or nets). Elastic cords with more than one attachment point per side are more secure. A tight load won't catch in the wheel or chain, causing it to lock up and skid. Rope tends to stretch and knots come loose, permitting the load to shift or fall.
- **Check the Load** — Stop and check the load every so often to make sure it has not worked loose or moved.

GROUP RIDING

If you ride with others, do it in a way that promotes safety and doesn't interfere with the flow of traffic.

KEEP THE GROUP SMALL

Small groups make it easier and safer for car drivers who need to get around them. A small number isn't separated as easily by traffic or red lights. Riders won't always be hurrying to catch up. If your group is larger than four or five riders, divide it up into two or more smaller groups.

KEEP THE GROUP TOGETHER

- **Plan** — The leader should look ahead for changes and signal early so "the word gets back" in plenty of time. Start lane changes early to permit everyone to complete the change.
- **Put Beginners Up Front** — Place inexperienced riders just behind the leader, that way the more experienced riders can watch them from the back.
- **Follow Those Behind** — Let the tailender set the pace. Use your mirrors to keep an eye on the person behind. If a rider falls behind, everyone should slow

- down a little to stay with the tailender.
- **Know the Route** — Make sure everyone knows the route. Then, if someone is separated they won't have to hurry to keep from getting lost or taking a wrong turn. Plan frequent stops on long rides.

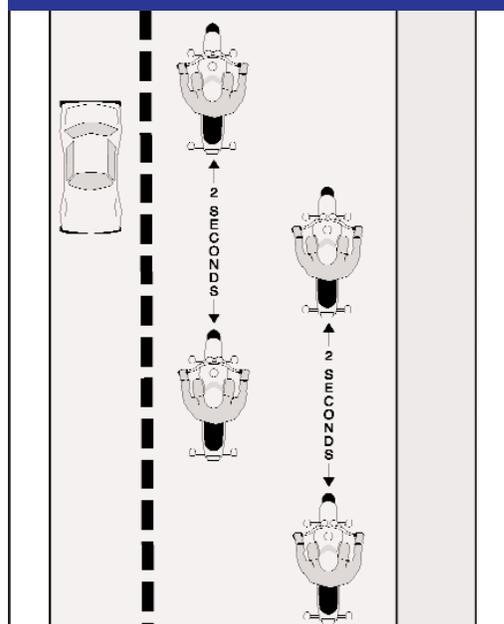
KEEP YOUR DISTANCE

Maintain close ranks but at the same time keep a safe distance to allow each rider in the group time and space to react to hazards. A close group takes up less space on the highway, is easier to see and is less likely to be separated. However, it must be done properly.

Don't Pair Up — Never operate directly alongside another rider. There is no place to go if you have to avoid a car or something on the road. To talk, wait until you are both stopped.

Staggered Formation — This is the best way to keep ranks close yet maintain an adequate space

STAGGERED FORMATION



cushion. The leader rides in the left side of the lane, while the second rider stays one second behind in the right side of the lane.

A third rider maintains in the left position, two seconds behind the first rider. The fourth rider would keep a two-second distance behind the second rider. This formation keeps the group close and permits each rider a safe distance from others ahead, behind and to the sides.

- **Passing in Formation** — Riders in a staggered formation should pass one at a time.
- **First, the lead rider should pull out** and pass when it is safe. After passing, the leader should return to the left position and continue riding at passing speed to open room for the next rider.
- **After the first rider passes safely**, the second rider should move up to the left position and watch for a safe chance to pass. After passing, this rider should return to the right position and open up room for the next rider.

Some people suggest that the leader should move to the right side after passing a vehicle. This is not a good idea. It encourages the second rider to pass and cut back in before there is a large enough space cushion in front of the passed vehicle. It's simpler and safer to wait until there is enough room ahead of the passed vehicle to allow each rider to move into the same position held before the pass.

Single-File Formation — It is best to move into a single-file formation when riding curves, turning, entering or leaving a highway.

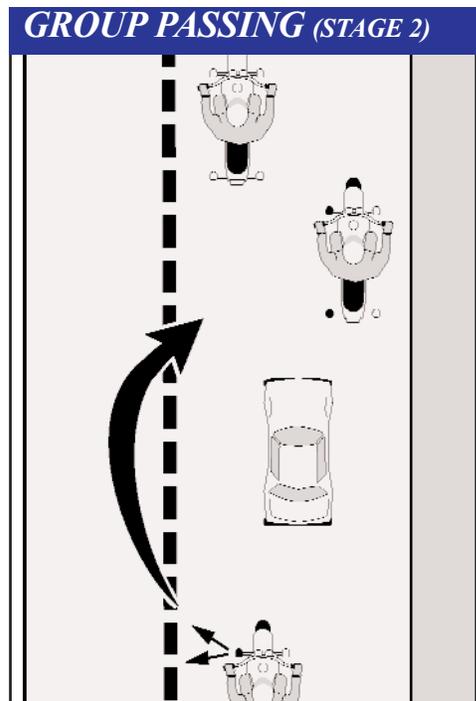
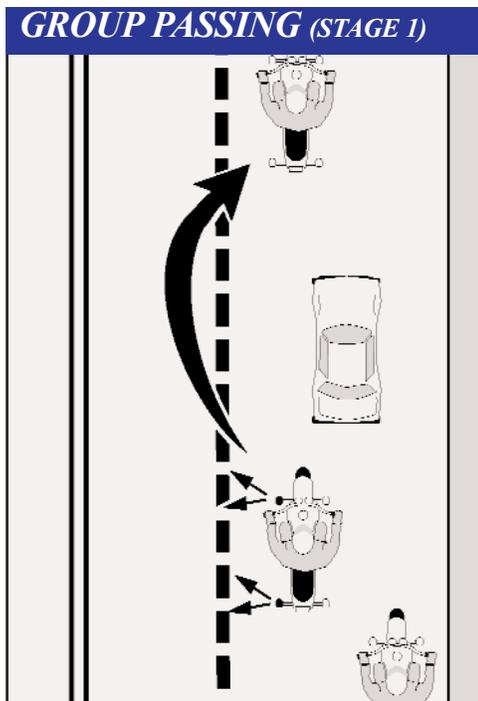
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Test Yourself

When riding in a group, inexperienced riders should position themselves:

- A. Just behind the leader.
- B. In front of the group.
- C. At the tail end of the group.
- D. Beside the leader.

Answer - page 42



Evolution of Stay-Right Laws

BikeWalk NC

Abstract

This paper provides an overview of the developmental history of stay-right laws for slower traffic in the United States, including generic laws applicable to all vehicles and special laws applicable only to bicycles. Particular attention is focused on the Uniform Vehicle Code (UVC) and the state laws of California and North Carolina. The paper concludes with BikeWalk NC's reasons for recommending that North Carolina preserve its existing generic stay-right law.



A car stuck on an unpaved Johnston County Road in 1909. [Image: State Archives of NC]

The Generic Stay-Right Laws

The generic stay-right laws affecting all vehicles evolved over many decades as roadway surfaces improved, roads were widened, speeds increased, and lane markings became common. Modern traffic laws define the slower-traffic-stay-right rule separately from the drive-on-the-right-half-of-the-road rule, but they originated as a single rule.

In 1926, lane markings were rare, and poor surface conditions at the edge of narrow roads often resulted in drivers traveling down the middle of the road. Such drivers would move over to the right to accommodate opposite-direction traffic or passing traffic (faster drivers would usually honk the horn to alert the slower driver to move to the right half of the road). The 1926 UVC stay-right law combined the right-half and slow-vehicle rules into a single stay-right rule that accommodated operating left of center when surface conditions were poor.

In the 1930 UVC a separate stay-right rule was created for roadways with lane markings. This rule required drivers to use the right hand marked lane except when passing or preparing to turn left. The slower-vehicle stay-right rule for unmarked roadways remained combined with the right-half rule.

In the 1948 UVC, the right-half rule was placed in its own section with detailed exceptions. The slower-traffic-stay right rules for marked lanes and unmarked roads were consolidated into one section. Where marked travel lanes were provided, slower drivers would use the right hand marked lane; on roads without marked lanes, slower drivers would operate as far right as practicable. North Carolina's current slower-traffic-stay-right rule is virtually identical to this 1948 UVC rule.

UVC 1926 (Combined Right-Half, Stay-Right)

Section 10. Drive on Right Side of Highway.

...Upon all highways of sufficient width, except upon one way streets, the driver of a vehicle shall drive the same upon the **right half of the highway and shall drive a slow moving vehicle as closely as possible to the right-hand edge or curb of such highway, unless it is impracticable to travel on such side of the highway** and except when overtaking and passing another vehicle subject to the limitations applicable in overtaking and passing set forth in Sections 13 and 14 of this act.

UVC 1930 (Added Separate Section for Marked Lanes)

Section 26. Drive on Right Side of Highway

(a) Upon all highways of sufficient width other than one way highways except upon oneway streets the driver of a vehicle shall drive the same upon the **right half of the highway [and shall drive a slow moving vehicle as closely as possible to the right hand edge or curb of such highway,] except when the right half is out of repair and for such reason impassable [unless it is impracticable to travel on such side of the highway]** or when overtaking and passing another vehicle subject to the limitations [applicable in overtaking and passing] set forth in Section 30 [Sections 13 and 14].

(b) In driving upon the right half of the highway the driver shall drive as closely as practicable to the right hand edge or curb of the highway except when overtaking or passing another vehicle, or when placing a vehicle in position to make a left turn.

(d) In driving upon a one way highway the driver shall drive as closely as practicable to the right hand edge or curb of the highway except when overtaking or passing or traveling parallel with another vehicle or when placing a vehicle in position to make a left turn.

Section 27 **Special Regulations Applicable on Streets and Highways Laned for Traffic.** Whenever any street or highway has been divided into clearly marked lanes for traffic drivers of vehicles shall obey the following regulations:

(a) A vehicle shall normally be driven **in the lane nearest the right hand edge or curb of the highway when said lane is available for travel** except when overtaking another vehicle or in preparation for a left turn....

UVC 1948 (Separated Right-Half, Combined Stay-Right for Laned/Unlaned)

11-301 Drive on Right Side of Roadway - Exceptions

(a) Upon all roadways of sufficient width a vehicle shall be driven upon the **right half of the roadway** except as follows ...

(b) Upon all roadways any vehicle proceeding at less the normal speed of traffic at the time and place and the conditions then existing shall be driven **in the right lane then available for traffic, or as close as practicable the right hand curb or edge of the roadway,** except overtaking and passing another vehicle proceeding in the same direction or when preparing for a left turn at an intersection or into a private road or driveway.

NC § 20-146. (b) (Current - 2015)

§ 20-146. (b) Upon all highways any vehicle proceeding at less than the legal maximum speed limit shall be driven in the right-hand lane then available for thru traffic, or as close as practicable to the right-hand curb or edge of the highway, except when overtaking and passing another vehicle proceeding in the same direction or when preparing for a left turn.

The Bicycle-Specific Stay-Right Rule

Ever since the original 1926 version, the UVC has defined bicyclists as having the rights and duties of drivers of vehicles. NC statute also defines a bicycle as a vehicle. All the normal rules of the road for drivers of vehicles, including the stay-right rules, applied equally to bicyclists until bicycle-specific rules were written to override them.

UVC 1926

“Vehicle.” Every device in, upon or by which any person or property is or may be transported or drawn upon a public highway, excepting devices moved by human power or used exclusively upon stationary rails or tracks; provided, that for the purposes of (Title II of) this act, a bicycle or a ridden animal shall be deemed a vehicle.

NC § 20-4.01(49) (Current - 2015)

§ 20-4.01(49) Vehicle. – ...for the purposes of this Chapter bicycles shall be deemed vehicles and every rider of a bicycle upon a highway shall be subject to the provisions of this Chapter applicable to the driver of a vehicle except those which by their nature can have no application.

In 1944, a new bicycle-specific rule was introduced into the UVC requiring bicyclists to operate differently from other drivers. It required bicyclists to stay far to the right regardless of lane markings, speed, destination, or traffic conditions. No evidence has been uncovered to suggest that any bicyclist organizations were consulted during the creation of this rule.

UVC 1944 – First Bicycle-Specific Stay-Right Rule

UVC 11-1205 – Riding on roadways and bicycle paths

(a) Any person operating a bicycle upon a roadway shall ride as near to the right-hand side of the roadway as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction.

In 1963 the California Highway Patrol sponsored Assembly Bill 1296 to incorporate the bicycle-specific stay-right law into California law. On May 9, 1963 the Office of the Commissioner of the CHP wrote: “This will enable the development of a more effective safety program when the youngsters can see the simple and clear cut rules they are to obey.”¹ On May 15, 1963 Governor Pat Brown was advised that “The bill (1296) is sponsored by the Department of California Highway Patrol...There is no known opposition to the bill.” However, there is no record of the CHP or legislature contacting adult bicyclist organizations regarding the new rule, nor any record of a study being made of the safety implications of such a rule at that time.

¹ <https://docs.google.com/document/d/1t8Zpm5iqWpIG2YwhEbswj4z-e6CCOqiFmeCewwSYts/>

This bicycle-specific stay-right rule was never adopted into law by North Carolina, Massachusetts, Pennsylvania, Indiana, Iowa or Arkansas. Other states adopted some version of it. New York's version explicitly describes the intent of the law as preventing bicyclists from slowing motor traffic:

New York § 1262 VAT Title 7 Article 34

§ 1234. Riding on roadways, shoulders, bicycle or in-line skate lanes and bicycle or in-line skate paths. (a) Upon all roadways, any bicycle or in-line skate shall be driven either on a usable bicycle or in-line skate lane or, if a usable bicycle or in-line skate lane has not been provided, near the right-hand curb or edge of the roadway or upon a usable right-hand shoulder in such a manner as to prevent undue interference with the flow of traffic except when preparing for a left turn or when reasonably necessary to avoid conditions that would make it unsafe to continue along near the right-hand curb or edge.

Opposition to the Bicycle Stay-Right Rule

As states began to enforce the bicycle-specific stay-right rule, experienced adult bicyclists found that it conflicted with safe and efficient bicycling practices. In 1975, the NCUTLO commissioned its Panel on Bicycle Laws to study bicycling issues. The Panel recommended repeal of UVC § 11-1205(a). It wrote²:

5. Position on Roadway

Panel Recommendation: Delete UVC § 11-1205(a) and allow bicyclists to use the roadway under the same conditions as other drivers.

Summary of Deliberations: UVC § 11-1205(a) requires bicyclists to ride as close as practicable to the right hand side of the roadway. This provision is very unpopular with bicyclists for a number of reasons. It treats the bicyclist as a second class road user who does not really have the same rights enjoyed by other drivers but who is tolerated as long as he uses a bare minimum of roadway space at the side of the road. The provision is also frequently misunderstood by bicyclists, motorists, policemen and even, unfortunately, judges. The provision requires the bicyclist to be as close to the side of the road as is practicable, which we all understand to mean possible, safe and reasonable. But many people apparently don't understand the significance of the word practicable, and read the law as requiring a constant position next to the curb. Even where the significance of the word practicable is recognized, the bicyclist is exposed to the danger of policemen and judges who may have a different idea about what is possible, safe and reasonable, and he is exposed to the very real danger of motorists who, because of their misconception of this law, will expect the bicyclist to stay next to the curb and will treat him with hostility if he moves away from that position.

The side of the road is a very dangerous place to ride. The bicyclist is not nearly as visible here as he is out in the center of a lane. Also there is reason to believe that motorists don't respect a bicycle as a vehicle when it is hugging the side of the road. It is at the side of the road where all the dirt, broken glass, wire, hub caps, rusty mufflers, and other road debris collects, and it is hazardous to try to ride through this mess. Storm sewer grates are generally at the side of the road. The roadway is frequently less well maintained in this position. Also, in urban areas there is frequently a dangerous ridge where the roadway pavement meets the gutter, and the bicyclist must try to ride parallel with this ridge without hitting it. A bicyclist riding near the right edge of the roadway is also in substantially greater

² Report of the Panel on Bicycle Laws: <https://docs.google.com/file/d/0B8yYISlJo3DfbnVRVUhxVExLaDQ/>

danger from vehicles cutting in front of him to turn right than is the bicyclist who rides out in the middle of the right lane.

UVC § 11-301(b) requires all vehicles proceeding at less than the normal speed of traffic at the time and place and under the conditions then existing to stay in the right hand lane, or as close as practicable to the right-hand curb or edge of the roadway, except when passing or preparing for a left turn. This law will effectively require bicycles to stay in the right lane (although it will not require them to stay near the right edge of the roadway) when moving slower than other traffic. This is all that is needed.

The NCUTLO did not adopt the recommendation of its Panel on Bicycle Laws. Instead, it later attempted to patch § 11-1205(a) with a series of exceptions to try to address some of the operational issues that bicyclists had with the law. These exceptions are discussed in the next section.

After the NCUTLO went inactive, the NCUTCD took up the task of revising the UVC. In 2013 the NCUTCD Bicycle Technical Committee invited stakeholder feedback on proposed changes to § 11-1205. The California Association of Bicycling Organizations, one of the sponsored solicited for comments, replied as follows:

[W]e believe that removal of § 11-1205(a) is by far the most important change that can be taken to insure that bicyclists have the same rights of the road as other drivers. The deletion of § 11-1205(a) is long overdue, and was first proposed by the NCUTLO Panel on Bicycle Laws in 1975. That report provided a thorough and compelling rationale (with which CABO fully endorses) for the removal of § 11-1205(a) from the UVC.

Patching UVC § 11-1205(a)

Bicyclist organizations and knowledgeable advocates across the country have identified numerous situations where it is unsafe or disadvantageous for bicyclists to ride at the edge of a roadway³. In 1974 the California Statewide Bicycle Committee recommended a number of amendments to California's law to provide exceptions to the requirement that bicyclists stay at the road edge. These amendments became law in 1976. In 1979, the NCUTLO folded these amendments into the UVC, and added another exception in 2000. The most recent (2000) UVC section on bicyclists' position on the roadway now reads as follows:

³ Reasons for cycling away from road edge include :

- Cycling at prevailing or high speed
- Queuing with other traffic
- Destination positioning/avoiding right hook collisions
- Narrow lanes/deter unsafe passing
- Surface hazards near edge (risk of punctures or falls)
- Door zone hazards
- Improved conspicuity (esp. at junctions) and sight lines
- Increased response time at junctions
- Passing, group rotation
- Communicating with another bicyclist

UVC 2000

11-1205 Position on roadway

(a) Any person operating a bicycle or a moped upon a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride as close as practicable to the right-hand curb or edge of the roadway except under any of the following situations:

- 1. When overtaking and passing another bicycle or vehicle proceeding in the same direction.*
- 2. When preparing for a left turn at an intersection or into a private road or driveway.*
- 3. When reasonably necessary to avoid conditions including, but not limited to, fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals, surface hazards, or substandard width lanes that make it unsafe to continue along the right-hand curb or edge. For purposes of this section, a "substandard width lane" is a lane that is too narrow for a bicycle and a vehicle to travel safely side by side within the lane.*
- 4. When riding in the right turn only lane.*

(b) Any person operating a bicycle or a moped upon a one-way highway with two or more marked traffic lanes may ride as near the left-hand curb or edge of such roadway as practicable.

Exception #3 is essentially a catch-all provision that the authors thought would allow bicyclists to judge for themselves when it is reasonably safe to ride at the roadway edge to facilitate same-lane passing versus occupying the right-hand lane like other traffic. And since most marked travel lanes are only 10-12 feet wide – too narrow for safe passing distance between a bicyclist and the average car or pickup truck – adult bicyclist safety education programs taught cyclists that this exception allowed them to ride near the center of most travel lanes for their own self-preservation.

Continued Enforcement Issues for Bicyclists

Police in states with bicyclists-stay-right laws continued to stop and cite bicyclists for riding away from the right edge of narrow lanes despite the explicit exceptions. Police do not generally receive detailed training on bicycle laws; many police officers in states with a bicycles-stay-right requirement are unaware of the legal exceptions. Like most other members of the public, most police are unaware of the safety benefits of operating a bicycle near the center of a marked lane. As a result, knowledgeable bicyclists who exercise defensive bicycling practices in narrow lanes have had to challenge unfair citations in court. Examples of such citations include recent cases in Florida⁴ and California^{5 6}.

In states that did not adopt a bicycle-specific stay-right law, including North Carolina, citations of bicyclists for failure to stay to the right are practically unheard of. Police in these states who are unfamiliar with the legal and safety issues will occasionally make improper stops of bicyclists, but after talking with the bicyclists and consulting the written law, let the bicyclists continue as they were. (This in fact happened to Study Committee member Steven Goodridge in Cary in 2010.) Exceptions exist in municipalities that have adopted their own local traffic ordinances that conflict with state law. In Chapel Hill, bicyclist Wayne Pein

⁴ Florida Cyclists: Guy Hackett, Ryan Scofield: "Cyclist fights ticket for using full lane, and wins" <http://www.news-press.com/story/news/local/2015/01/28/cyclist-fights-ticket-using-full-lane-wins/22494755/>

⁵ California: David Kramer (6/29/2014), Scott Golper (7/6/2014), Greg Liebert (11/10/2013)

⁶ California: <http://bikinginla.com/2014/07/07/la-sheriffs-deputies-ticket-pch-cyclists-in-clear-violation-of-the-law-lacbc-demands-fair-and-legal-treatment/>

was stopped by CH Police while accelerating downhill in the center of the rightmost lane of a four lane road. The officer was unable to find a state law that Mr. Pein had violated, but did find a local ordinance, §21-42(c), enacted in 1981, that required bicyclists to stay to the right edge of the road, and cited him for that. Mr. Pein challenged the ticket in court, and lost. After the Chapel Hill Town Council received complaints about their local bicycle ordinance being in conflict with state law and best bicycling practices, the Council ultimately repealed the ordinance in 2015.

BikeWalk NC Recommendation on Bicycle-Specific Stay-Right Laws

There are three fundamental problems with bicycle-specific stay-right laws as they have been proposed, enacted, and revised in ways that assign bicyclists inferior rights to marked travel lanes:

1. Most marked lanes are too narrow for same-lane passing to be safe. The rule and its exceptions are presented backwards.
2. If a stay-right law does not make it clear that it is up to the bicyclist's judgement to decide when to operate away from the lane edge, then bicyclists who employ defensive bicycle driving techniques face constant threat of citation or harassment by less knowledgeable police officers who have different opinions of where bicyclists should ride.
3. If a bicycle-specific stay-right law truly allows a bicyclist discretion on where to operate in a marked lane, it is unenforceable and unnecessary.

By comparison, the generic stay-right law addresses all vehicle types and provides equitable treatment for users of marked travel lanes. This raises the question of what, if any, valid motivation exists for a bicycle-specific stay-right law. It is quite rare for bicyclists to use a full lane when the usable width of that lane is truly wide enough for safe same-lane passing and such passing would be advantageous and appropriate under the conditions present. Rather, motorist complaints about bicyclists using a full lane almost always involve narrow lanes where same-lane passing would be unsafe. Bicyclists using a full lane in daylight are rarely involved in car-bike collisions, while most motorist-overtaking collisions involve bicyclists riding at the right edge of narrow lanes. For these reasons, BikeWalk NC opposes enactment of a bicycle-specific stay-right law or modification of the state's existing stay-right law.

Safe Passing Principles and Laws

BikeWalk NC

Abstract

This paper provides an overview of existing passing laws in North Carolina and other states as related to safe passing of bicyclists. Operational, geometric and enforcement issues related to same-lane versus next-lane passing are discussed. Recommendations by BikeWalk NC are presented in the concluding remarks.

Current North Carolina Passing Laws

Existing state law identifies the conditions required for safe and legal passing based on traffic conditions, road features and sight distances. Passing of vehicles must be done on the left unless in a separate marked lane. Passing within the same marked lane is permitted only when it can be done safely and at no less than two feet of separation under NC law. Drivers who move into the adjacent lane to pass must yield to other drivers in that lane before doing so, and may not move back into the passed drivers' lane until safely clear. When the adjacent lane carries opposite-direction traffic, drivers must not pass where limited sight distance prevents sufficiently early detection of oncoming traffic that may be affected by the pass, or at an intersection. Passing may be prohibited by roadway markings, typically due to insufficient sight distance to safely pass a motor vehicle traveling just below the speed limit.

§ 20-146. Drive on right side of highway; exceptions

(a) Upon all highways of sufficient width a vehicle shall be driven upon the right half of the highway except as follows:

- (1) When overtaking and passing another vehicle proceeding in the same direction under the rules governing such movement;*
- (2) When an obstruction exists making it necessary to drive to the left of the center of the highway; provided, any person so doing shall yield the right-of-way to all vehicles traveling in the proper direction upon the unobstructed portion of the highway within such distance as to constitute an immediate hazard;*

[...]

(d) Whenever any street has been divided into two or more clearly marked lanes for traffic, the following rules in addition to all others consistent herewith shall apply.

- (1) A vehicle shall be driven as nearly as practicable entirely within a single lane and shall not be moved from such lane until the driver has first ascertained that such movement can be made with safety.*

§ 20-149. Overtaking a vehicle.

(a) The driver of any such vehicle overtaking another vehicle proceeding in the same direction shall pass at least two feet to the left thereof, and shall not again drive to the right side of the highway until safely clear of such overtaken vehicle. This subsection shall not apply when the overtaking and passing is done pursuant to the provisions of G.S. 20-150.1.

(b) Except when overtaking and passing on the right is permitted, the driver of an overtaken vehicle shall give way to the right in favor of the overtaking vehicle while being lawfully overtaken on audible signal and shall not increase the speed of his vehicle until completely passed by the overtaking vehicle.

Failure to comply with this subsection:

(1) Is a Class 1 misdemeanor when the failure is the proximate cause of a collision resulting in serious bodily injury.

(2) Is a Class 2 misdemeanor when the failure is the proximate cause of a collision resulting in bodily injury or property damage.

(3) Is, in all other cases, an infraction.

§ 20-150. Limitations on privilege of overtaking and passing.

(a) The driver of a vehicle shall not drive to the left side of the center of a highway, in overtaking and passing another vehicle proceeding in the same direction, unless such left side is clearly visible and is free of oncoming traffic for a sufficient distance ahead to permit such overtaking and passing to be made in safety.

(b) The driver of a vehicle shall not overtake and pass another vehicle proceeding in the same direction upon the crest of a grade or upon a curve in the highway where the driver's view along the highway is obstructed within a distance of 500 feet.

(c) The driver of a vehicle shall not overtake and pass any other vehicle proceeding in the same direction at any railway grade crossing nor at any intersection of highway unless permitted so to do by a traffic or police officer. For the purposes of this section the words "intersection of highway" shall be defined and limited to intersections designated and marked by the Department of Transportation by appropriate signs, and street intersections in cities and towns.

(d) The driver of a vehicle shall not drive to the left side of the centerline of a highway upon the crest of a grade or upon a curve in the highway where such centerline has been placed upon such highway by the Department of Transportation, and is visible.

(e) The driver of a vehicle shall not overtake and pass another on any portion of the highway which is marked by signs, markers or markings placed by the Department of Transportation stating or clearly indicating that passing should not be attempted.

(f) The foregoing limitations shall not apply upon a one-way street nor to the driver of a vehicle turning left in or from an alley, private road, or driveway.

§ 20-150.1. When passing on the right is permitted.

The driver of a vehicle may overtake and pass upon the right of another vehicle only under the following conditions:

(1) When the vehicle overtaken is in a lane designated for left turns;

(2) Upon a street or highway with unobstructed pavement of sufficient width which have been marked for two or more lanes of moving vehicles in each direction and are not occupied by parked vehicles;

(3) Upon a one-way street, or upon a highway on which traffic is restricted to one direction of movement when such street or highway is free from obstructions and is of sufficient width and is marked for two or more lanes of moving vehicles which are not occupied by parked vehicles;

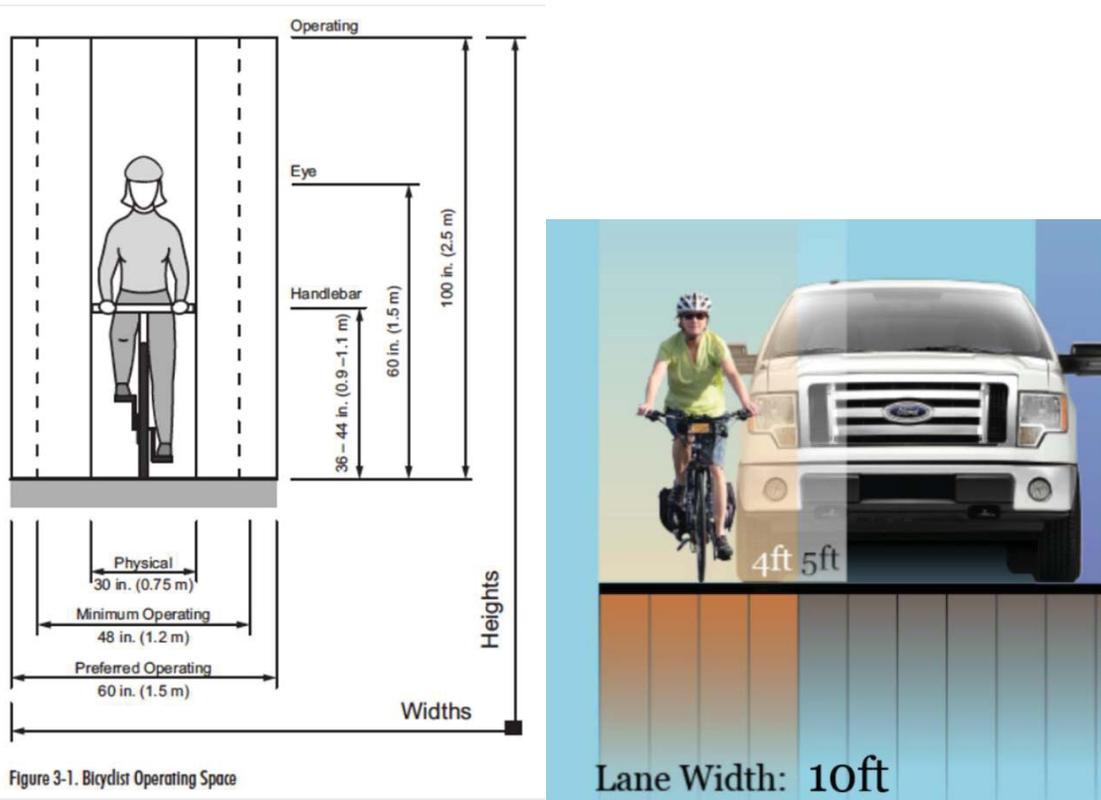
(4) When driving in a lane designating a right turn on a red traffic signal light. (1953, c. 679.)

NC § 20-146. (b) (Current - 2015)

§ 20-146. (b) Upon all highways any vehicle proceeding at less than the legal maximum speed limit shall be driven in the right-hand lane then available for thru traffic, or as close as practicable to the right-hand curb or edge of the highway, except when overtaking and passing another vehicle proceeding in the same direction or when preparing for a left turn.

Bicyclist Operating Space and Passing Distance

Bicyclists must move laterally to maintain balance and to avoid surface hazards. They require a significant area of good pavement to both sides of their wheels to facilitate control and recovery. AASHTO defines the minimum operating space for a bicyclist to be 48 inches, and the preferred operating space to be at least 60 inches. Bicyclists can be destabilized by wind blasts from passing vehicles, and are not surrounded by a safety cage. For these reasons, greater minimum passing distance is recommended for passing bicyclists than for passing dual track vehicles. Three feet is commonly described as a minimum safe distance for passing bicyclists, but greater distance is recommended as speeds increase. Scale diagrams of different vehicles, pavement widths and remaining clearance distances for same-lane passing are shown below.



Left: AASHTO “Bike Guide” illustration of bicyclist operating space. Right: A pickup truck cannot pass an edge-riding bicyclist within the same 10 foot wide travel lane.



Above: The minimum pavement width for safe passing of a bicyclist by most cars, SUVs and pickup trucks is 14 feet. The minimum pavement width required for safe passing by a truck, landscaping trailer, or bus is 16 feet. Greater width is required as speeds increase. [Images: see <http://iamtraffic.org/resources/interactive-graphics/>]

Some urban streets feature lanes that are 14 feet or wider, sometimes to facilitate passing of parked vehicles or bicycle traffic. The minimum recommended combined width for a general purpose lane and adjacent bicycle lane is 16 feet to accommodate safe passing by wide vehicles such as trucks and buses. However, most important roads feature only general purpose marked travel lanes that are 10 to 12 feet wide. In North Carolina, 74% car-bike collisions occur on two-lane roads. Most of these occur in rural areas, and most involve roads with posted speed limits of 40 mph or greater.¹ BikeWalk NC's investigations of overtaking collisions indicate that most such collisions involve narrow travel lanes where the bicyclist was operating at the right edge of the lane.

¹ http://www.pedbikeinfo.org/pbcat_nc/_bikequery.cfm

Minimum Passing Distance Requirements in US States

About half of US states define three feet as the minimum lateral clearance distance for legal passing of bicyclists. A summary of state requirements for passing distance appears below.

Minimum Passing Distance	State
Function of Speed (5' at 50 mph)	New Hampshire
4 Feet	Pennsylvania
3 Feet	Arizona, Arkansas, California, Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Kansas, Louisiana, Maine, Maryland, Minnesota, Mississippi, Nebraska, Nevada, Oklahoma, South Dakota, Tennessee, Utah, Wisconsin, Wyoming
2 Feet	North Carolina, Virginia
"Safe Distance"	Alabama, Alaska, Hawaii, Idaho, Indiana, Iowa, Massachusetts, Michigan, Missouri, New Jersey, New Mexico, New York, North Dakota, Ohio, Oregon, Rhode Island, South Carolina, Texas, Vermont, Washington, West Virginia
"Reasonably Clear"	Kentucky
"Safely without endangering"	Montana

Source: http://bikeleague.org/sites/default/files/safe_passing_laws.pdf

Solid Centerline/No Passing Zone Exceptions

The minimum operating space and passing distance required for safety means that motor vehicle drivers cannot pass bicyclists safely within most marked travel lanes (10-12 feet wide), and therefore must usually move into the next lane to pass safely. On many two-lane roads, solid centerlines are often marked indicating a prohibition on use of the adjacent lane to pass. Engineering policy for marking solid versus broken centerlines is based on the minimum sight distance required to pass a motor vehicle traveling just below the maximum posted speed limit.² The sight distance required to pass a slow moving bicyclist in the next lane is much shorter. For instance, safely passing a motorist traveling at 35 mph on a 45 mph road requires a sight distance 600 feet longer than passing a 15 mph bicyclist on the same road.³ Most motorists recognize this, and will cross a solid centerline to pass a bicyclist when there is no risk of collision with oncoming traffic.

Practically no motorists will follow a bicyclist for miles at reduced speed (waiting until they reach a broken centerline), but some may be tempted to squeeze by within the bicyclist's lane at unsafe distance, or to pass without yielding to oncoming traffic. Most daytime overtaking car-bike collisions involve failed attempts at same-lane passing in narrow lanes. Many public safety officials, including many police, want to encourage

² NCHRP Report 605, Passing Sight Distance Criteria, Transportation Research Board, 2008.

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_605.pdf

³ 2. Consider a driver planning a pass on a 45 mph road. Observation of real-world behavior shows that drivers take an average of seven seconds to pass a 15 mph bicyclist (with a speed differential of 10 mph), but an average of ten seconds to pass a 35 mph car. A seven second pass at 25 mph covers about 256 feet worst case (shorter with acceleration). By comparison, a ten second pass at 45 mph covers about 660 feet. An oncoming 45 mph driver travels 462 feet in seven seconds and 660 feet in 10 seconds. Calculation of the required minimum safe passing sight distance in the average bicyclist case includes the total traveled distance of 256+462 = 718 feet, 602 feet shorter than in the average motorist case (660+660=1320).

drivers to pass bicyclists more safely, but may feel hindered from giving useful advice by the solid centerline law⁴.

Police in some states (such as Florida⁵) have turned to the “obstruction” exception as a rationale for allowing motorists to go left of center to pass slow moving bicyclists safely in a no passing zone. In NC the obstruction exception appears in § 20-146(a)(2):

When an obstruction exists making it necessary to drive to the left of the center of the highway; provided, any person so doing shall yield the right-of-way to all vehicles traveling in the proper direction upon the unobstructed portion of the highway within such distance as to constitute an immediate hazard;

N.C. Highway Patrol 1st Sgt. Brian Gilreath provides the following explanation of how the exception could apply:

“As long as you don’t affect the movement of oncoming traffic — that’s where common sense comes in — you’re allowed to go left of center to avoid hazards and obstructions in the roadways,” Gilreath said. “Take for example if a farmer drops a bale of hay in the roadway, and you need to go around it. Even though you’re left of center, you have not violated the law. [...] An officer would have a hard time convincing a judge that you’re supposed to ride behind a bicyclist for 10-15 miles.... “

- Citizen Times, 8/19/2014 <http://www.citizen-times.com/story/news/local/2014/08/19/answer-man-legally-pass-cyclist/14312653/>

A stationary obstruction such as a fallen tree limb could be found anywhere, including places where there is only enough sight distance for an oncoming driver to stop. If a driver proceeds left of center around an obstruction at *sufficiently slow speed* when no conflicting traffic is visible, oncoming drivers who arrive from beyond view should be able slow or stop in time to avoid collision and allow completion of the maneuver (because all drivers are required to limit their speed so that they can stop within their sight distance). The obstruction exception law does not prohibit the passing driver from requiring oncoming traffic to slow, it only requires that the passing driver not create an immediate hazard. It is the short distance required for passing a stationary obstruction that makes this maneuver safe in most places. But if the obstruction is actually a moving object, this increases the distance and time required to pass as a function of the object’s speed. Drivers tend to be very good at estimating the time and distance required to pass stationary and slow moving vehicles, but less accurate as speeds increase. Grave mistakes made at high speeds are what motivated the installation of the solid centerlines that designate no passing zones.

Many bicyclists, police, and legislators recognize the inadequacy of treating bicyclists as “obstructions” under the law, while also recognizing that solid centerlines are unreasonably restrictive in the context of passing slow moving bicyclists. As a result, states are moving toward relaxing the solid centerline passing prohibition for passing of bicyclists under conditions where such passing is safe. At the time of this writing, eight states (Colorado, Maine, Mississippi, Montana, Ohio, Pennsylvania, Utah and Wisconsin) have provisions in their passing laws to allow crossing a solid centerline to pass a bicyclist when safe, as shown below.

⁴ http://www.slowtwitch.com/Interview/CHP_talks_to_Slowtwitch_4723.html

⁵ See Florida Bicycle Law Enforcement Guide at http://www.floridabicycle.org/resources/pdfs/PEGLEG_2012.pdf

Colorado

42-4-1005. Limitations on overtaking on the left

(1) No vehicle shall be driven to the left side of the center of the roadway in overtaking and passing another vehicle proceeding in the same direction unless authorized by the provisions of this article and unless such left side is clearly visible and is free of oncoming traffic for a sufficient distance ahead to permit such overtaking and passing to be completed without interfering with the operation of any vehicle approaching from the opposite direction or any vehicle overtaken. In every event the overtaking vehicle must return to an authorized lane of travel as soon as practicable and, in the event the passing movement involves the use of a lane authorized for vehicles approaching from the opposite direction, before coming within two hundred feet of any approaching vehicle.

(2) No vehicle shall be driven on the left side of the roadway under the following conditions:

(a) When approaching or upon the crest of a grade or a curve in the highway where the driver's view is obstructed within such distance as to create a hazard in the event another vehicle might approach from the opposite direction;

(b) When approaching within one hundred feet of or traversing any intersection or railroad grade crossing; or

(c) When the view is obstructed upon approaching within one hundred feet of any bridge, viaduct, or tunnel.

(3) The department of transportation and local authorities are authorized to determine those portions of any highway under their respective jurisdictions where overtaking and passing or driving on the left side of the roadway would be especially hazardous and may by appropriate signs or markings on the roadway indicate the beginning and end of such zones. Where such signs or markings are in place to define a no-passing zone and such signs or markings are clearly visible to an ordinarily observant person, no driver shall drive on the left side of the roadway within such no-passing zone or on the left side of any pavement striping designed to mark such no-passing zone throughout its length.

(4) The provisions of this section shall not apply:

(a) Upon a one-way roadway;

(b) Under the conditions described in section 42-4-1001 (1) (b);

(c) To the driver of a vehicle turning left into or from an alley, private road, or driveway when such movement can be made in safety and without interfering with, impeding, or endangering other traffic lawfully using the highway; or

(d) To the driver of a vehicle passing a bicyclist moving the same direction and in the same lane when such movement can be made in safety and without interfering with, impeding, or endangering other traffic lawfully using the highway.

Maine

Title 29-A: MOTOR VEHICLES HEADING: PL 1993, C. 683, PT. A, §2 (NEW); PT. B, §5 (AFF)

Chapter 19: OPERATION HEADING: PL 1993, C. 683, PT. A, §2 (NEW); PT. B, §5 (AFF)

Subchapter 1: RULES OF THE ROAD HEADING: PL 1993, C. 683, PT. A, §2 (NEW); PT. B, §5 (AFF)

§2070. Passing another vehicle

1. Passing on left. An operator of a vehicle passing another vehicle proceeding in the same direction must pass to the left at a safe distance and may not return to the right until safely clear of the passed vehicle. An operator may not overtake another vehicle by driving off the pavement or main traveled portion of the way.

[1997, c. 653, §11 (AMD) .]

1-A. Passing bicycle or roller skier. An operator of a motor vehicle that is passing a bicycle or roller skier proceeding in the same direction shall exercise due care by leaving a distance between the motor vehicle and the bicycle or roller skier of not less than 3 feet while the motor vehicle is passing the bicycle or roller skier. A motor vehicle operator may pass a bicycle or roller skier traveling in the same direction in a no-passing zone only when it is safe to do so.

Mississippi

MS Code § 63-3-1309 (2013)

(1) While passing a bicyclist on a roadway, a motorist shall leave a safe distance of not less than three (3) feet between his vehicle and the bicyclist and shall maintain such clearance until safely past the bicycle.

(2) A motor vehicle operator may pass a bicycle traveling in the same direction in a nonpassing zone with the duty to execute the pass only when it is safe to do so.

(3) The operator of a vehicle that passes a bicyclist proceeding in the same direction may not make a right turn at any intersection or into any highway or driveway unless the turn can be made with reasonable safety.

Montana

61-8-326 (2) (a) Except as provided in subsection (b), where official traffic control devices are in place to define a no-passing zone as set forth in subsection (1) an operator of a vehicle may not drive on the left side of the center of the roadway within the no-passing zone or on the left side of a pavement striping designed to mark the no-passing zone throughout its length.

(b) Subsection (2)(a) does not apply to the operator of a faster vehicle passing a bicycle when:

(i) the bicycle is traveling at less than half the posted speed limit;

(ii) the faster vehicle is capable of overtaking and passing the bicycle without exceeding the posted speed limit; and

(iii) there is sufficient clear sight distance to the left side of the center of the roadway to meet the overtaking and passing requirements in 61-8-325.

Ohio

4511.31. Hazardous zones

(A) The department of transportation may determine those portions of any state highway where overtaking and passing other traffic or driving to the left of the center or center line of the roadway would be especially hazardous and may, by appropriate signs or markings on the highway, indicate the beginning and end of such zones. When such signs or markings are in place and clearly visible, every operator of a vehicle or trackless trolley shall obey the directions of the signs or markings, notwithstanding the distances set out in section 4511.30 of the Revised Code.

(B) Division (A) of this section does not apply when all of the following apply:

(1) The slower vehicle is proceeding at less than half the speed of the speed limit applicable to that location.

(2) The faster vehicle is capable of overtaking and passing the slower vehicle without exceeding the speed limit.

(3) There is sufficient clear sight distance to the left of the center or center line of the roadway to meet the overtaking and passing provisions of section 4511.29 of the Revised Code, considering the speed of the slower vehicle.

Pennsylvania

§ 3307. No-passing zones.

(a) Establishment and marking.—The department and local authorities may determine those portions of any highway under their respective jurisdictions where overtaking and passing or driving on the left side of the roadway would be especially hazardous and shall by appropriate signs or markings on the roadway indicate the beginning and end of such zones and when the signs or markings are in place and clearly visible to an ordinarily observant person every driver of a vehicle shall obey the directions of the signs or markings. Signs shall be placed to indicate the beginning and end of each no-passing zone.

(b) Compliance by drivers.—Where signs and markings are in place to define a no-passing zone as set forth in subsection (a), no driver shall at any time drive on the left side of the roadway within the no-passing zone or on the left side of any pavement striping designed to mark a no-passing zone throughout its length.

(b.1) Overtaking pedalcycles.—It is permissible to pass a pedalcycle, if done in accordance with sections 3303(a)(3) (relating to overtaking vehicle on the left) and 3305 (relating to limitations on overtaking on the left).

(c) Application of section.—This section does not apply under the conditions described in section 3301(a)(2) and (5) (relating to driving on right side of roadway).

Utah

41-6a-708. Signs and markings on roadway — No-passing zones — Exceptions.

(1) (a) A highway authority may designate no-passing zones on any portion of a highway under its jurisdiction if the highway authority determines passing is especially hazardous.

(b) A highway authority shall designate a no-passing zone under Subsection (1)(a) by placing appropriate traffic-control devices on the highway.

(2) A person operating a vehicle may not drive on the left side of:

(a) the roadway within the no-passing zone; or

(b) any pavement striping designed to mark the no-passing zone.

(3) Subsection (2) does not apply:

(a) under the conditions described under Subsections 41-6a-701(1)(b) and (c); or

(b) to a person operating a vehicle turning left onto or from an alley, private road, or driveway.

41-6a-701. Duty to operate vehicle on right side of roadway — Exceptions.

(1) On all roadways of sufficient width, a person operating a vehicle shall operate the vehicle on the right half of the roadway, except:

...

(c) when overtaking and passing a bicycle or moped proceeding in the same direction at a speed less than the reasonable speed of traffic that is present requires operating the vehicle to the left of the center of the roadway subject to the provisions of Subsection (2)

Wisconsin

346.09 Limitations on overtaking on left or driving on left side of roadway.

(3) (a) Except as provided in par. (b), the operator of a vehicle shall not drive on the left side of the center of a roadway on any portion thereof which has been designated a no-passing zone, either by signs or by a yellow unbroken line on the pavement on the right-hand side of and adjacent to the center line of the roadway, provided such signs or lines would be clearly visible to an ordinarily observant person.

(b) The operator of a vehicle may drive on the left side of the center of a roadway on any portion thereof which has been designated a no-passing zone, as described in par. (a), to overtake and pass, with care, any vehicle, except an implement of husbandry or agricultural commercial motor vehicle, traveling at a speed less than half of the applicable speed limit at the place of passing.

Confusion in California

Events in California reveal law enforcement problems arising from the lack of an exception to the state's solid centerline passing prohibition. In multiple instances, California Highway Patrol officers have told bicyclists that motorists are not allowed to move left of center to pass bicyclists, and therefore bicyclists have a duty to stay far enough right to allow motorists to pass within the same narrow lane, or else face citation.

One incident was reported in an online cycling forum on October 28, 2014:

“CHP, 3 foot law bicycles

“New california new law requiring 3 feet from car passing cyclist. On a two lane road with double yellow line [no passing], a SUV passed us, and went over double yellow. CHP officer wrote her a ticket [no on coming vehicle on this rural road]. After writing motorist ticket, CHP officer follow us. We pulled over and stopped, and he said he could not legally pass us. This was do to the width of

our lane. He went on to say, we could receive a ticket for "Impeding traffic." Ok, there is the "Law," but to follow to the letter of the law and not to the practical purpose, defeats the intent of law. This law could result in more traffic accidents due to motorist afraid of CHP giving ticket for mildly going over double yellow."

<http://forum.slowlitch.com/forum/Slowtwitch Forums C1/Triathlon Forum F1/CHP%2C 3 foot law bicycles P5310553>

Cycling writer Dan Empfield subsequently discussed this issue with bicycling attorney Bob Mionske in an interview published on the Slowtwitch.com blog:

Dan Empfield: "With the advent of the 3-foot minimum buffer afforded bicyclists by a motorist when passing, a conflict created by the vehicle code can arise, and arose via a citation written in a rural part of San Diego County last week. When the Legislature passed the new 3-foot law there was no corresponding modification of Vehicle Code Section 21460, which restricts motorists from crossing a double yellow. My question: If, on a rural 2-lane road, an officer gives a motorist a citation for part of the vehicle crossing the double yellow in order to grant the cyclist room, assuming there was clearly sufficient room to do so without peril from an oncoming vehicle, what is the likeliest scenario in a courtroom if the motorist decides to contest this citation?"

Bob Mionske: "Technically, it's against the law. However, two previous versions of this legislation explicitly allowed motorists to cross the double yellow line when safe to do so in order to pass a cyclist with at least 3 feet of safe passing distance. The first bill was vetoed by Governor Brown for an unrelated concern. The second bill was vetoed by Governor Brown over concerns that the State would be exposed to liability if a motorist made an unsafe pass across the double yellow line. This expressed concern was not realistic, because the state would only have allowed drivers to cross the double yellow line when it is safe to do so. A similar situation exists when the state allows drivers to make a right turn at a red light – it is only legal when the turn can be made safely. The failure of a driver to make a safe turn doesn't expose the state to liability."

<http://www.slowlitch.com/Interview/CHP talks to Slowtwitch 4723.html>

Another incident with CHP was captured on video by bicyclist Ken Adams in July 2015:

"... a CHP SUV passed us dangerously close – probably about 2 feet away. [...] Approximately 13 miles from the previous incident, the same CHP SUV passed us again, this time much more closely. He was no more than 1 – 1.5 feet from us. At that point, the road was straight, there were clear sight lines for at least ½ mile, no oncoming traffic and we were riding single file on the white line."

"The officer continued on for some time, then turned around and returned. We flagged him down and had a conversation with him. [...] During our conversation, the officer claimed that he must drive on the right half of the road and that he "cannot violate a law to follow a law" when asked about California's 3-foot cycling law. He seemed completely unconcerned when I pointed out that he had just needlessly endangered my life. In the course of the rest of my ride and subsequently via social media, I learned that this same officer passed numerous other cyclists dangerously close during this same time period on the same stretch of road."

<http://bikinginla.com/2015/07/13/morning-links-glendora-cyclists-buzzed-by-chp-officer-lattimes-maps-the-most-dangerous-intersection/>

BikeWalk NC Recommendations on Passing Law

BikeWalk NC recommends that North Carolina's passing law be based on a geometrically sound and physically functional concept of operations for safe passing of bicyclists on existing roads. Given the narrow width of most existing travel lanes, most safe passing maneuvers will require use of space in the adjacent lane. This in turn requires that drivers look for, yield to, and potentially wait for other traffic (and ensure safe sight distance) before passing. Prudent drivers who take these steps before passing bicyclists don't collide with bicyclists or other vehicles. Bikewalk NC recommends that state law be brought into alignment with best practices for passing (via movement into the adjacent lane) by relaxing the solid centerline prohibition on passing, allowing drivers to cross it when safe to pass bicyclists. All of the other legal limitations on the privilege of overtaking and passing would remain in effect. BikeWalk NC believes this first step is essential to allowing police, NCDOT, and other members of the public to participate in meaningful conversations, education activities and enforcement campaigns related to safe passing of bicyclists.

Bikewalk NC does not recommend pursuit of "3 feet" or similar legislation at this time. Bikewalk NC believes that the current legislature will be unfriendly to a bill that places new constraints on motorists in order to benefit bicyclists, and will likely attempt to amend such a bill with new restrictions on bicyclists that will interfere with bicyclists' ability to exercise defensive bicycling techniques and/or reach their destinations, as has happened with legislation in other states (such as in Washington, where in 2011 legislators attempted to prohibit bicyclists' roadway use where a shoulder existed⁶). BikeWalk NC recommends that relaxation of the solid centerline law be followed by comprehensive education and enforcement activities to promote public understanding of bicyclists' roadway rights and best practices for safe passing and bicycle driving.⁷

⁶ <http://www.seattlebikeblog.com/2011/01/14/mutual-responsibility-bill-trades-rights-for-space/>

⁷ <http://www.bikewalknc.org/2014/05/safer-passing/>

Cycling Types



Cycling Trends

Cycling is a significant tourism industry in North Carolina

2013 Report on North Carolina Overnight Visitor Profile - % of Visitors by Trip Purpose

- Golf 3%
- Theme Park 2.7%
- **Biking 2.4%**
- Theater/Drama 2.1%
- Spa/Health Club 2%

Cycling events and group rides are growing in popularity

- State and local agencies regulate events that require closure or repurposing of roadways
- Informal group rides do not require events and cyclists must follow traffic laws

Traffic Laws and Cycling

- Traffic laws affect operations and safety of all types of cyclists
- Issues in H 232 may relate to a small subset of cycling types
- Do the issues require a change to traffic laws?
- Do the issues better suit targeted education or enforcement?



Bicycle Laws in North Carolina and the U.S.

Passing Cyclists in No-Passing Zones

Several states, including Colorado, Maine, Mississippi, Ohio, Pennsylvania, Utah and Wisconsin have laws allowing motorists to cross a solid center line to pass a slow moving bicyclist or vehicle under safe conditions.

Several other states have laws allowing motorists to pass slow moving vehicles, but do not specifically name bicyclists. Slow moving vehicles are typically defined as traveling at less than half the applicable speed limit. These laws are often directed toward farm equipment.

Several states have laws allowing drivers to cross the double yellow line when an obstruction exists in the roadway. Some have argued a slow-moving bicyclist can be considered an obstruction.

Riding Two Abreast

- 39 states have laws allowing bicyclist to ride two abreast.
 - 21 of those states stipulate bicyclists may not impeded traffic.
- Three states, Montana, Hawaii and Nebraska, prohibit riding two abreast unless a bike lane is wide enough to accommodate it.
- North Carolina is among 8 states where riding two abreast is neither explicitly prohibited or permitted.

Source: Bikelaw.com

Carrying Identification

- No state that I can find specifically requires bicyclists to carry identification.
- Several states do have laws requiring road users to provide identification or identification information during a traffic stop.

Lighting Requirements

- Most states, including North Carolina, require the use of a front lamp and a rear reflector or lamp.
- California recently proposed a law to require rear tail lights.
- Virginia requires a taillight on roads with speed limits of 35 mph or greater.

Operating in Roadway Position

- North Carolina, along with 43 other states, requires bicyclists to ride as far to the right as practicable.
- Two states, Massachusetts and Arkansas, require bicyclists to ride in the right hand lane.
- Several states require bicyclists to use bicycle lanes if provided.
- Some states, such as Alabama, require bicyclists to use paths when they are adjacent to the roadway.
- Several states, including North Carolina, have provisions to allow bicyclist to take the full lane when needed.

Informal Group Rides

- Beyond limiting bicyclists to riding no more than two abreast, I can find no regulations on informal group rides in any state in the U.S.
- Some states have laws banning bicyclists from impeding the flow of traffic, which can come into play with large informal groups.
- North Carolina's impeding traffic law applies specifically to motor vehicles.

Passing Distance Requirements – Two Foot Rule

North Carolina

- Requires drivers provide a minimum of Two Feet.

United States

- 25 states require at least Three Feet.
- 23 states require “Safe Distance.”
- Pennsylvania requires Four Feet.
- Virginia also requires a minimum of Two Feet.

Source: League of American Bicyclists.

Hand Signal Requirements

- Most states, including North Carolina, require bicyclists to use hand signals to indicate turns.
- Several states, such as Oklahoma, Massachusetts and Michigan, allow bicyclists to use their Right Hand to indicate a right turn.

Aggressive Driving, Harassment and Distracted Driving

- 15 states, including North Carolina, have general laws addressing aggressive driving.
 - None specifically mention bicyclists.
- A handful of states, including California, Virginia and Oregon, have considered laws banning distracted cycling, but no such laws have passed at the state level, as of 2014.
- Some cities, such as Chicago, Philadelphia and Billings, Mont., have laws banning texting while bicycling.
- One study found that bicyclists observed texting and bicycling tended to slow down and swerve side to side.

Headphone Use on Bicycle

- Five states regulate the use of headphones by cyclists.
 - Two prohibit all headphones. (Florida allows one headphone for cell phones, but not music.)
 - Three prohibit headphones in both ears.

Source: Bikelaw.com

Vulnerable Road User Protections

Vulnerable Road User laws provide protections for bicyclists and pedestrians by increasing penalties for violating existing ped/bike laws and creating laws that prohibit certain actions directed at vulnerable road users.

- Five states – Delaware, Hawaii, Oregon, Vermont and Washington had VRU laws as of 2013.
- Several more, including Minnesota, Massachusetts and New York have been considering them.
- Several cities have passed VRU ordinances.

Formal Group Permitting Regulations

- Most states, including North Carolina, have laws allowing competitive bicycling events on public roads with the approval of local law enforcement agencies or municipalities.
- Such rules usually apply to any organized event, such as a charity ride.



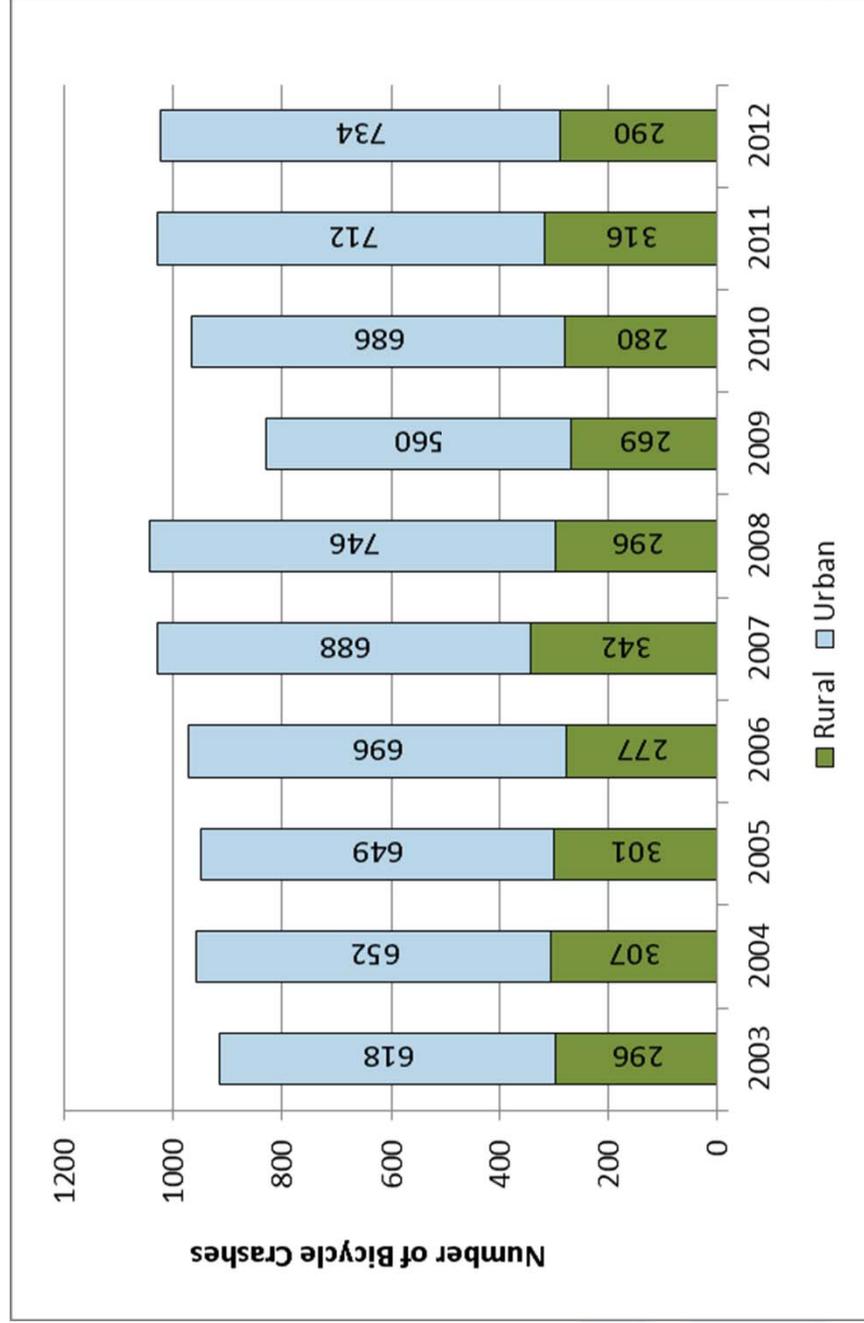
North Carolina Bicycle Crash Facts and Trends

2008-2012

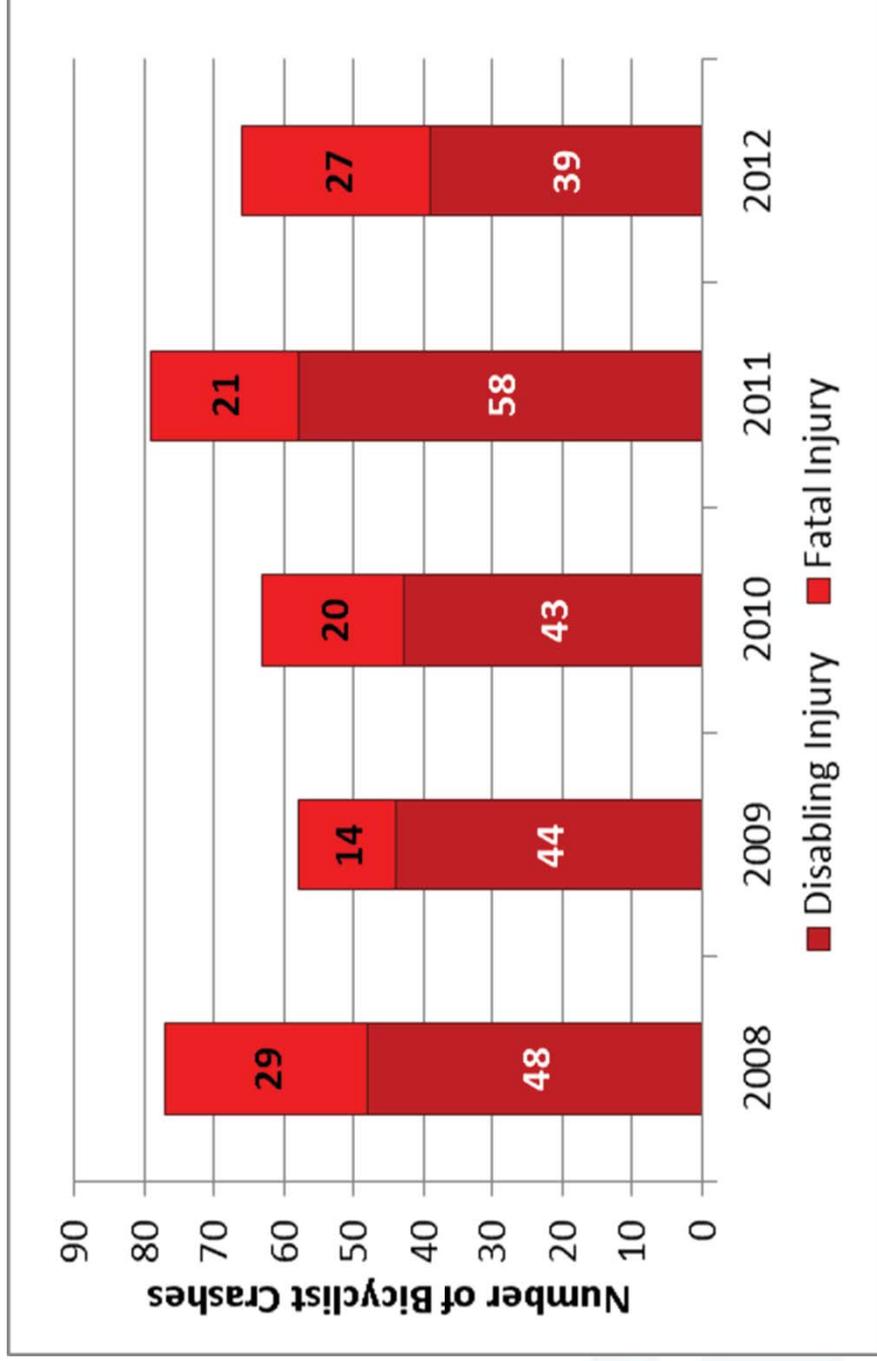
Data compiled by Libby Thomas and Daniel Levitt, HSRC

How many bicyclists are being hit in North Carolina?

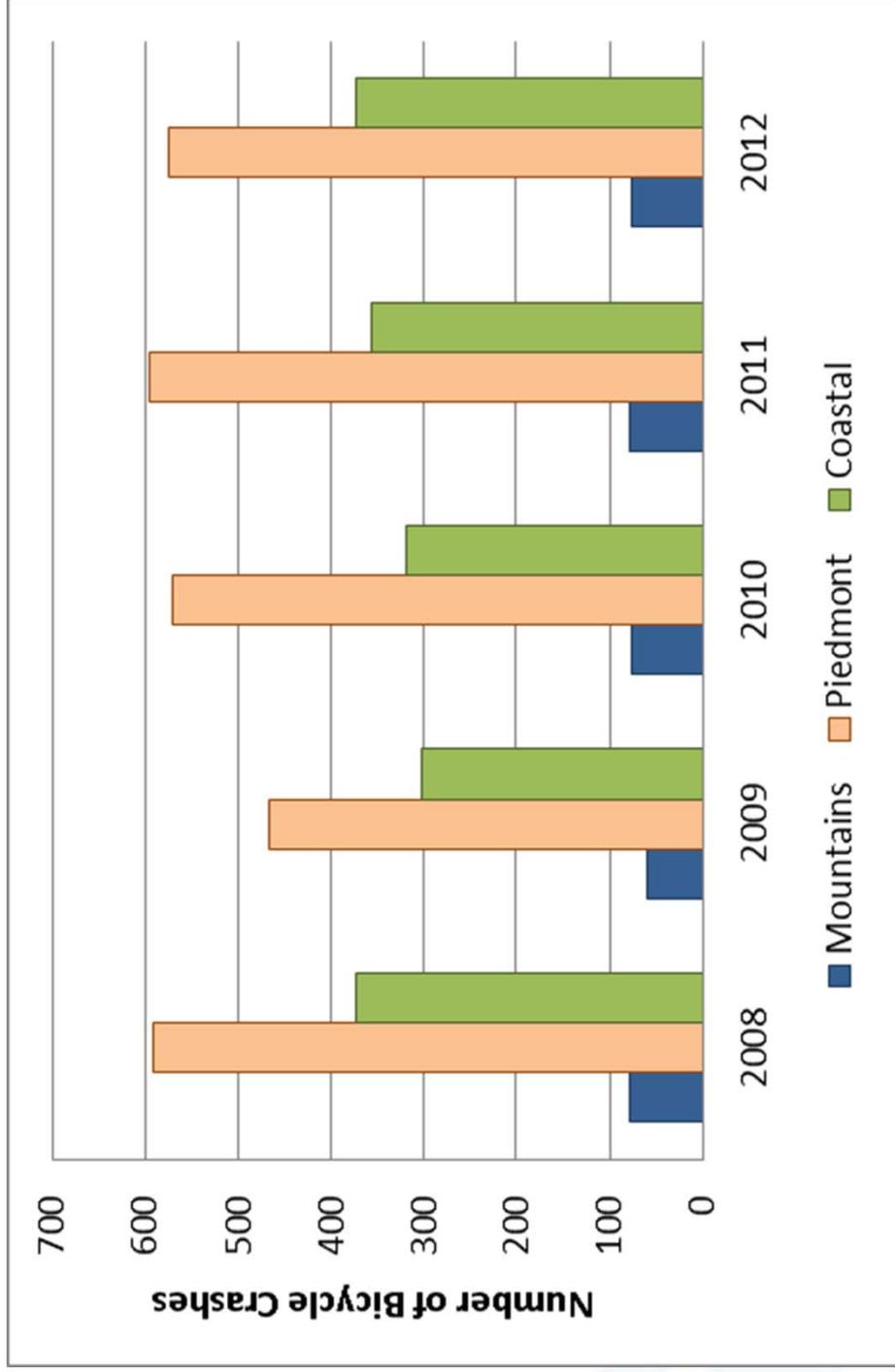
General Trends



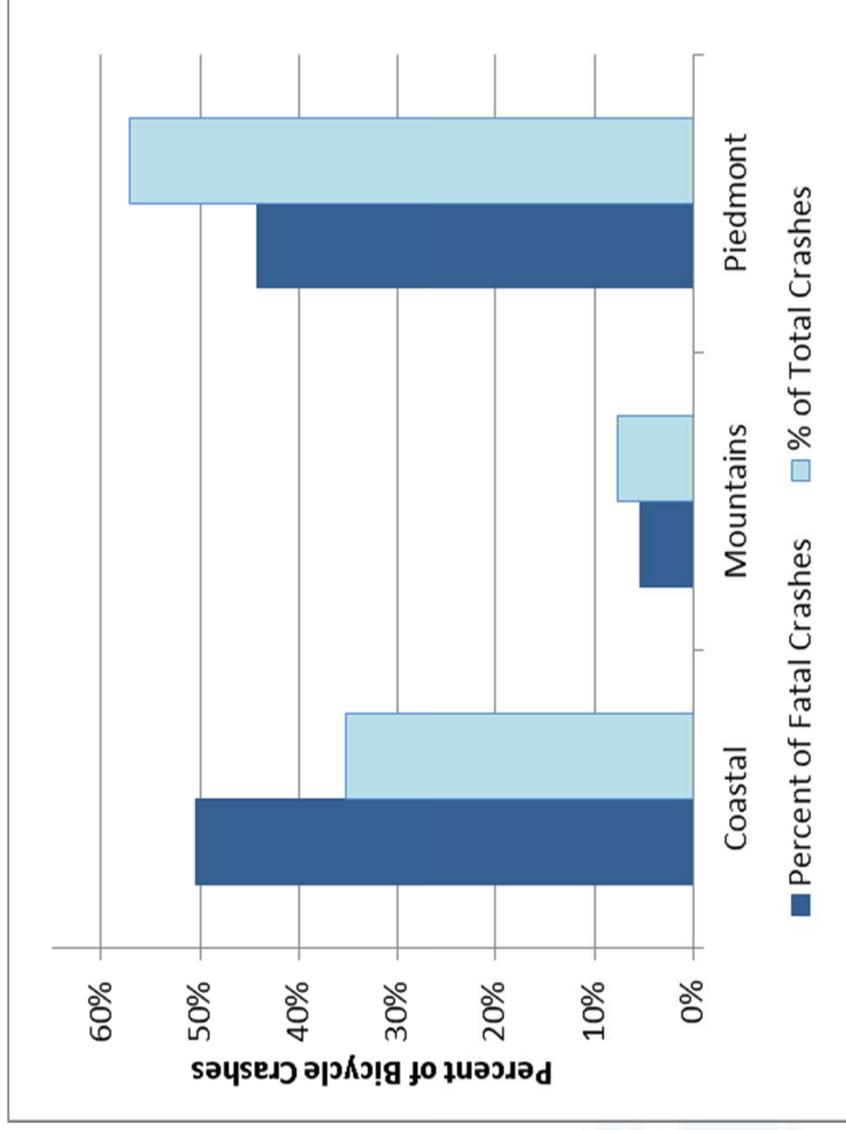
Fatal and Disabling Crashes



Crash Trends by Region



Fatal and Total Crashes by Region



Crashes by Development Extent

Development extent	2008	2009	2010	2011	2012	Total
	158	144	171	166	148	787
Rural (<30% Developed)	15.2 ¹	17.4	17.7	16.1	14.5	16.1 ²
	161	131	111	143	130	676
Mixed (30% To 70% Developed)	15.5	15.8	11.5	13.9	12.7	13.8
	723	554	684	719	746	3,426
Urban (>70% Developed)	69.4	66.8	70.8	69.9	72.9	70
	1,042	829	966	1,028	1,024	4,889 ⁴
Total	21.3³	17	19.8	21	20.9	

Crashes by Development Type

Development type	2008	2009	2010	2011	2012	Total
Commercial	465	317	384	429	435	2,030
	44.6	38.2	39.8	41.7	42.5	41.5
Farms, Woods, Pastures	120	126	130	138	108	622
	11.5	15.2	13.5	13.4	10.5	12.7
Industrial	1	2	4	4	3	14
	0.1	0.2	0.4	0.4	0.3	0.3
Institutional	30	21	35	25	39	150
	2.9	2.5	3.6	2.4	3.8	3.1
Residential	426	363	413	432	439	2,073
	40.9	43.8	42.8	42.0	42.9	42.4
Total	1,042	829	966	1,028	1,024	4,889
	21.3	17.0	19.8	21.0	20.9	

Counties with most crashes

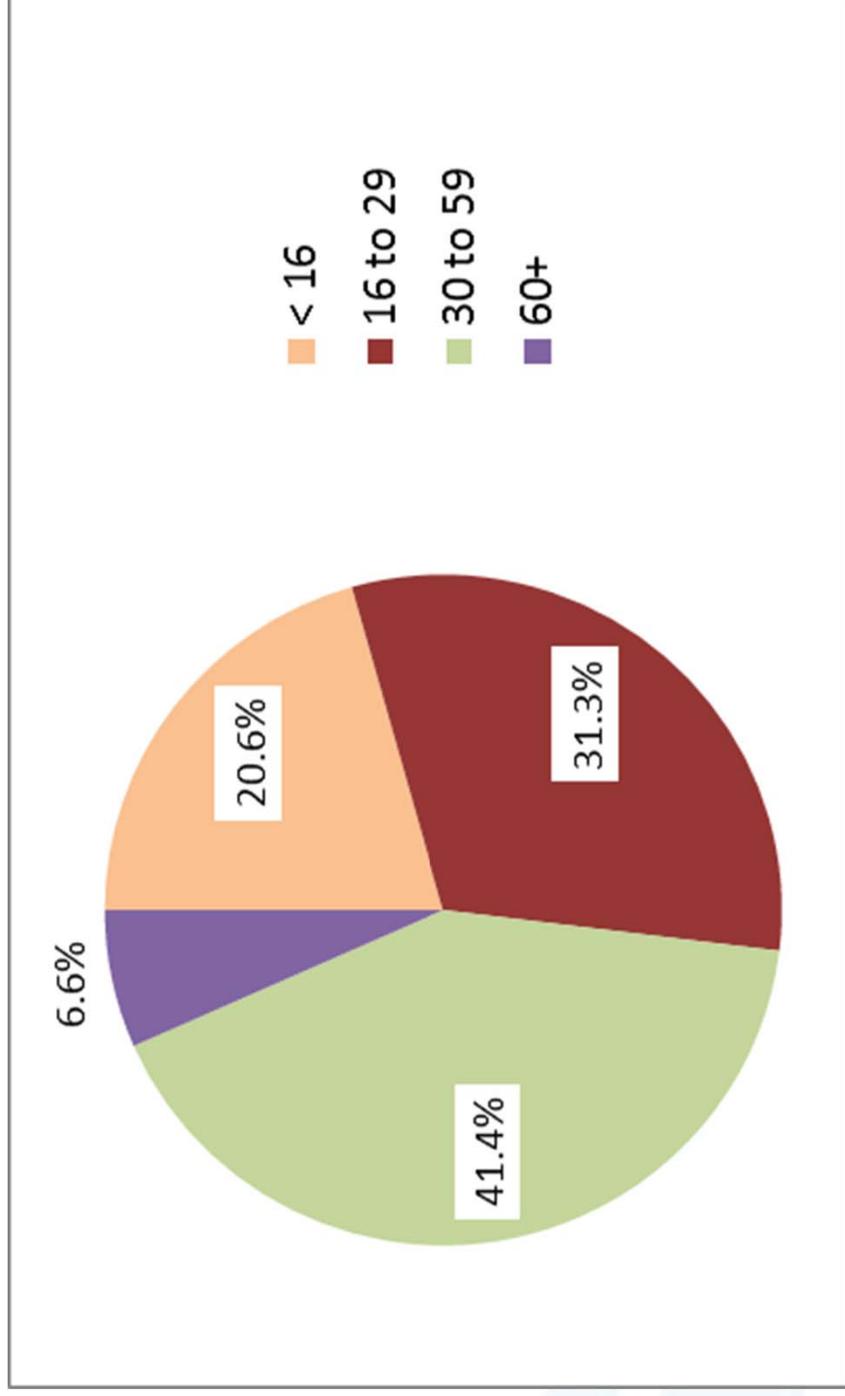
County	5-yr. Crash Count	% of NC total (4,894)	Avg. 1-yr. Count	July 2010 Estimate	Avg. yearly crash rate / 10,000 residents	Prior Avg yrly rate (2006-2010)
Wake	651	13.3	130.2	906,908	1.4	1.4
Mecklenburg	580	11.9	116.0	923,390	1.3	1.4
Guilford	344	7	68.8	489,677	1.4	1.3
New Hanover	329	6.7	65.8	203,299	3.2	2.8
Durham	215	4.4	43.0	271,297	1.6	1.5
Cumberland	184	3.8	36.8	327,445	1.1	1.3
Orange	128	2.6	25.6	134,302	1.9	1.8
Buncombe	126	2.6	25.2	238,886	1.1	1.1
Forsyth	106	2.2	21.2	351,381	0.6	0.6
Gaston	93	1.9	18.6	206,139	0.9	1.0
Robeson	92	1.9	18.4	134,422	1.4	1.7
Pitt	91	1.9	18.2	168,787	1.1	1.1
Subtotal top 12 Counties	2,939	60.1%	587.8	4,355,933	1.3	1.4

Key Takeaways on General Crash Figures

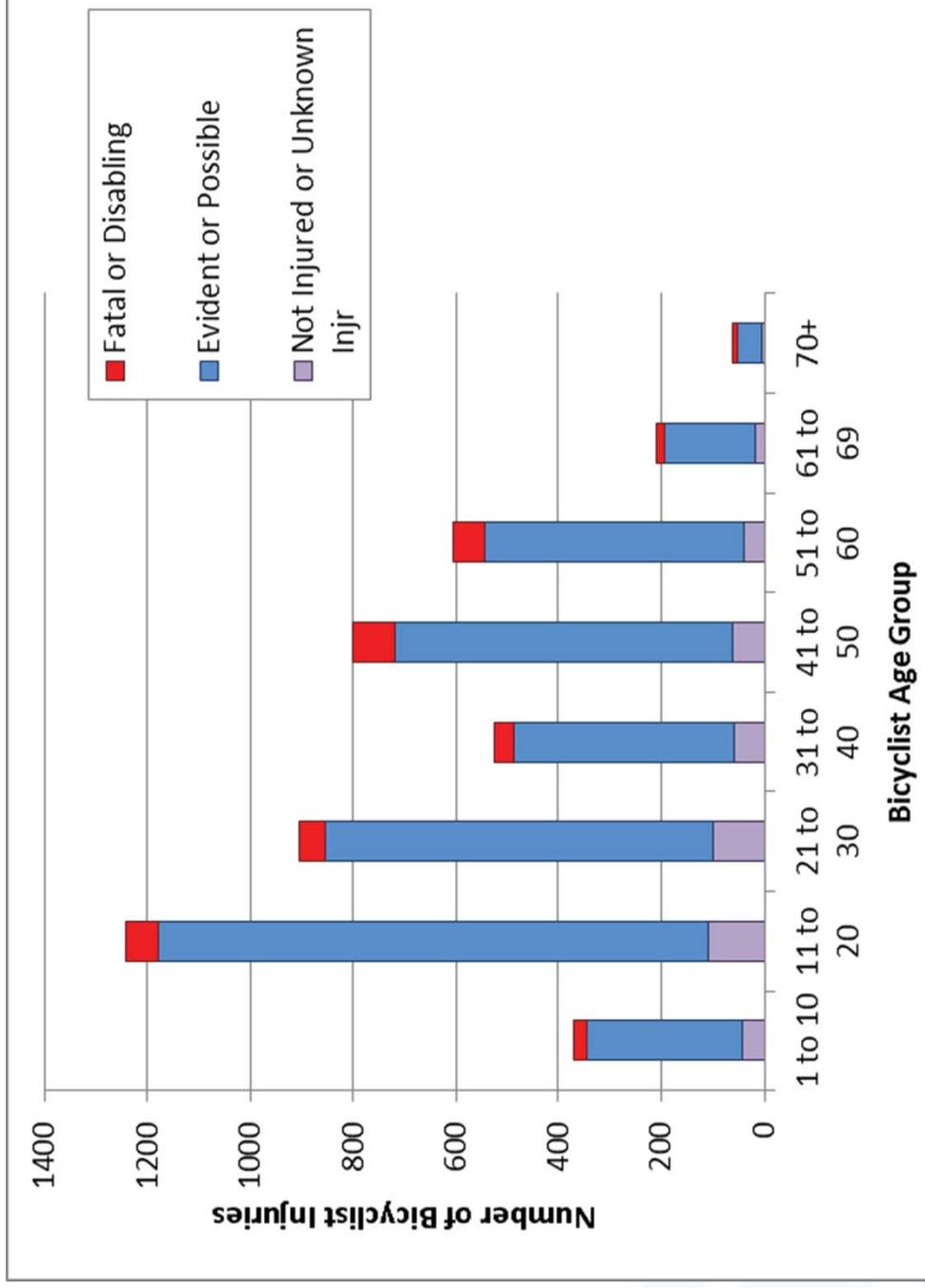
- On average, about 960 bicyclists are hit each year with 22 fatalities
- Crashes occur more frequently in the Piedmont area than the Coastal and Mountain areas of the state.
- Half of the fatal crashes occur in the Coastal areas.
- Most crashes (70 percent) occur in urban parts of the state, with more than 80 percent occurring in commercial and residential areas.

Who is getting hit and when?

Percent of NC Crashes by Bicyclist Age



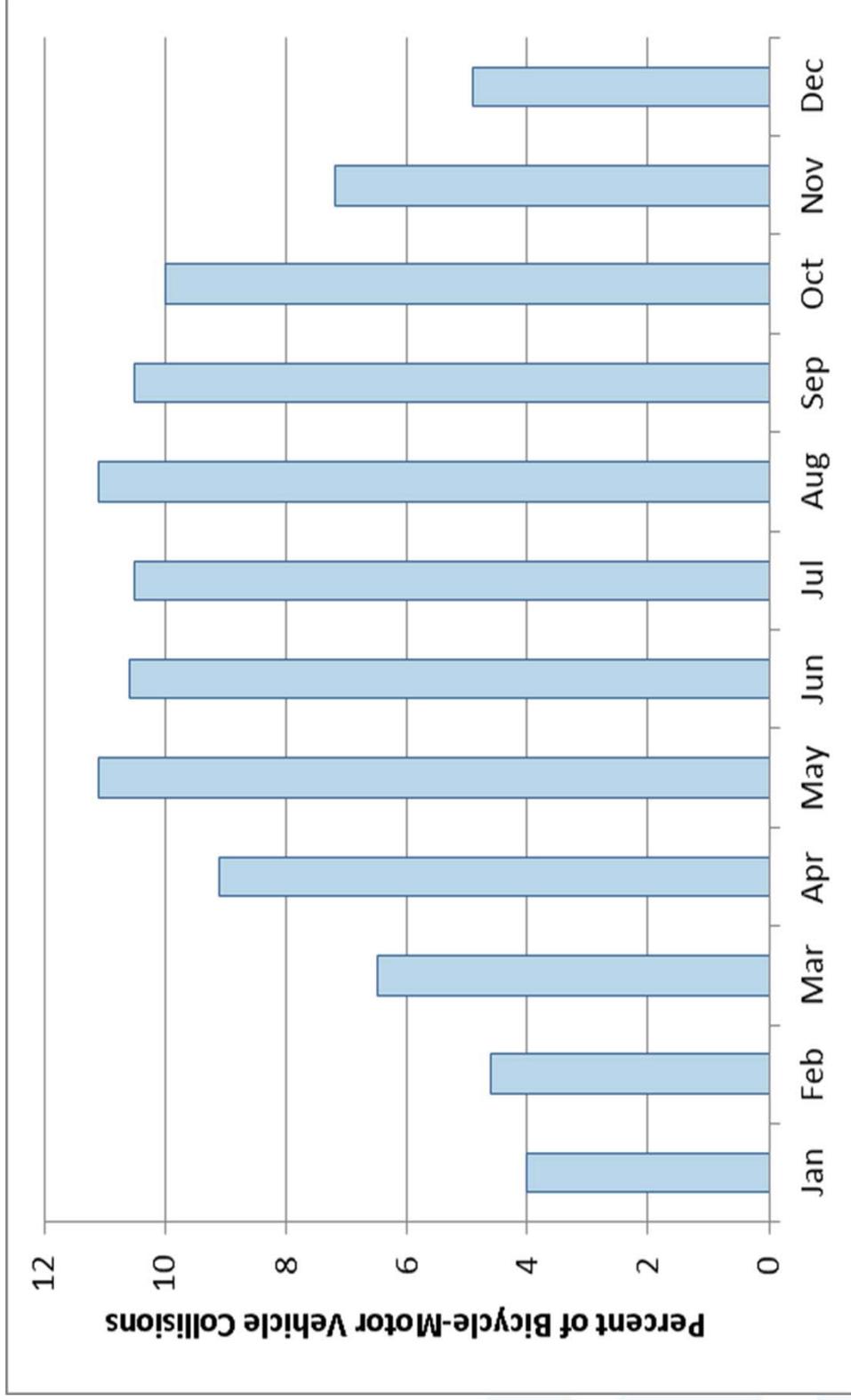
Injury Severity by Age Group



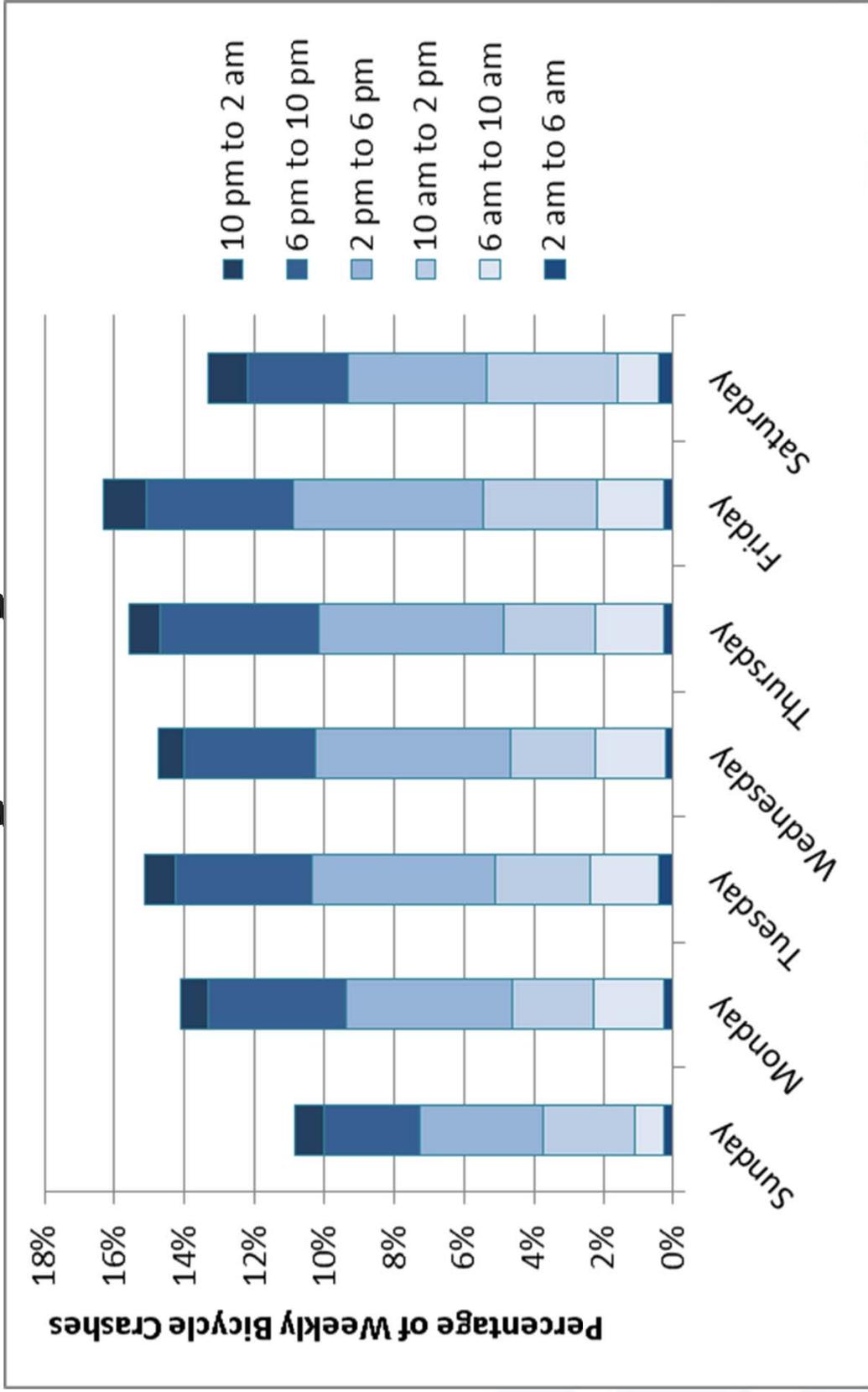
Crashes by Gender

Gender	2008	2009	2010	2011	2012	Total
Female	157	116	130	155	163	721
	15.2	14.1	13.6	15.4	16.3	15
Male	878	708	831	850	835	4,092
	84.8	85.9	87.4	84.6	83.7	85
Total	1,035	824	951	1,005	998	4,813
	21.5	17.1	19.8	20.9	20.7	

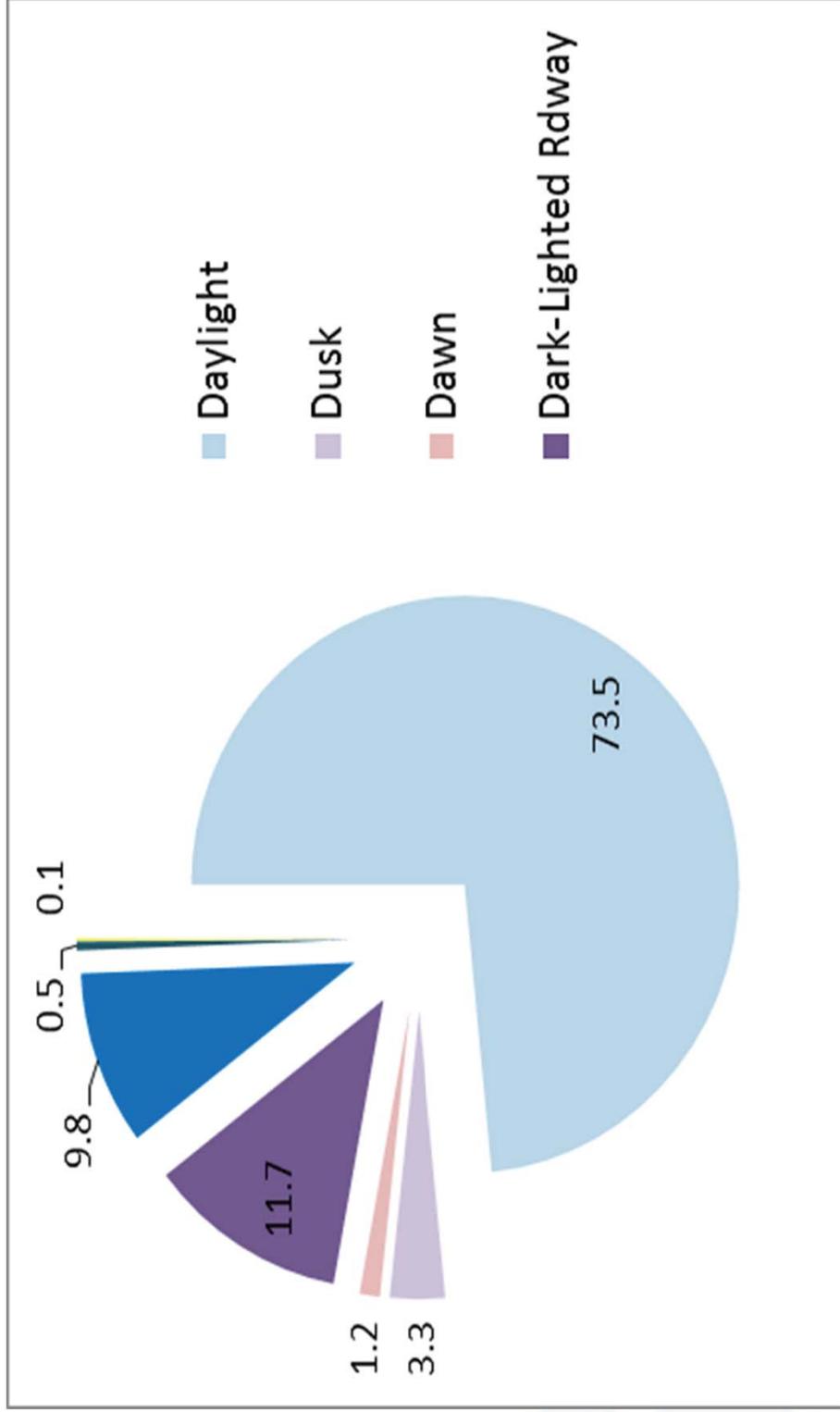
Crashes by Month



Crashes by Day and Time



Crashes by Light Condition

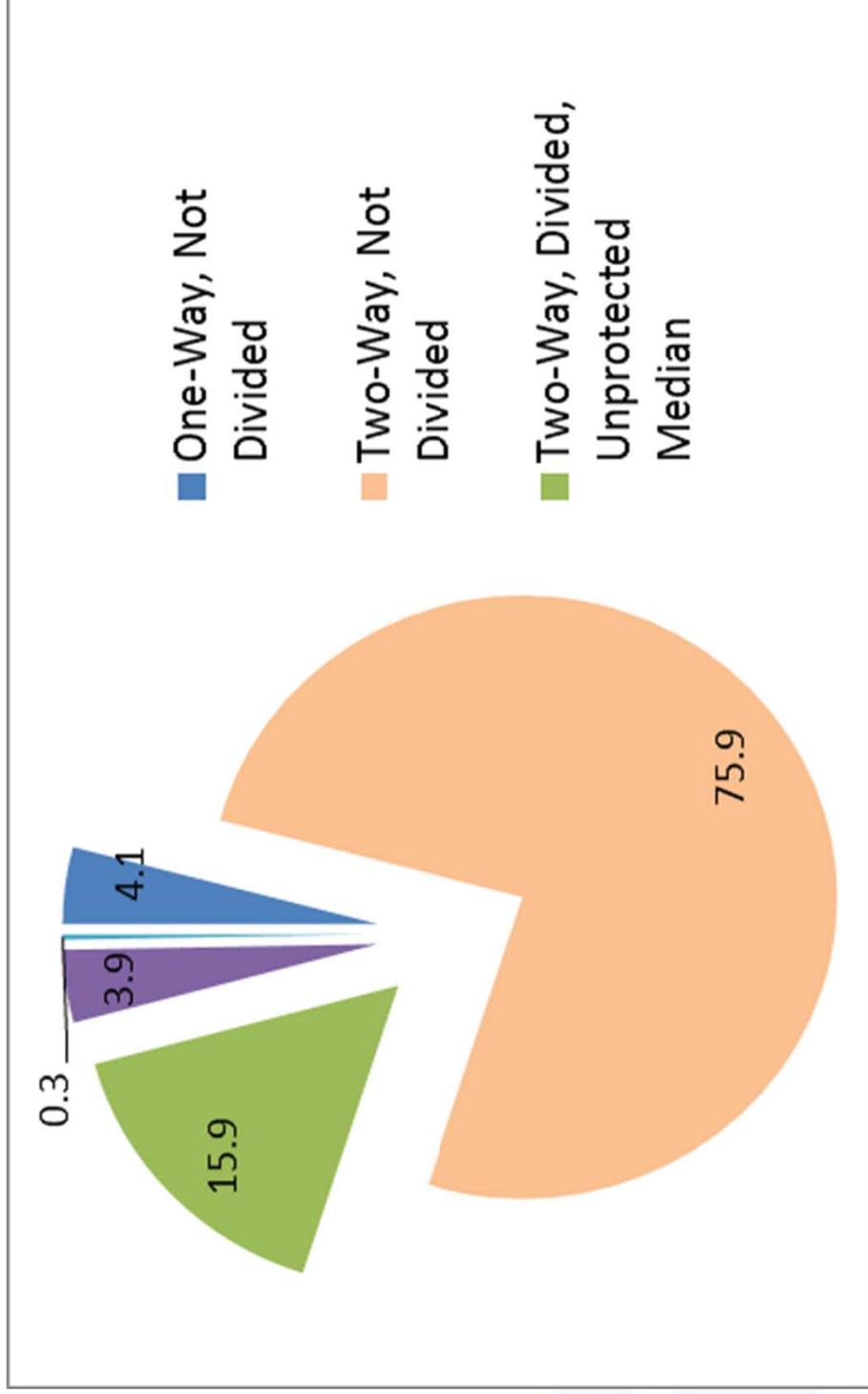


Key Takeaways on Who is Being Hit and When

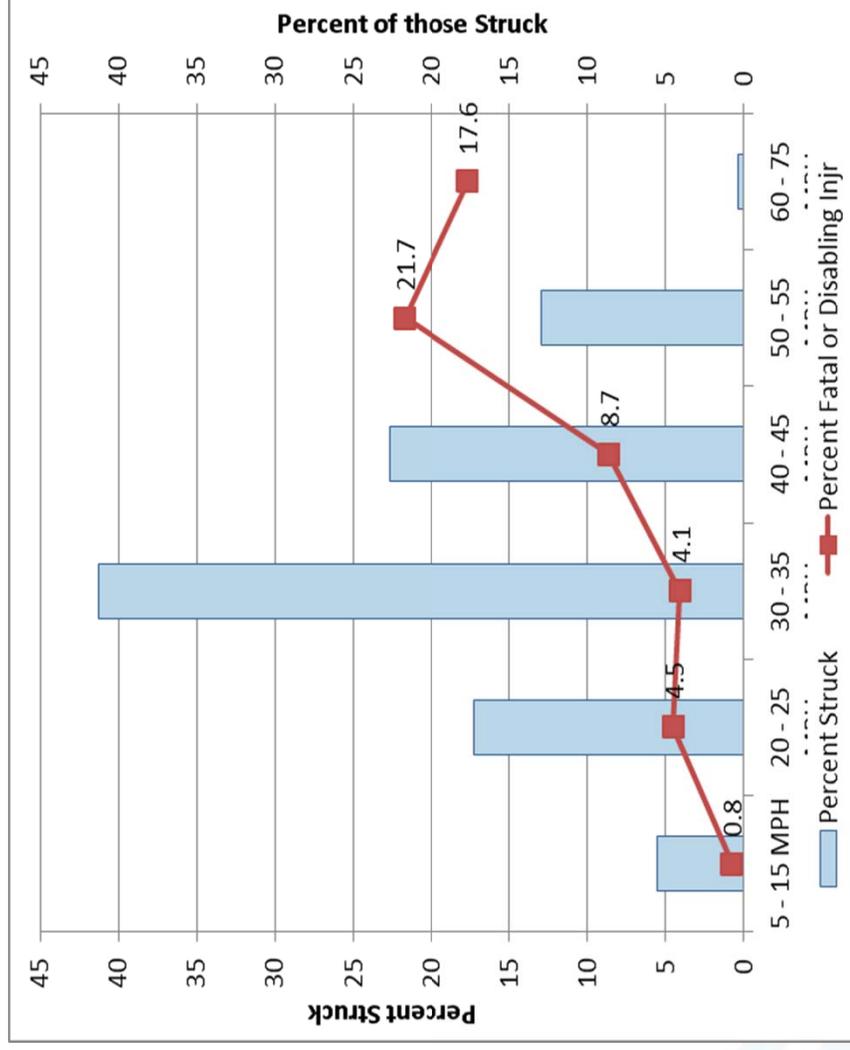
- People aged 30-59 account for more than 40 percent of all crashes.
- Men are most likely to be struck, accounting for 85 percent of crashes.
- Crashes increase in warmer months.
- Most crashes – nearly three-quarters – occur during the day

Crash Types, Road Conditions and Causes

Roadway Characteristics

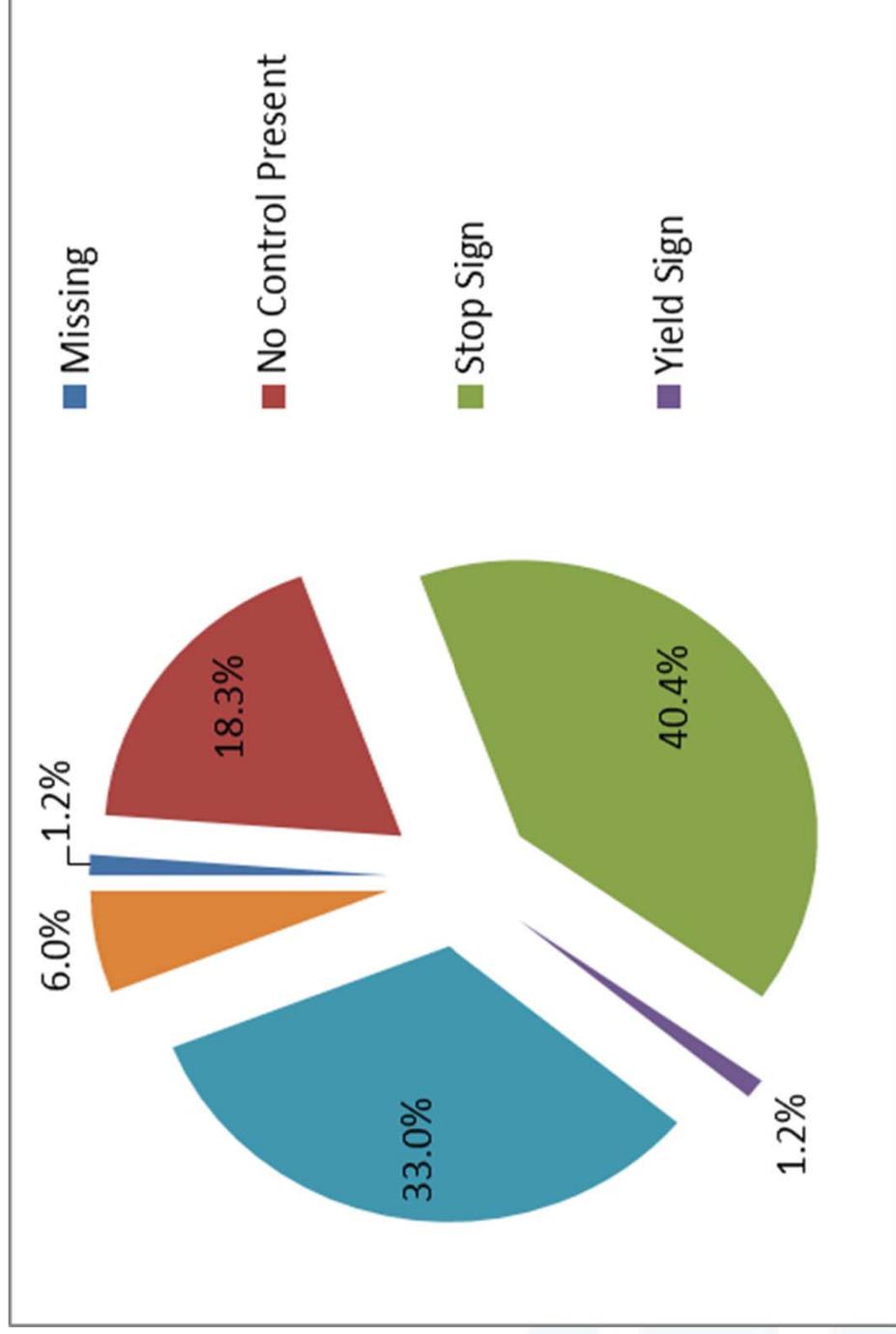


Road Speed Limits



The red line and markers indicate the percentage of crashes on the different speed limit roads with fatal or disabling injuries.

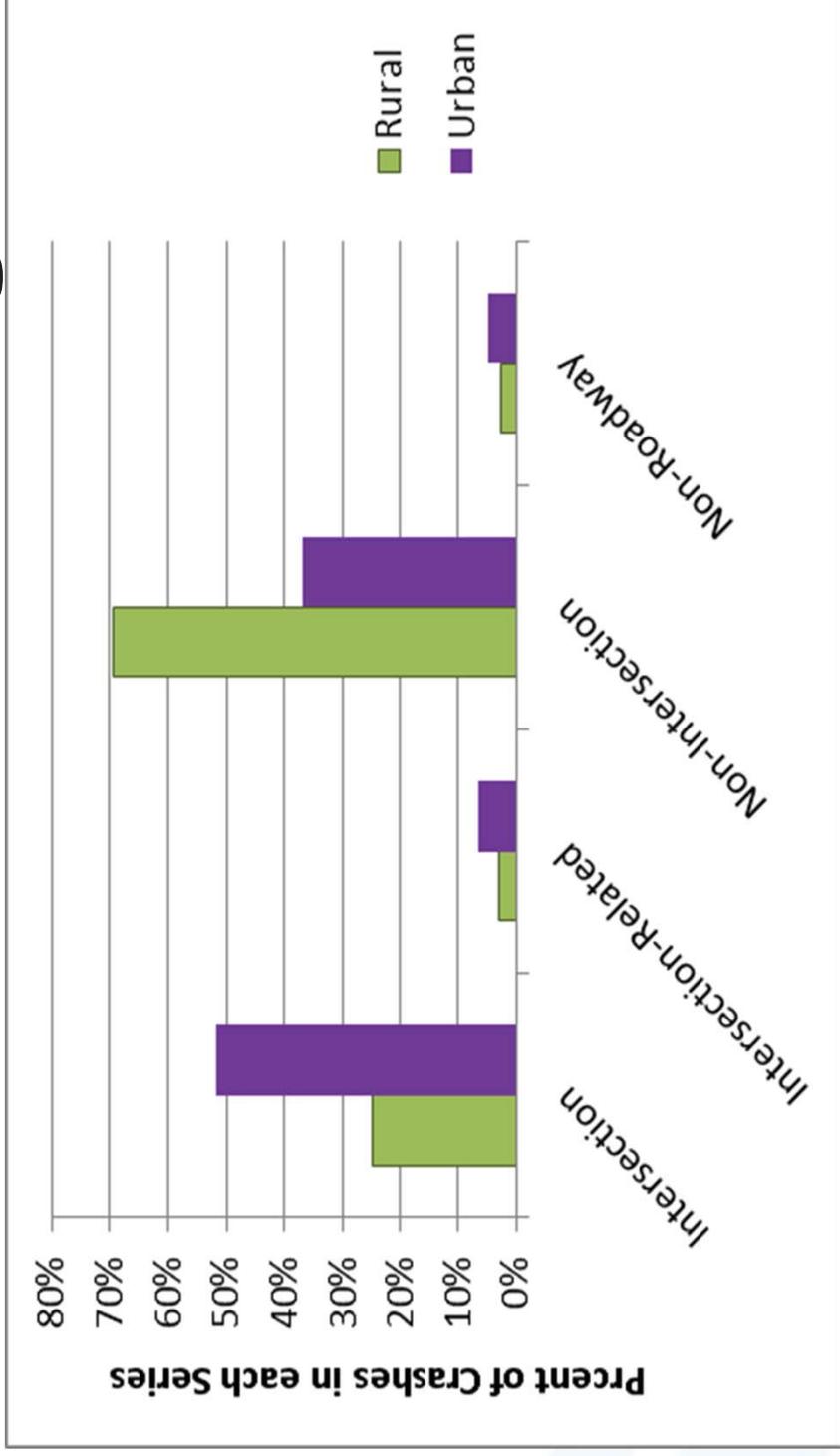
Traffic Control Devices Present?



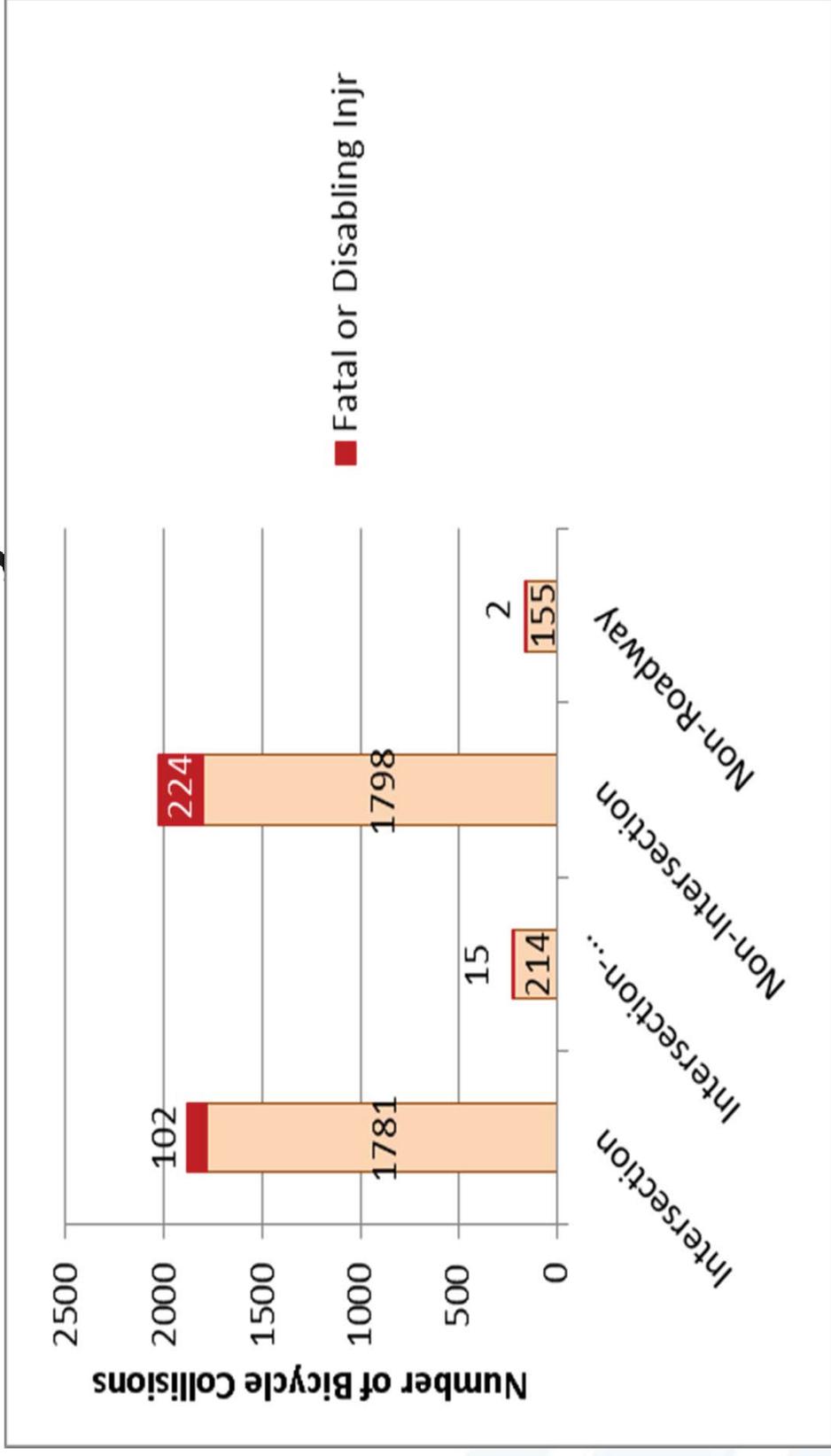
Location of Crashes on the Roadway

Crash Location	2008	2009	2010	2011	2012	Total
Intersection	461	350	411	448	466	2,136
	44.2 ¹	42.2	42.5	43.6	45.5	43.7 ²
Intersection-Related	28	32	55	65	89	269
	2.7	3.9	5.7	6.3	8.7	5.5
Non-Intersection	501	402	463	469	437	2,272
	48.1	48.5	47.9	45.6	42.7	46.5
Non-Roadway	47	42	37	46	31	203
	4.5	5.1	3.8	4.5	3	4.2
Unknown Location	5	3	0	0	1	9
	0.5	0.4	0	0	0.1	0.2
Total	1,042	829	966	1,028	1,024	4,889
	21.3 ³	17	19.8	21	20.9	

Location Differences in Rural vs. Urban Settings



Crash Location and Injury Severity



Bicyclist Position Before Crash

Bicyclist Position	2008	2009	2010	2011	2012	Total
Travel Lane	635 60.9 ¹	547 66	674 69.8	701 68.2	691 67.5	3,248 66.4 ²
Bike Lane / Paved Shoulder	71 6.8	37 4.5	58 6	47 4.6	51 5	264 5.4
Sidewalk / Crosswalk / Driveway Crossing	179 17.2	124 15	148 15.3	173 16.8	170 16.6	794 16.2
Multi-use Path	7 0.7	3 0.4	6 0.6	7 0.7	7 0.7	30 0.6
Driveway / Alley	18 1.7	16 1.9	25 2.6	24 2.3	17 1.7	100 2
Non-Roadway	63 6	50 6	37 3.8	57 5.5	54 5.3	261 5.3
Other	8 0.8	5 0.6	5 0.5	5 0.5	3 0.3	26 0.5
Unknown	61 5.9	47 5.7	13 1.3	14 1.4	31 3	166 3.4
Total	1,042 21.3 ³	829 17	966 19.8	1,028 21	1024 20.9	4,889

Bicyclist Travel Direction

Bicyclist Direction	2008	2009	2010	2011	2012	Total
With Traffic	628	503	612	658	640	3041
	60.3 ¹	60.7	63.4	64	62.5	62.2 ²
Facing Traffic	252	175	212	212	255	1106
	24.2	21.1	21.9	20.6	24.9	22.6
Not Applicable	118	123	111	138	95	585
	11.3	14.8	11.5	13.4	9.3	12
Unknown	44	28	31	20	34	157
	4.2	3.4	3.2	1.9	3.3	3.2
Total	1042	829	966	1028	1024	4,889
	21.3 ³	17	19.8	21	20.9	

Top Ten Crash Causes

Rank	Crash Type	Total	Percent of NC Total
1	Motorist Drive Out - Sign-Controlled Intersection	478	9.8%
2	Motorist Overtaking - Other / Unknown	438	9.0%
3	Motorist Left Turn - Opposite Direction	363	7.4%
4	Motorist Drive Out - Commercial Driveway / Alley	246	5.0%
5	Motorist Overtaking - Misjudged Space	235	4.8%
6	Bicyclist Left Turn - Same Direction	234	4.8%
7	Bicyclist Ride Through - Sign-Controlled Intersection	233	4.8%
8	Motorist Right Turn - Same Direction	211	4.3%
9	Non-Roadway	203	4.2%
10	Motorist Overtaking - Undetected Bicyclist	141	2.9%
Subtotal for top ten types for frequency		2782	56.9%

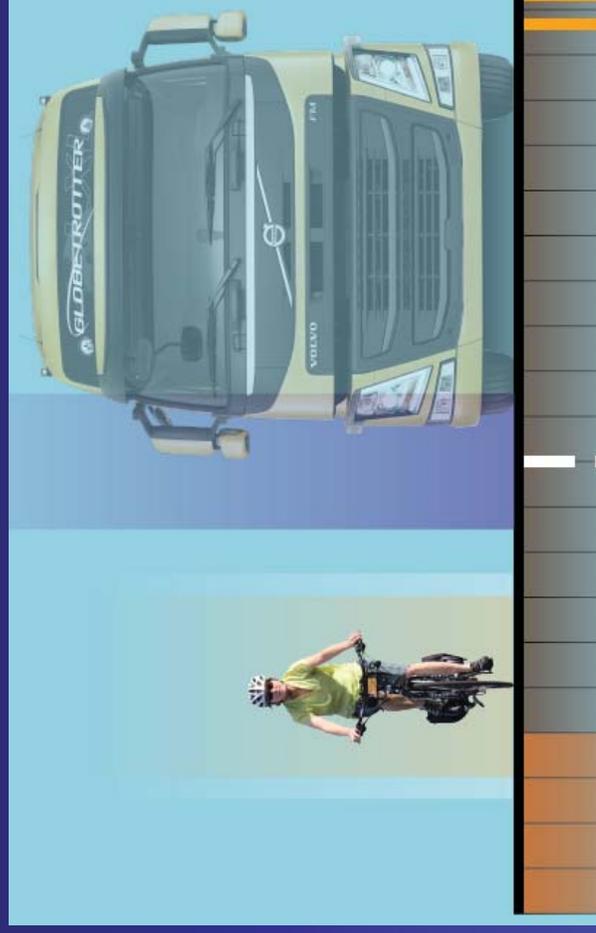
Key Takeaways on Crash Types and Causes

- Most crashes happen on two-way undivided roads.
- Crashes are most prevalent on roads with 30-35 mph speed limits.
- 40 percent of crashes occur at intersections with a stop sign.
- Crashes occur equally at intersections and non-intersections.
- In urban areas, crashes occur more frequently at intersections. In rural areas, crashes occur more frequently at non-intersections.
- Non-Intersection crashes are more dangerous for bicyclists, accounting for more than half of all fatal and disabling injury crashes.

Key Takeaways on Crash Types and Causes

- Crashes commonly occur when the bicyclist is traveling in the roadway.
- While most of the time the bicyclist was correctly traveling with traffic, nearly a quarter of crashes included a bicyclist riding against traffic.
- Motorists pulling out into traffic or making turns cause more than a quarter of all crashes.
- Motorists overtaking bicyclists cause more than 16.7 percent of crashes.
- Bicyclists turning cause nearly 10 percent of crashes.

Safe Passing; Operating Abreast

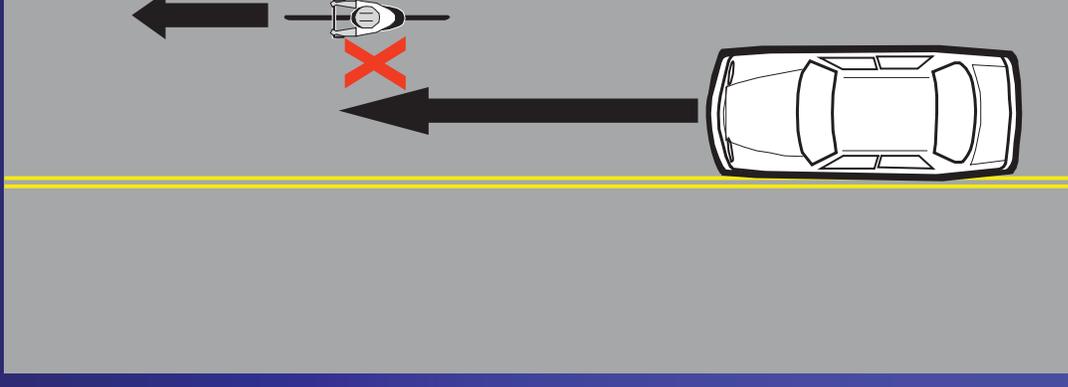


Safe Passing Principles and Law

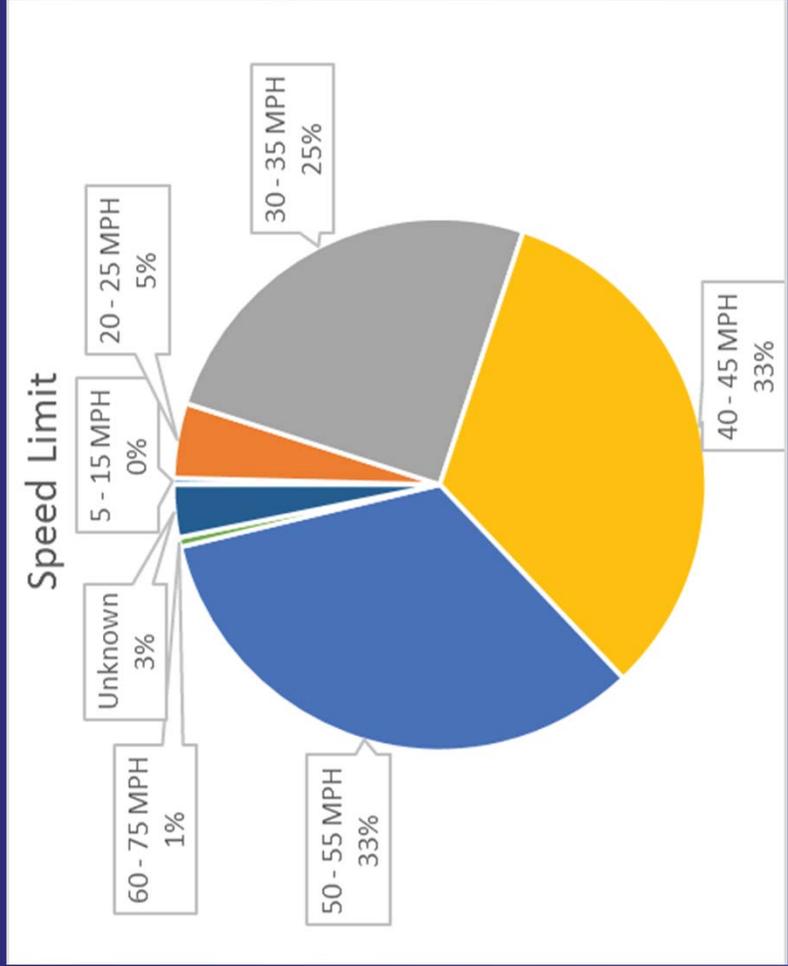
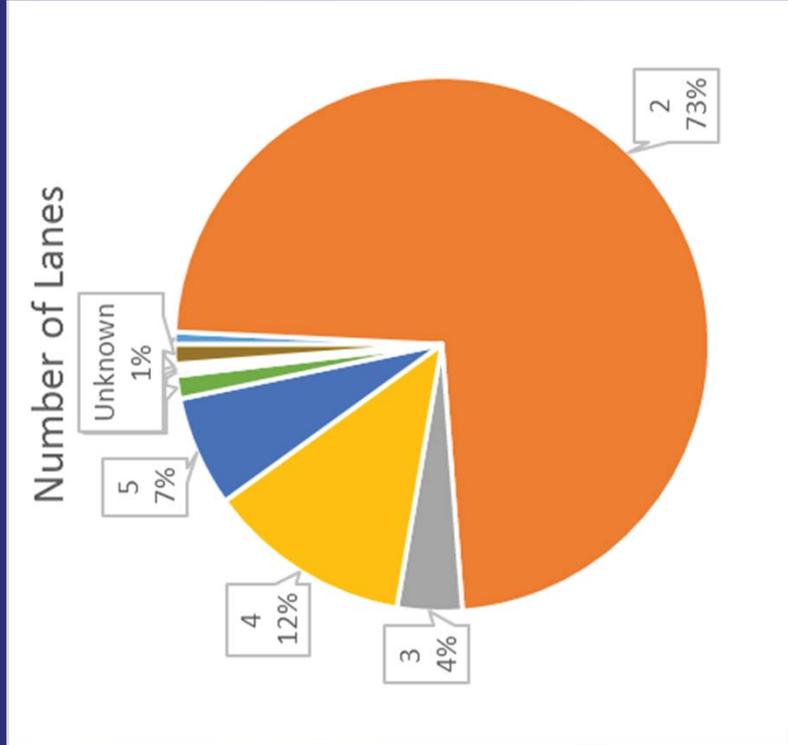


Motorist Overtaking Collisions

- 8% of urban car-bike crashes
- 29% of rural car-bike crashes
- 45% are in darkness
- Most daylight collisions are overtaking too closely
- Most involve a bicyclist on the right edge of a narrow lane



Bicycle Overtaking Crashes: Road Types



Operating Space

Bicycle operating space according to AASHTO Bike Guide

Using scanning drill to measure swerving

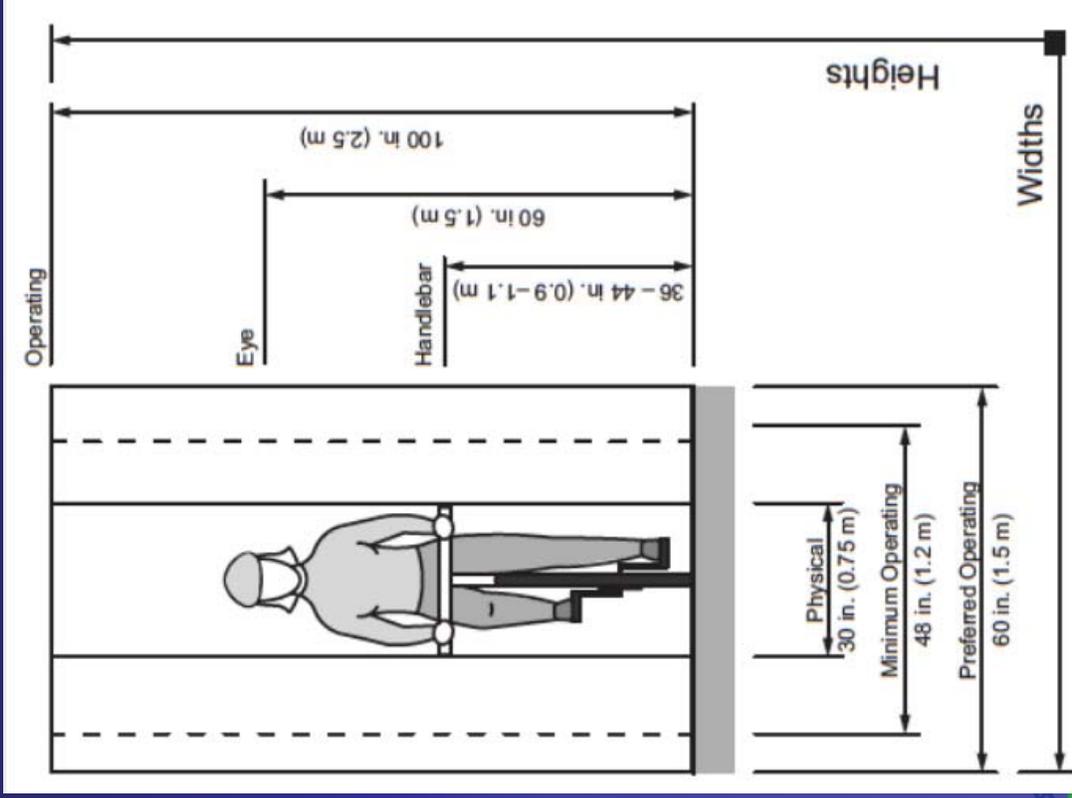


Figure 3-1. Bicyclist Operating Space

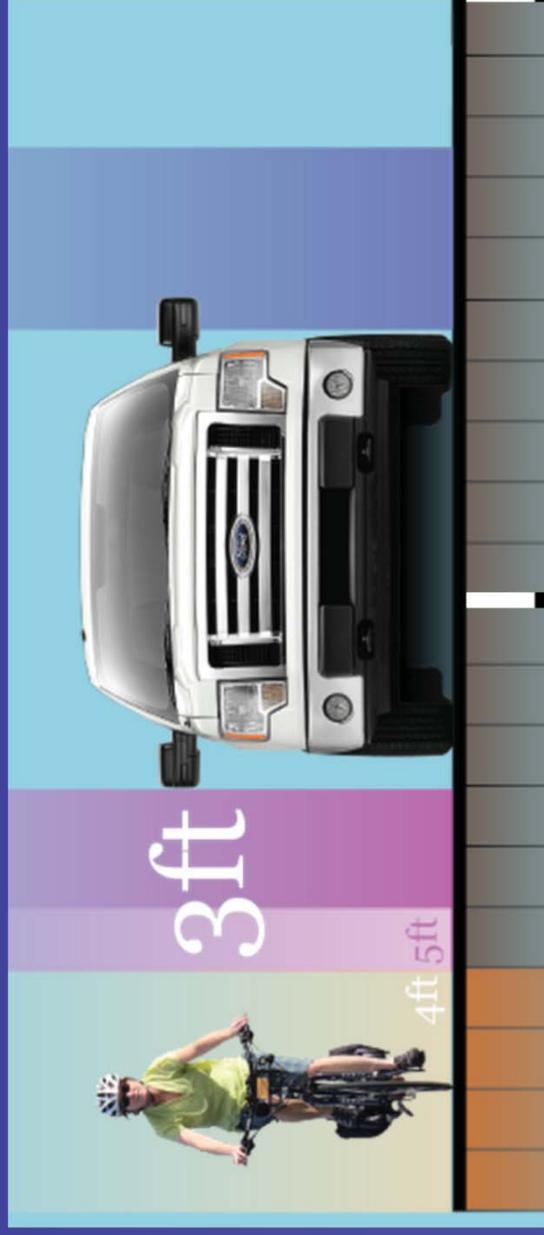


Minimum Passing Distances

Minimum Passing Distance	State
Function of Speed (5' at 50 mph)	New Hampshire
4 Feet	Pennsylvania
3 Feet	Arizona, Arkansas, California, Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Kansas, Louisiana, Maine, Maryland, Minnesota, Mississippi, Nebraska, Nevada, Oklahoma, South Dakota, Tennessee, Utah, Wisconsin, Wyoming
2 Feet	North Carolina, Virginia
"Safe Distance"	Alabama, Alaska, Hawaii, Idaho, Indiana, Iowa, Massachusetts, Michigan, Missouri, New Jersey, New Mexico, New York, North Dakota, Ohio, Oregon, Rhode Island, South Carolina, Texas, Vermont, Washington, West Virginia
"Reasonably Clear"	Kentucky
"Safely without endangering"	Montana

10 Foot Lanes

To Scale:
Bicyclist and Ford F-150



Wide Lanes



14 Feet



16+ Feet

Lane and Vehicle Widths



Lane Width: 12ft



Lane Width: 12ft



Lane Width: 14ft

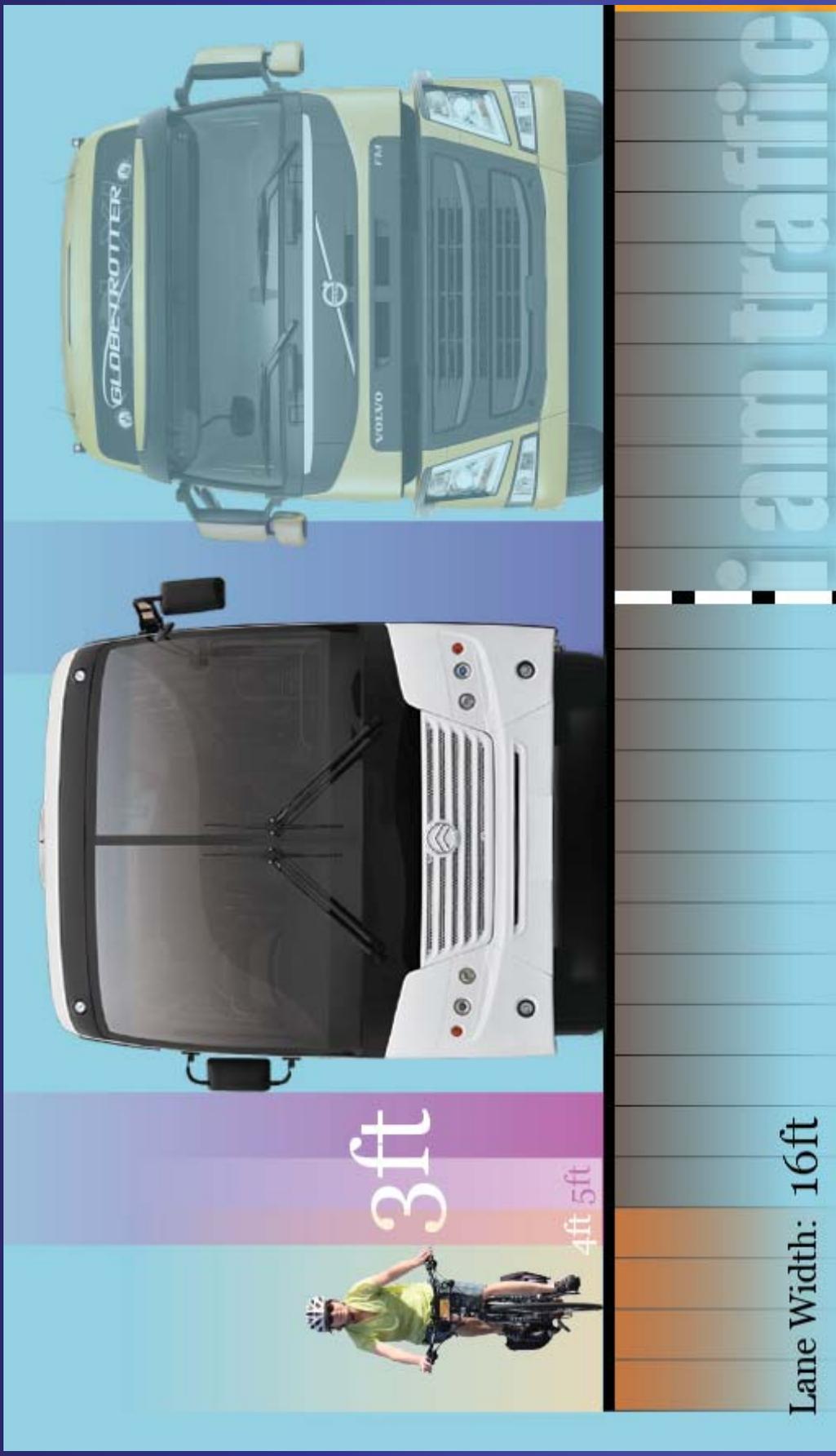


Lane Width: 14ft



<http://iamtraffic.org/resources/interactive-graphics/>

16 Feet = Rec. Minimum for Trucks



<http://iamtraffic.org/resources/interactive-graphics/>

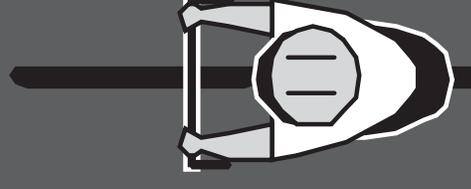
Passing Modes

Next Lane Pass

- Requires yielding to adjacent traffic

Same Lane Pass

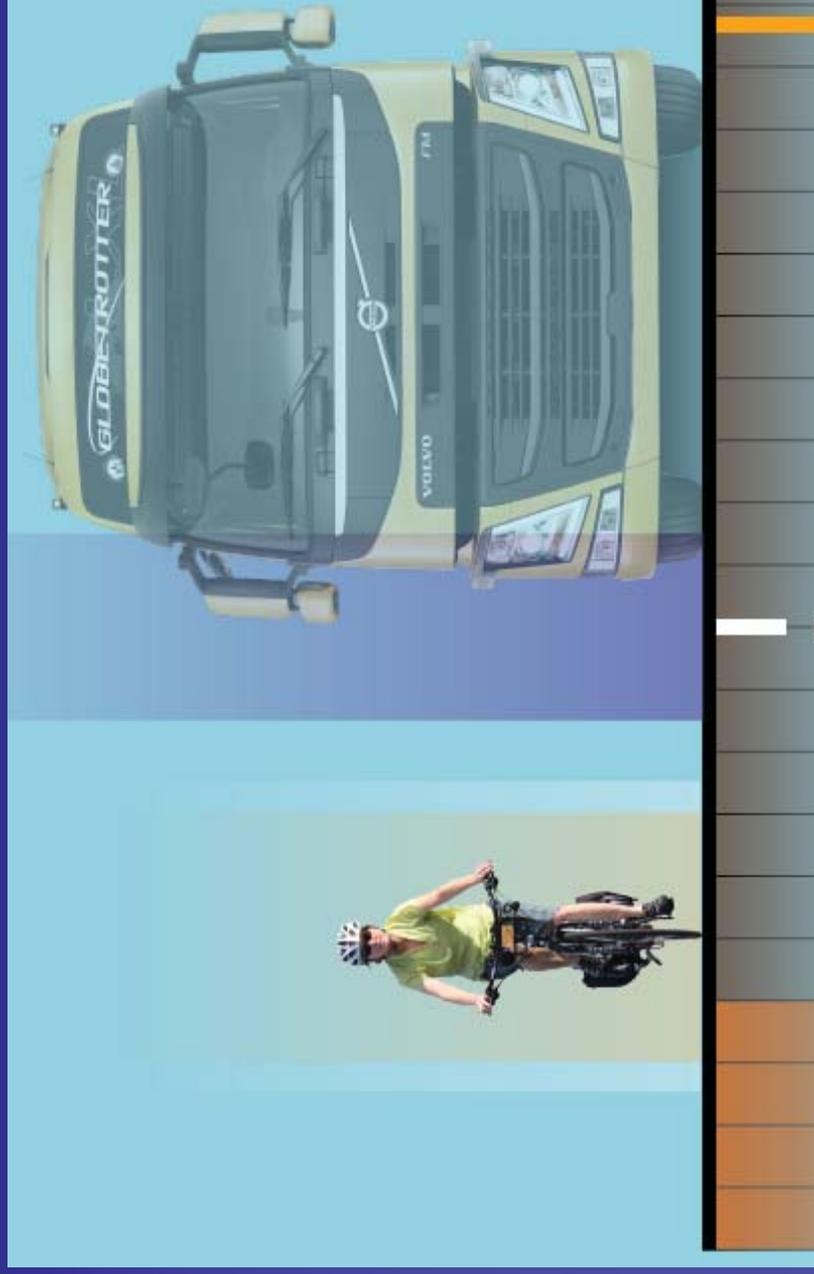
- Does not involve yielding to adjacent traffic

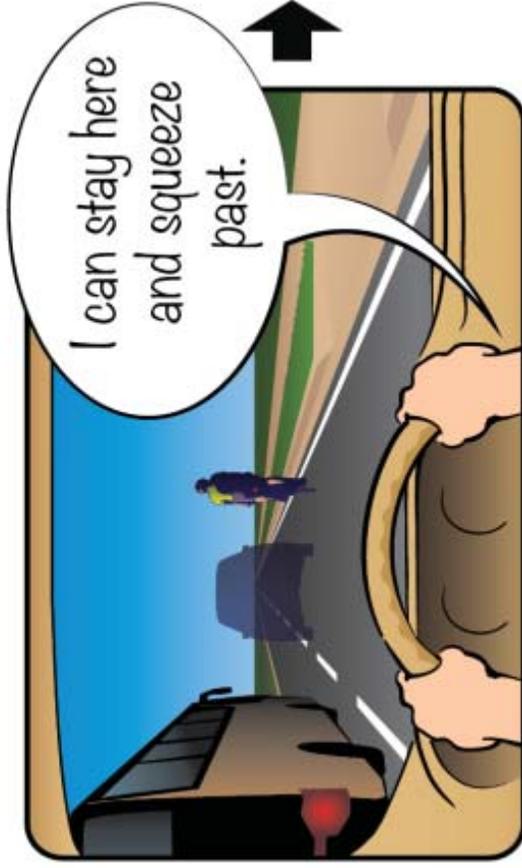


How to encourage drivers to cross the lane line (safely)?

(a) Driver education and enforcement

(b) Bicyclist lane position





How wide he thinks his car is



Where Savvy Cyclists ride
to discourage that mistake.



How wide it really is



Most lanes are too narrow for a car to pass a bicyclist safely within the lane. Savvy Cyclists make that clear by leaving less space to their left. This is defensive driving. And it is legal in all 50 states. Regardless of where a bicyclist is, please don't risk a mistake. Change lanes to pass.

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Lane Control = Defensive Cycling

- Riding near center of narrow lane greatly reduces unsafe passing, sideswipes



Two Lane Roads

- Two lane rural roads typically have narrow lanes
- Drivers must yield to oncoming traffic
- What about solid centerlines?



No Passing Zone Exceptions

- Colorado, Maine, Mississippi, Montana, Ohio, Pennsylvania, Utah and Wisconsin allow passing bicyclists in a no passing zone when safe.
- Example: Pennsylvania
 - § 3307. No-passing zones. (b.1) *Overtaking pedalcycles.— It is permissible to pass a pedalcycle, if done in accordance with sections 3303(a)(3) (relating to overtaking vehicle on the left) and 3305 (relating to limitations on overtaking on the left).*



NC § 20-150. Limitations on privilege of overtaking and passing.

(a) The driver of a vehicle shall not drive to the left side of the center of a highway, in overtaking and passing another vehicle proceeding in the same direction, unless such left side is clearly visible and is free of oncoming traffic for a sufficient distance ahead to permit such overtaking and passing to be made in safety.



NC § 20-150 continued...

- (b) The driver of a vehicle shall not overtake and pass another vehicle proceeding in the same direction upon the crest of a grade or upon a curve in the highway where the driver's view along the highway is obstructed within a distance of 500 feet.*
- (c) The driver of a vehicle shall not overtake and pass any other vehicle proceeding in the same direction at any railway grade crossing nor at any intersection of highway unless permitted so to do by a traffic or police officer. ...*



NC § 20-150 continued...

(d) The driver of a vehicle shall not drive to the left side of the centerline of a highway upon the crest of a grade or upon a curve in the highway where such centerline has been placed upon such highway by the Department of Transportation, and is visible.

(e) The driver of a vehicle shall not overtake and pass another on any portion of the highway which is marked by signs, markers or markings placed by the Department of Transportation stating or clearly indicating that passing should not be attempted.



Confusion in California

- Governor vetoed centerline exception
- Enacted 3' law without it
- CHP enforcement problems



BikeWalk NC Recommendations

- Provide exception to § 20-150 (e) for passing bicyclists when safe
- Develop comprehensive education and enforcement campaign to promote safer passing
- Do not attempt 3' passing legislation or other new motoring restrictions with current political climate/legislature

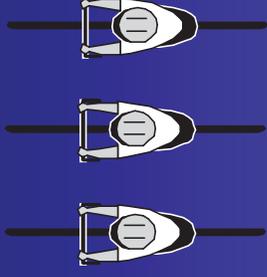


Operating Abreast

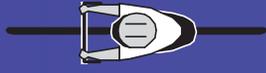
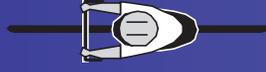


Definition of Operating Abreast

- Operating abreast: Sustained side-by-side travel at equal speed.



- Operating abreast does not include:
 - Passing/being passed by another operator
 - Using a different destination lane
 - Following at a different lateral position



Applicable Statutes

- § 20-146. (b) *Upon all highways any vehicle proceeding at less than the legal maximum speed limit shall be driven in the right-hand lane then available for thru traffic, or as close as practicable to the right-hand curb or edge of the highway, except when overtaking and passing another vehicle proceeding in the same direction or when preparing for a left turn.*



Applicable Statutes

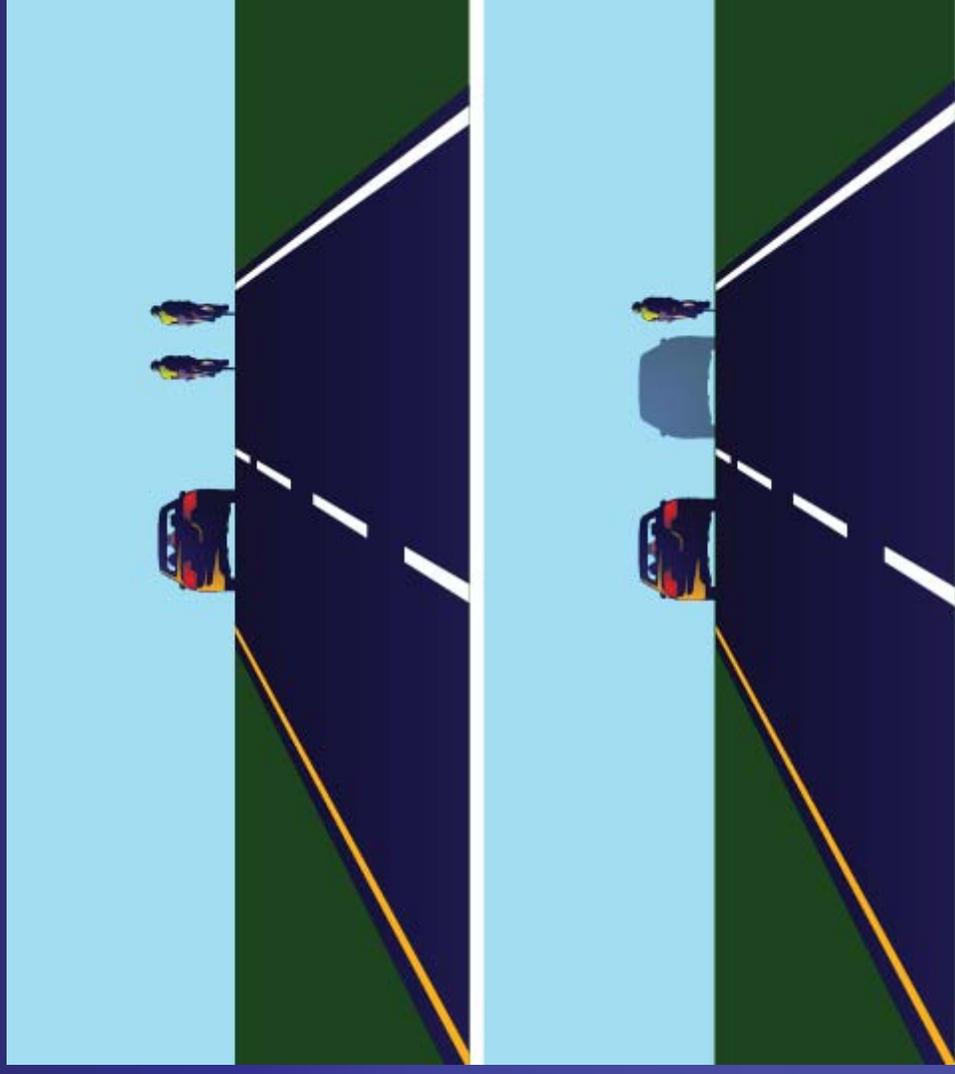
- § 20-146. (d) *Whenever any street has been divided into two or more clearly marked lanes for traffic,[...] (1) A vehicle shall be driven as nearly as practicable entirely within a single lane and shall not be moved from such lane until the driver has first ascertained that such movement can be made with safety.*

Why Cyclists Operate Abreast

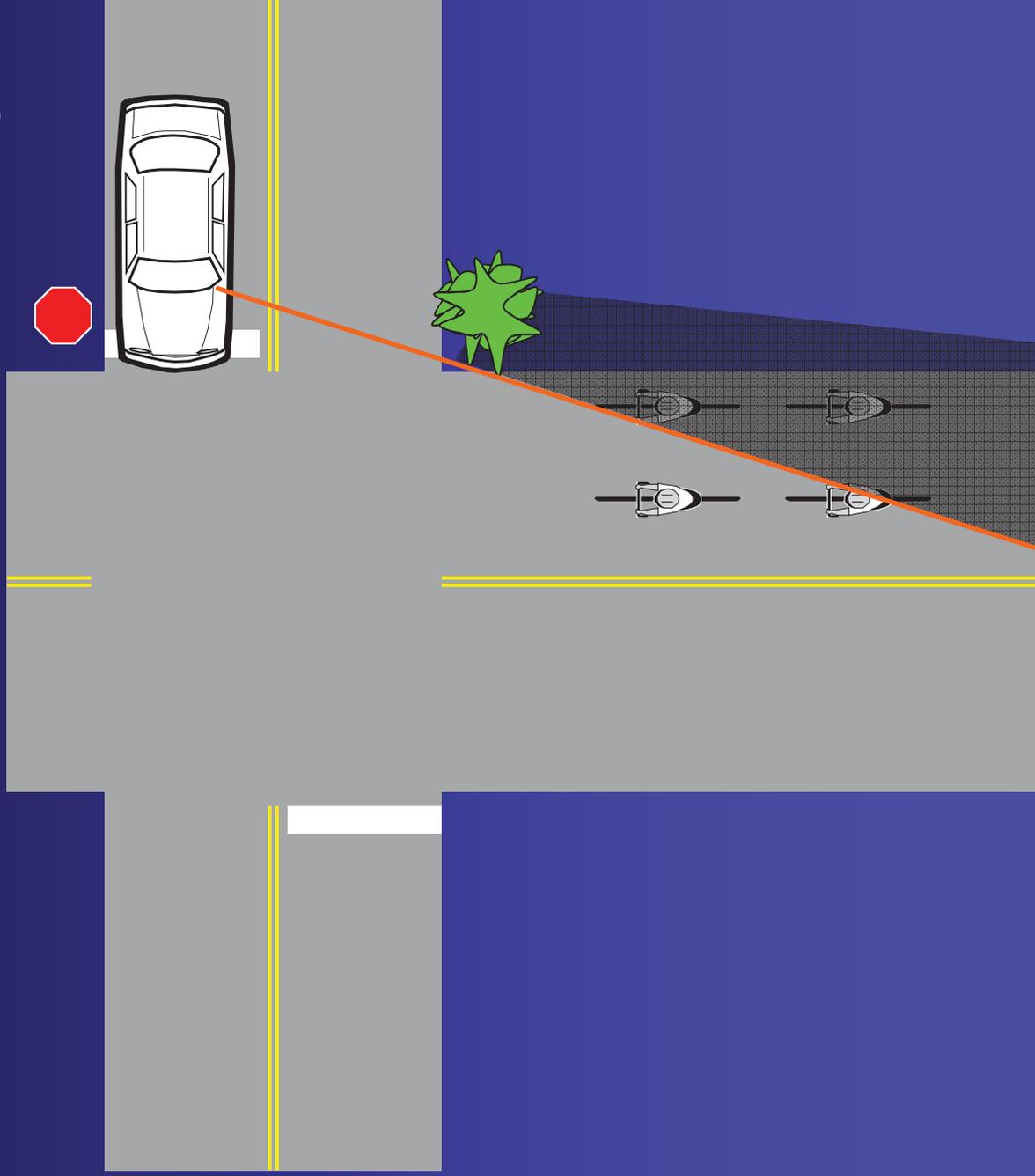
1. Deter Unsafe Same-Lane Passing
2. Improve Conspicuity from Front/Behind
3. Shorten Length of Group
4. Communicate



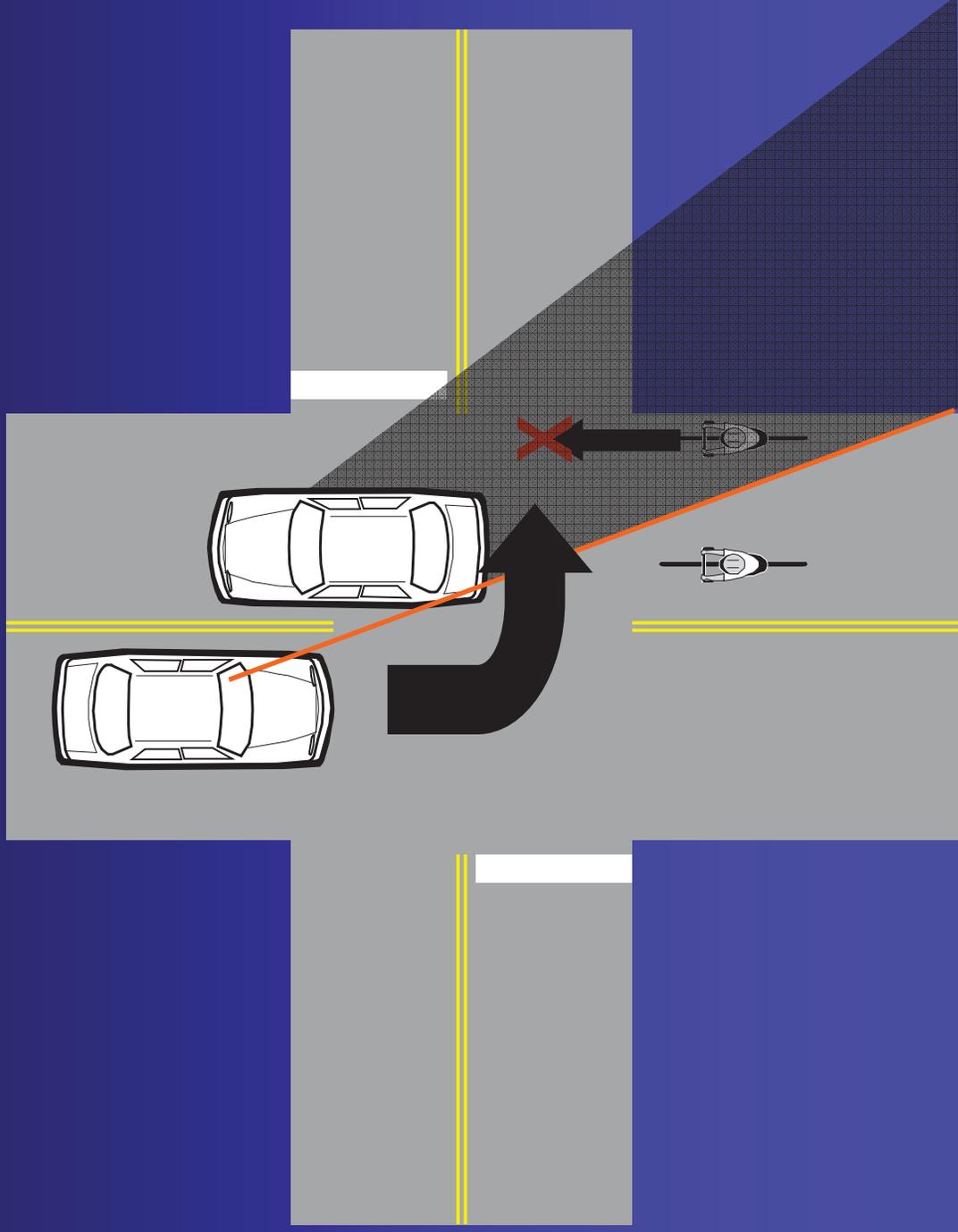
1. Deter Unsafe Close Passing



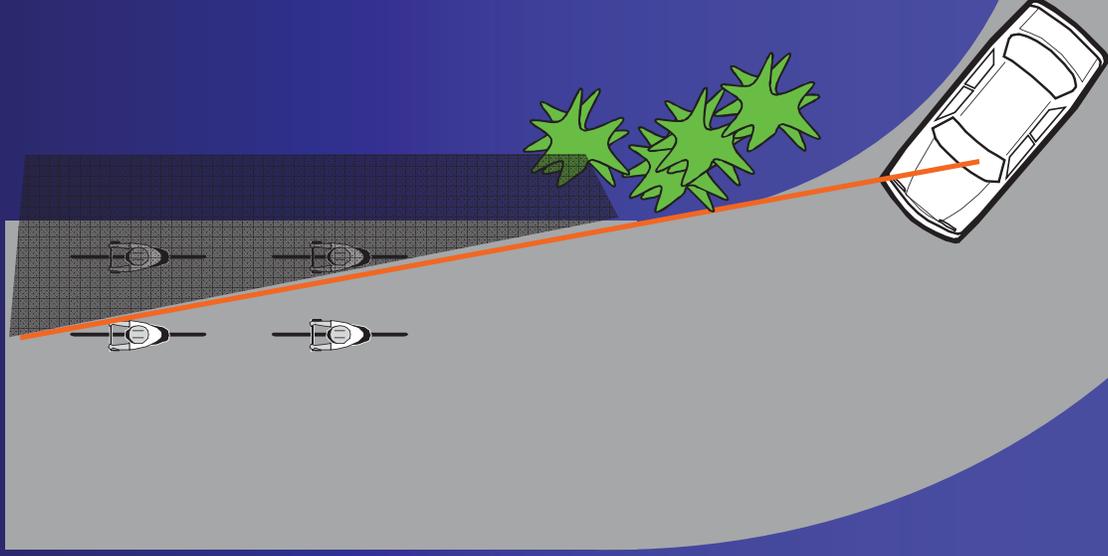
2. Improve Conspicuity



2. Improve Conspicuity

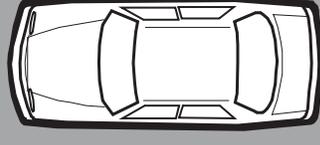
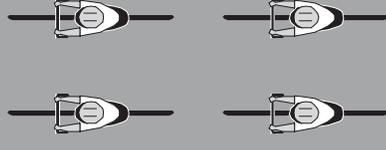
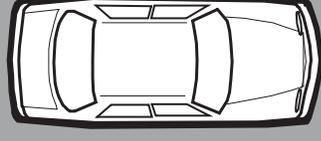
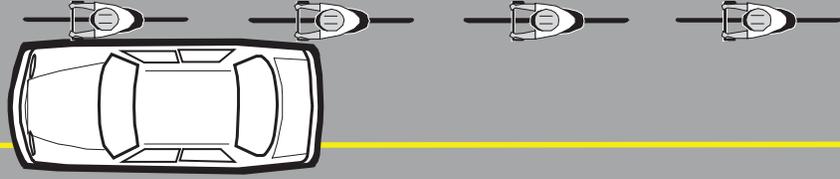
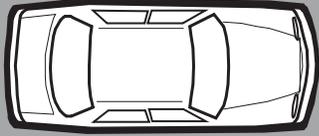


2. Improve Conspicuity

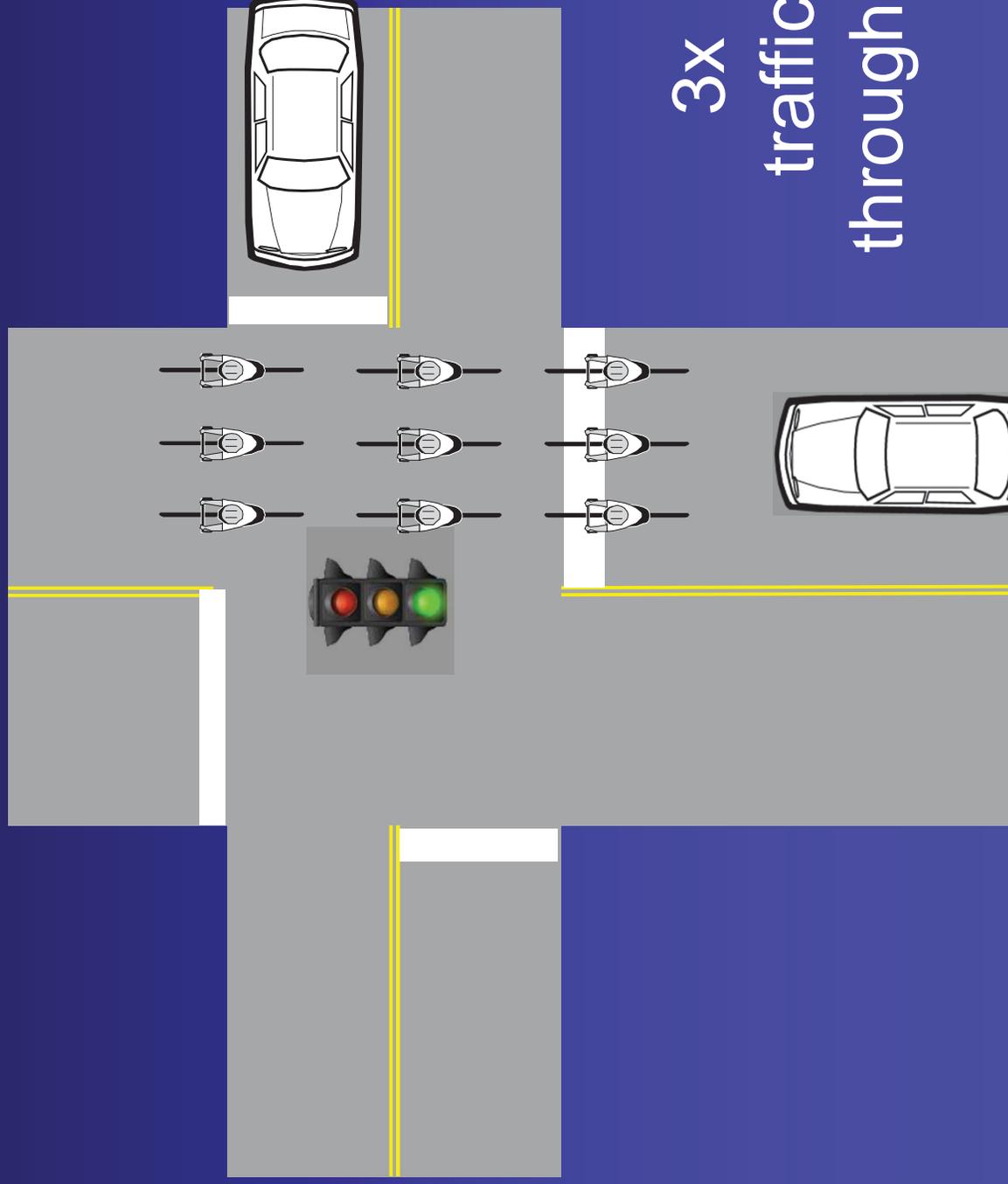


3. Shorten Length of Group

- Reduces passing time and distance
- Reduces risk of motorists swerving into group before clear



3. Shorten Length of Group



3x
traffic
throughput



4. Communicate



4. Communicate



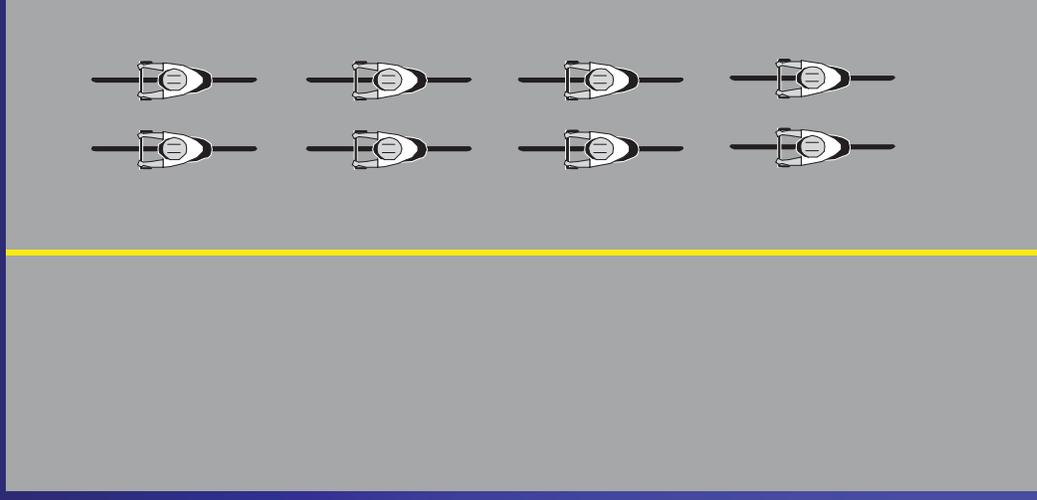
How Safe Is Cycling Abreast?

- Look at crash data
- What crash data?



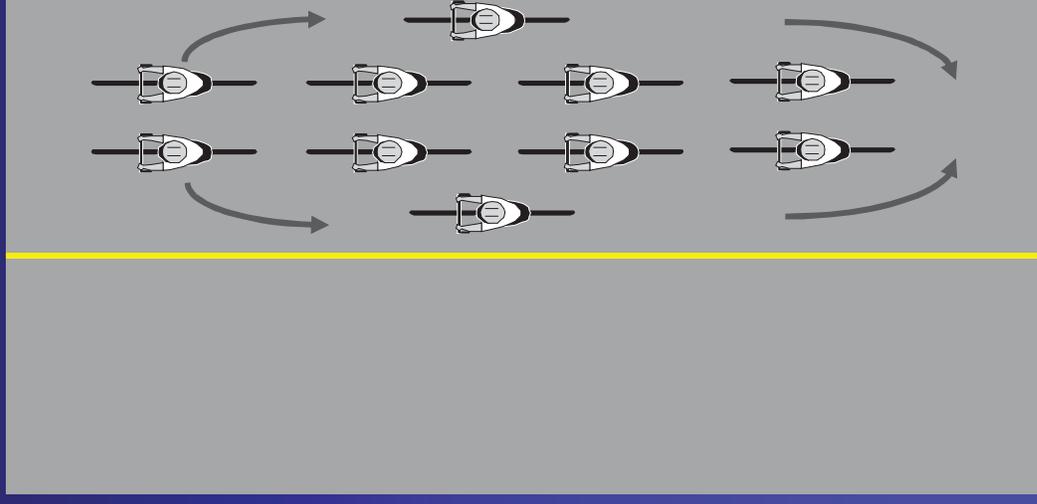
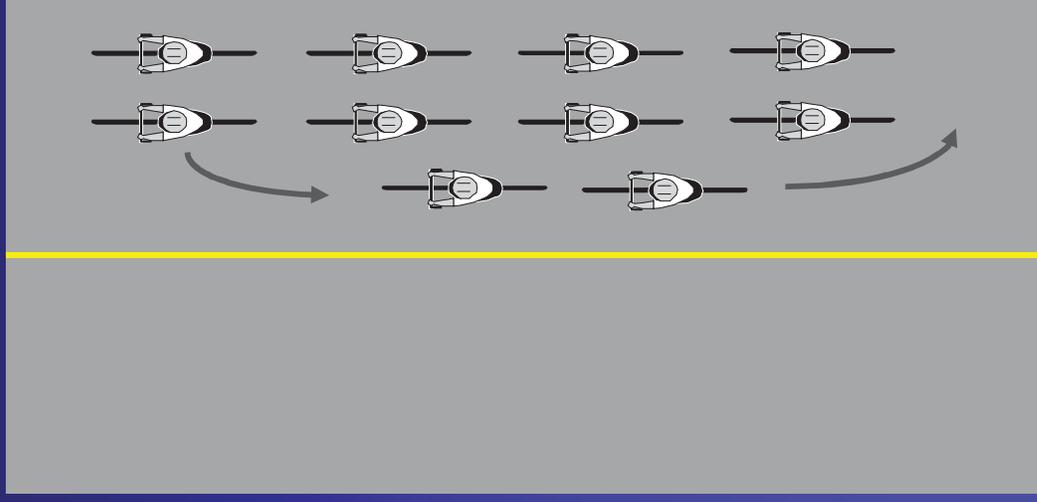
Pacelines

- Up to 40% energy savings
- Leaders get tired
- Must rotate regularly



Double File Paceline Rotation

- Group stays within single lane
- Lead cyclists look back before rotating



Lateral Spacing

- Recreational cyclists often give one another extra space when not rotating or starting



Lateral Spacing

- Performance-oriented cyclists operate close together
- Skill, consent, cooperation



Elbow/Shoulder Collisions

- Skilled bicyclists push each other away without falling

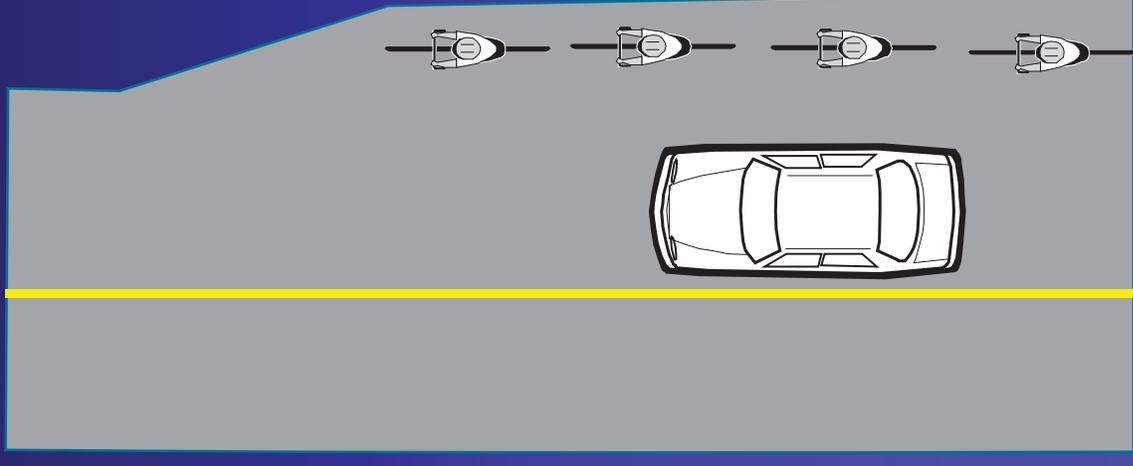


Singling Up

- Groups often go single file as courtesy where pavement is wide

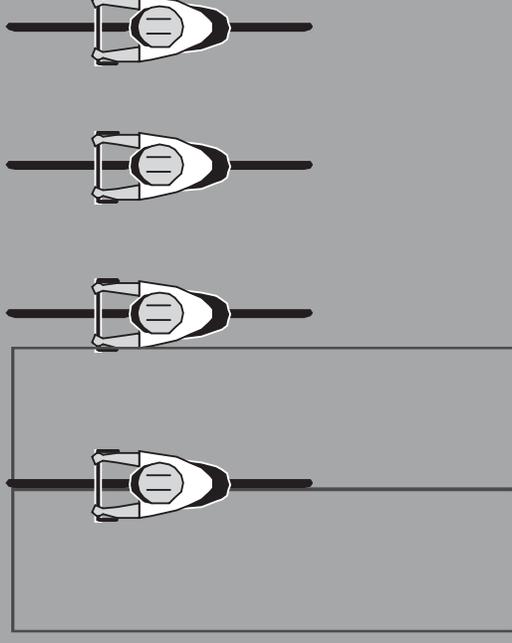
<http://iamtraffic.org/education/courteous-cyclist/>

- Changing positions takes communication, time, distance
- Narrowing of pavement width poses a danger



“No More Than N” Laws

- Who is the N+1 bicyclist?



Hazardous “Abreast” Behaviors

- Already prohibited under existing laws:
 - Moving laterally without looking/yielding:
violates § 20-146(d)(1)
 - Riding on lane line: **violates § 20-146(d)(1)**
 - Using left lane without passing: **violates § 20-146(b)**
 - Riding left of center: **violates § 20-146(a)**



BikeWalk NC Recommendations

- “>N abreast” prohibition not recommended
- Do not create new restrictions on where bicyclists can operate
- Do not make bicyclists legally liable for the actions of others
- Support public education of best practices for group riding (double file, predictable movements, within single lane, etc.)



Recommendation to allow passing bicycles on North Carolina Highways

Any consideration of allowing a motorist to pass a bicycle in situations where it is not permissible to pass other vehicles needs to also consider the number of cycles, the manner in which they are riding (abreast, single file, etc). My recommendation is to treat this issue similar to the allowance of a motorcycle to proceed through a red light as shown in 20-158 (e).

§ 20-158. Vehicle control signs and signals.

(e) Defense. - It shall be a defense to a violation of sub-subdivision (b)(2)a. of this section if the operator of a motorcycle, as defined in G.S. 20-4.01(27)d., shows all of the following:

- (1) The operator brought the motorcycle to a complete stop at the intersection or stop bar where a steady red light was being emitted in the direction of the operator.
- (2) The intersection is controlled by a vehicle actuated traffic signal using an inductive loop to activate the traffic signal.
- (3) No other vehicle that was entitled to have the right-of-way under applicable law was sitting at, traveling through, or approaching the intersection.
- (4) No pedestrians were attempting to cross at or near the intersection.
- (5) The motorcycle operator who received the citation waited a minimum of three minutes at the intersection or stop bar where the steady red light was being emitted in the direction of the operator before entering the intersection.

We agree that it should be reasonable to allow a motorist to pass a slower moving cycle in a no passing zone when certain conditions exist. The reason for this agreement is that the no passing zones are established based upon the normal operations of a motor vehicle. For instance on a roadway where the speed limit is 55 mph, we expect that there should be sufficient passing sight distance for 55 mph operations in both direction, without interfering with the passed vehicle or the opposing direction vehicle. It clearly takes longer to pass a vehicle traveling 45 mph than a vehicle traveling 20 or lower. Therefore the sight distance requirements for passing a bicycle are significantly smaller.

My recommended approach is to add a Defense paragraph to 20-150 rather than indicating that the current language does not apply.

§ 20-150. Limitations on privilege of overtaking and passing.

(a) The driver of a vehicle shall not drive to the left side of the center of a highway, in overtaking and passing another vehicle proceeding in the same direction, unless such left side is clearly visible and is free of oncoming traffic for a sufficient distance ahead to permit such overtaking and passing to be made in safety.

(b) The driver of a vehicle shall not overtake and pass another vehicle proceeding in the same direction upon the crest of a grade or upon a curve in the highway where the driver's view along the highway is obstructed within a distance of 500 feet.

(c) The driver of a vehicle shall not overtake and pass any other vehicle proceeding in the same direction at any railway grade crossing nor at any intersection of highway unless permitted so to do by a traffic or police officer. For the purposes of this section the words "intersection of highway" shall be defined and limited to intersections designated and marked by the Department of Transportation by appropriate signs, and street intersections in cities and towns.

(d) The driver of a vehicle shall not drive to the left side of the centerline of a highway upon the crest of a grade or upon a curve in the highway where such centerline has been placed upon such highway by the Department of Transportation, and is visible.

(e) The driver of a vehicle shall not overtake and pass another on any portion of the highway which is marked by signs, markers or markings placed by the Department of Transportation stating or clearly indicating that passing should not be attempted.

(e1) Defense. - It shall be a defense to a violation of sub-section (e) of this section if the operator of a motor vehicle shows all of the following:

- (1) Is overtaking and passing a bicycle or bicycles as defined by 20-171.1 proceeding in the same direction,
- (2) Is in compliance with subsections (a), (b), (c), and (d) of this section.
- (3) Provides a minimum of 4' or completely enters the left lane.
- (4) And the operators of bicycles that will be passed has not provided signal of their intention to perform a left turn.
- (5) And did not interfere with the bicycle(s) being passed

(f) The foregoing limitations shall not apply upon a one-way street nor to the driver of a vehicle turning left in or from an alley, private road, or driveway.

I believe this approach keep the purpose and safety of pavement markings that prohibit no passing. I believe it will also address the rare occasions where we have (or may) prohibit passing in multilane roadways with double solid white lines. I also believe this approach will separate the issue from the number of bicyclist, the position in the roadway, and whether they are riding abreast or not.

Bicycle Issues on North Carolina Roads

Some of the issues that I have observed on North Carolina roads are listed below. I'm sure others will have additional issues that can be discussed. This list is a starting point to get the conversation started.

Use of our state roads by anyone is a privilege granted by law, not a right granted by the Constitution. Bicycle riders are the only users of our roads that are allowed to use them for recreational use.

I have divided these issues under two main subjects: safety and nuisance.

Safety:

- Require full reflective front & rear shirts or vests. Already required on military bases.
- Require constant shining front & rear lights with visibility similar to those required by motorcycles. No riding during low light or night time unless with the above lights. Reflectors or blinking lights are inadequate. These are difficult to see during low light conditions and impossible to see when on-coming traffic has their lights on.
- Ban "recumbent" or reclining bicycles. These have no lights or reflectors and are only about three feet high including the rider.
- Require bicycles to be in "Bicycle lanes" if provided. This is mostly an urban issue. Require more of these lanes in urban areas.
- No bicycles on state roads with a speed limit at any point over 45 MPH. Maryland law prohibits bicycles in travel lanes with road speeds over 50 MPH.
- Require identification to include medical information. This is vital if there is an accident and the rider is unconscious.

Nuisance:

- Limit numbers of riders in groups to ease passing by motorists. On most two-lane roads bicycles back up traffic, especially on hilly or curvy roads. Motorists have the expectation of driving close to the speed limit. This cannot be done behind bicycles.
- Require bicycles to pull over at a safe location (driveway, wide shoulder, etc.) to allow traffic to pass when more than "____" vehicles stack up.
- Ban bicycle road races on rural two-lane roads. Races close the roads to those that live or work along the route for several hours. You are required to either stay at home or leave early and stay late. Where I live in southern Wake County, there have already been three road races that have closed the same roads in 2015. Even on Sunday mornings, this disrupts going to church, prevented my wife from getting to the church where she was the pianist and any other legal use of the roads [reference GS 20-171.2 (b)]. If races are allowed, no more than one race on any road per year and confine them to routes along four-lane roads with the bicyclists using the right lane and the shoulder. Have someone (NCDOT) precede the bicyclists and place orange cones between right and left lanes and have someone pick up the cones immediately after the last bicycle has passed (the race group can pay for this). Traffic can still move in the left lane.

HB 232, (1) – (3)

(1) How faster-moving vehicles may safely overtake bicycles on roadways where sight distance may be inhibited

Action: The committee voted to carry forward draft language regarding passing bicyclists over the double yellow center line. That language was proposed as an amendment to existing law.

§ 20-150. Limitations on privilege of overtaking and passing.

(e1) Defense. - It shall be a defense to a violation of sub-section (e) of this section if the operator of a motor vehicle shows all of the following:

- (1) Is overtaking and passing a bicycle or bicycles as defined by 20-171.1 proceeding in the same direction,
- (2) Is in compliance with subsections (a), (b), (c), and (d) of this section.
- (3) Provides a minimum of 4' or completely enters the left lane.
- (4) And the operators of bicycles that will be passed has not provided signal of their intention to perform a left turn.
- (5) And did not interfere with the bicycle(s) being passed

(2) Whether bicyclists on a roadway should be required to ride single file or allowed to ride two or more abreast.

Action: The committee tabled the issue of riding two abreast and formed a work group to further discuss the conditions under which cyclists may ride two abreast.

(3) Whether bicyclists should be required to carry a form of identification

Action: The committee voted not to carry forward the requirement of cyclists carrying identification.

HB 232, (4) : Any other issues determined relevant by the Department

1) Visibility (clothing or other reflective gear) and lighting requirements

Action: The committee voted to carry forward language that specifies a requirement for either a rear light or clothing/vest that is sufficiently reflective.

2) Options for hand signals for turning

Action: The committee voted to carry forward language adding “or right hand” to existing laws to allow cyclists to signal a right turn with their right arm.

3) 2-foot or other passing distance requirements

Action: The committee passed a motion that action on the issue of safe passing distance be delayed or deferred, noting in the report that safe passing distance was something the committee looked at, but had no specific recommendations or action for changes..

4) Operating position in roadway

Action: The committee discussed this in context of other issues (such as riding abreast and informal group rides). The issue may be addressed as part of other issues tabled for the November discussion.

5) Informal group ride impacts on rural roadway use and driveway egress

Action: The committee passed a motion that the report include a draft form resolution for the Legislature stating a directive to NCDOT to develop an educational and safety initiative and an outreach strategy around “these issues” and for the required resources, to be identified, for the program to be carried out. “These issues” would include informal group rides.

6) Use of headphones or texting while cycling

Action: The committee passed a motion recommending to the NCDOT, as part of their educational outreach strategies that they focus on efforts to inform all users of the transportation system about the elements of distracted driving, especially operating a vehicle when the user has on headphones. This includes the use of headphones while operating a bicycle on a state-owned roadway or on municipal trails.

7) Aggressive driving, harassment, and distracted driving laws

Action: The committee tabled this issue until the November meeting at which point the committee will decide if there should be any formal action

8) Vulnerable road user protection

Action: During the October 6 meeting, the committee tabled action on vulnerable user protections and aggressive driving/distracted driving/harassment until the November meeting at which point the committee will decide if there should be any formal action taken.

9) Formal group event permitting and regulations

Action: The committee voted to recommend that NCDOT review their permit and management process for road closures for events to reduce the impacts on local residents and businesses.



November 17, 2015

To the Members of the H 232 Bicycle Safety and Traffic Law Study Committee:

I am writing you to offer my professional and personal observations on the safety of group cycling and riding abreast versus single file.

I am 46 years old and have been riding bikes on the roads my whole life. Somehow growing up we did not have to worry much about cars. Drivers expected to see bicycles and looked out for us. We rode all over our neighborhood and into the next town and I never heard of anyone being hit. In 2001 I took up recreational road cycling. I rode with a group several times a week in the North Raleigh area and into Durham County. Since then I have moved to Charlotte and have now ridden in many places all around the state, from the mountains to coast.

I have been a lawyer in North Carolina since 1995. In 2003 I began to focus my practice on representing cyclists. More than 90% of my caseload now consists of cycling-related cases and I have represented and advised hundreds of cyclists around the state. I regularly speak to groups around the state about bicycling safety and work to educate cyclists about their rights and responsibilities. I have also authored a booklet on North Carolina bicycle laws and regularly write on bicycle law related topics.

As with MV/MV crashes, intersection collisions are the most common in bicyclist/MV crashes. However, a disturbing number of bicyclists are hit from behind. Of those who are hit from behind, some are hit by inattentive drivers who are looking elsewhere and simply plow right into the bicyclist. However, many are hit by the mirrors of vehicles attempting to squeeze by them without moving to the next lane.

In September of 2013, I took on 4 new clients, all women, who had been hit from behind in this manner. Unfortunately one client was not the woman herself but her estate, represented by her husband of more than 40 years. Another woman was taken to the hospital where hardware was implanted to fuse 5 levels of her spine. The other two women suffered spinal fractures and other significant injuries. These four women all had something in common. They were riding alone and they were riding to the far right of the lane they were in. All were knocked down by the

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mirror of a car or truck attempting to pass. I have come to understand that motor vehicle drivers do not appreciate the width of their vehicles.

Because of the work I do and my knowledge of these occurrences, I rarely ride alone recreationally. In all my years of representing cyclists, I have rarely received calls from cyclists who were hit while riding in a group. I have never received a call from anyone who was hit while riding two abreast in a group. The incidents I am aware of occurred in very small groups riding single file. I do frequently ride with groups that ride two abreast and have ridden with such groups throughout the state. I cannot think of any time where I have ridden with a group that has held up motor vehicle traffic for more than a few minutes; it is usually more a matter of seconds.

I have now represented and consulted with hundreds of cyclists and I feel very confident that riding two abreast in a group is both safer and more efficient. I cannot see any logic behind a single file requirement; it would have the effect only of endangering bicyclists and increasing frustrations for drivers who do try to pass safely by allowing a safe passing distance between themselves and the bicyclists.

I am attending the November 18 meeting as an observer and would be happy to answer any questions you have about legal and related safety issues affecting cyclists on North Carolina Roads.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Ann Groninger', with a stylized, cursive script.

Ann Groninger

Recommended Regulations for Bicycling Abreast

11/9/2015

Introduction

The state legislature has asked the H232 Study Committee to clarify how state law should treat bicyclists operating side-by-side. Riding two abreast is one of the most effective safety strategies used by knowledgeable bicyclists when riding together; it makes bicyclists more conspicuous and greatly reduces unsafe close passing, sideswipes and run-off-road crashes on state roads. It is therefore important for riding two abreast to remain a legal practice that may be exercised at bicyclists' discretion. Bicycling *more* than two abreast can increase traffic throughput at signalized and stop-sign-controlled intersections and thereby reduce traffic delays to all road users. However, riding *more* than two abreast can sometimes create crowding situations within narrow travel lanes and can result in bicyclists interfering with traffic in an adjacent lane.

The following recommended regulations for riding abreast are designed to match best practices for safe group bicycling.

Bicycling Abreast

- (a) Drivers of bicycles traveling along a roadway shall not operate more than two abreast within a single marked travel lane except when overtaking another bicyclist and under conditions noted in subsection (b).
- (b) Drivers of bicycles stopping and restarting at intersections controlled by stop signs or traffic signals may operate more than two abreast but shall operate entirely within a single marked travel lane, and shall return to no more than two abreast after leaving the intersection. The purpose of this subsection is to facilitate increased throughput of bicycle traffic at controlled intersections.
- (c) Drivers of bicycles operating abreast within a single marked travel lane shall not move left or change formation in a manner that would interfere with a vehicle that is overtaking lawfully.
- (d) The driver of a motor vehicle shall not overtake within the same marked travel lane as two or more drivers of bicycles operating abreast.

Discussion

Most marked travel lanes on state-maintained roads are between 8 and 12 feet wide, which is too narrow for a motor vehicle to pass a bicyclist safely within the same lane. Drivers of motor vehicles must change lanes to pass bicyclists safely on most state roads by waiting for traffic in the next lane to clear. The scale drawings below illustrate the space limitations of 10 and 12 foot lanes.

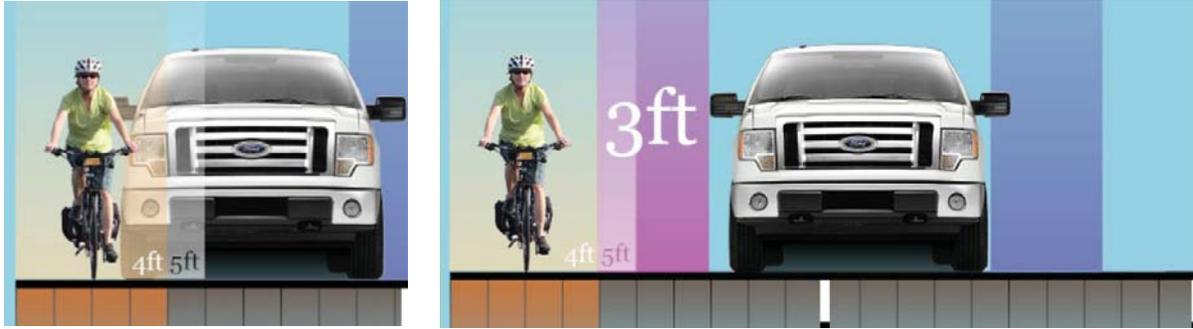


Figure 1: 10 foot wide travel lanes. Left: Attempted same-lane passing in 10 foot lane. Right: passing at minimum safe distance.



Figure 2: Same-lane passing in a 12 foot wide travel lane does not provide adequate space for safety.

Riding two abreast reduces in half the distance required to pass a group of bicyclists, as shown below:

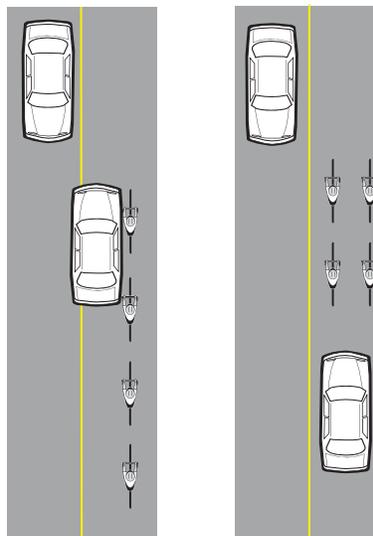


Figure 3: Riding single file (left) increases the length of the group and encourages unsafe same-lane passing attempts compared to riding two abreast (right).

Bicycling two abreast makes it clear to drivers approaching from a long distance back that same-lane passing is not feasible, resulting in drivers slowing earlier and planning safe maneuvers earlier, and reduces attempts at unsafe same-lane passing, as shown in Figure 4. Riding two abreast is so safe that cycling safety advocates can find no record of a same-direction motorist-overtaking-bicyclist crash involving two abreast bicycling in North Carolina.

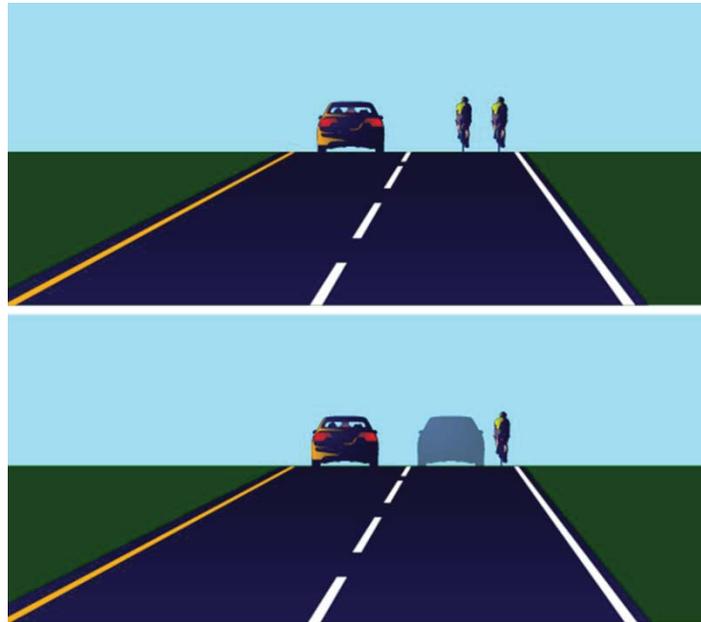


Figure 4: Top: Riding two abreast is a highly visible and effective form of lane control, making it clear from a long distance that the lane is fully occupied. When cyclists ride single file at the lane edge, motorists approaching at high speed often misjudge the available space in the lane (bottom).

Bicycling two abreast increases bicyclists' visibility from behind and in front of the group by making them as wide as a car. This reduces the risk of overtaking-type collisions as well as common drive-out and left-cross collisions, as shown below.

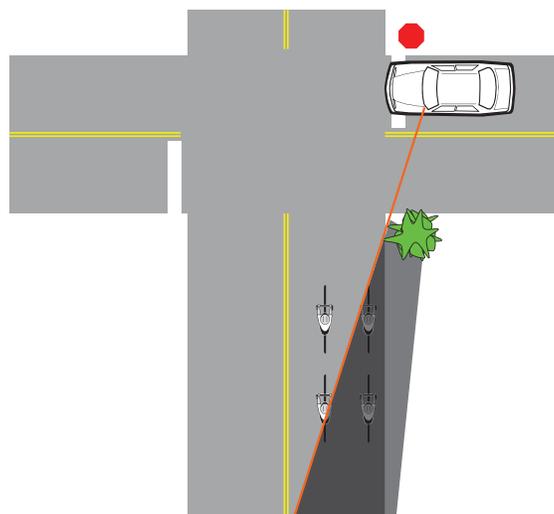


Figure 5: Operation away from the edge of the road puts bicyclists where other drivers scan for traffic and reduces screening problems caused by common sight line obstructions.

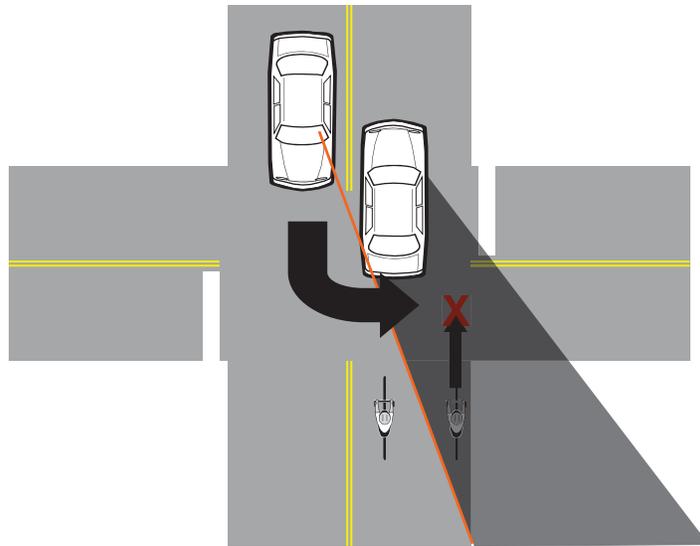


Figure 6: Operation away from the right edge of the road reduces screening problems caused by other vehicles when oncoming drivers prepare to turn left.

Bicyclists who are riding two abreast within a single lane are still required to comply with all of the normal traffic laws applicable to drivers of vehicles, including the following:

- Operating on the right half of the road: § 20-146(a)
- Using the right hand marked lane except when passing or preparing to turn left: § 20-146(b)
- Looking/yielding before moving laterally: § 20-146(d)(1)
- Riding entirely within a single lane: § 20-146(d)(1)

Singling Up

Groups of bicyclists often switch to single file formation under special conditions where the clean and usable pavement width allows for safe passing by motorists who cannot otherwise pass. Bicyclists must be careful in their selection of where to single-up; if the usable pavement narrows before a driver can complete passing, this can squeeze road users into a sideswipe scenario, as shown in Figure 7. The edge of the road can be a very dangerous place to ride due to surface defects, debris, and width fluctuation. Many of the roadside hazards that can injure bicyclists are not visible or obvious to motorists or police officers. Due to the nature of these hazards, the time required to change formations and the complexity of the decision, bicyclists must be allowed discretion in their choice of when to go single file versus remain two abreast.

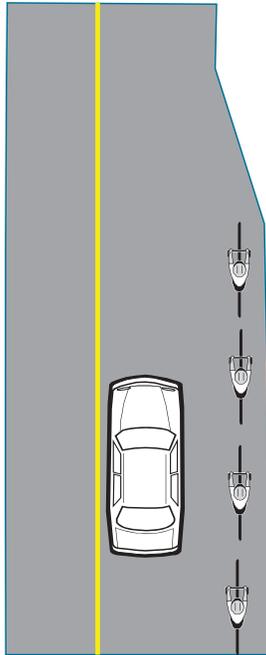


Figure 7: Changes in the width of usable pavement can endanger bicyclists riding single-file at the road edge if other traffic is overtaking.

Resources

For more information about best practices and legal issues applicable to bicycling abreast, see the following links:

“As a bicycle accident lawyer who has represented hundreds of injured cyclists in South Carolina and elsewhere and the founder of Bikelaw.com, I am acutely aware of cycling safety, and riding two abreast is one of the most important safety techniques we have.” -Peter Wilborn, “Riding Two Abreast” <http://www.bikelaw.com/2014/06/18/riding-two-abreast/>

“Video: Chris Boardman explains why cyclists can - and do - ride two abreast” <http://tinyurl.com/boardmantwoabreast>

“Interactive Graphics: Lane Width and Space” <http://iamtraffic.org/resources/interactive-graphics/>

“FAQ: Why Do You Ride Like That?” <http://cyclingsavvy.org/hows-my-driving/>

“What Is a Courteous Cyclist?” <http://iamtraffic.org/education/courteous-cyclist/>

“Bicycle Law Enforcement: Enforce Laws with Mutual Respect,” Kirby Beck, Law and Order Magazine, July 2013. http://kbeckconsulting.com/docs/Law-and-Order_Bike-Law-Enforcement_July-2013.pdf

“Why Cyclists Ride Two Abreast” <http://www.bikewalknc.org/2015/04/why-cyclists-ride-two-abreast/>

Whereas road cycling is a growing sport and mode of transportation;

whereas traffic volumes along roadways in many regions of North Carolina are increasing;

whereas cyclists shall follow traffic laws and not prevent reasonable traffic flow;

whereas law enforcement, emergency responders, and transportation officials aspire to safe and efficient use of public roadways in North Carolina;

whereas, bicycle racing, without official permits and traffic controls, is prohibited by law;

whereas, motorists must consider the speed and position of a cyclist when overtaking and turning in front of a cyclist;

whereas, motorists and cyclists are subject to fines and/or other penalties when travelling at excessive speeds or using aggressive operating behaviors;

whereas, the North Carolina General Assembly passed HB 232 in May 2015 which directed the NCDOT to study the bicycle safety laws of the state and to make recommendations on how the laws may be revised to better ensure the safety of bicyclists and motorists on the roadways;

whereas, the follow-up study required the NCDOT to establish a working group of interested parties knowledgeable and interested in the bicycle safety laws of the State;

whereas, the working group has determined that in addition to statutory revisions there also exist a strong need to enhance statewide education and outreach efforts to help ensure motorists and bicyclists are properly informed on how to safely and most properly interact with each other when using the roadways and to best ensure each other's safety; now, therefore be it

Resolved, that state lawmakers and agency officials affirm the following:

The North Carolina Department of Transportation- in collaboration with law enforcement, the bicycling industry, and other transportation officials- should develop education and training programs promoting the following best practices:

- Cyclists should carry identification on their person while riding
- Cyclists should equip their bicycles with high-visibility front and rear lamps, and keep them lighted in all dim or dark conditions
- Cyclists should consider traffic speed, travel lane width, and other vehicle traffic when choosing a safe and visible lane position
- Groups of cyclists should ride in a compact fashion, allowing for safe passing
- Motorists should use other lanes to pass cyclists
- Large bicycle group ride organizers should consider needs for traffic control, coordination with emergency responders, and necessary permits
- Large bicycle group ride organizers should post information about planned and routine group rides on a publicly accessible website;

The North Carolina General Assembly should appropriate the resources necessary for NCDOT to develop these education materials and to distribute to the cycling and motoring public.

H232 Bicycle Safety Laws Study Report Appendix Addendum – Public Comment

12/29/2015

I am sure you have been inundated recently with emails from local cyclists with concerns about HB232. I had not intended to email you about this issue until today.

While riding with my 17-year-old son who is new to cycling, we experienced near-misses with drivers who had total disregard for safety. In a period of 90 minutes, we had three close calls with cars attempting to pass while a car was approaching in the opposite direction. In addition, one motorist passed us and a stopped garbage truck, coming completely into our lane, nearly hitting us both. (I don't know about you, but when I took driver's ed, if an obstruction was in your lane, you waited until it was safe -- for all involved -- to pass.) I am teaching my son the proper way to ride, always obeying all traffic laws, staying as far to the right of the lane as safely possible and staying alert to what motorists around us might do, legal or not. Every time we leave the house for a ride, my wife is on pins and needles until we return.

I've cycled throughout the US and internationally for more than 30 years now. I am extremely disappointed that, with your proposed bill, North Carolina -- rather than promoting safety and cooperation -- is promoting a seemingly expeditious route to getting cyclists off the road. Certainly, your bill creates more danger for motorists *and* cyclists.

I have fought for this country. I have made my home in North Carolina. My tax dollars support your work. I expect better from you.

And I expect you, as a public servant, to promote safety above all in addition to cooperation. Don't promote open season on two-wheeled road users.

Thank You,
Elliott Marks elliott.marks1@gmail.com

12/29/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Raymond Phillips
ray8roz@gmail.com
Chapel Hill, NC

919-960-6246

12/29/2015

I feel that cyclists should not be allowed to ride in 55 mph zones. I live in Weaverville and have had several close calls with bikers over the last six years that I have been here. It's a scary situation when you are maintaining the speed limit and encounter and cyclist around a curve going 5mph. A very dangerous situation indeed.

Thank you for the opportunity to give my opinion.

John Seago

johncseago@yahoo.com

704-807-8273

12/29/2015

As a long-time cyclist in NC, frequent group ride participant and racer, I am writing to tell you that I oppose current DOT recommendations that will actually make bicycling less safe in North Carolina. I am also an auto enthusiast, aka "motor head", and I have five vehicles registered in NC. Although I don't drive more miles than average, I would guess I pay my fair share of registration and ad velorem taxes. My point is I am pretty wild about cars, and I still think that existing rights of cyclists should not be reduced. I definitely support the 4 foot passing law change and allowing motorists to safely cross a double yellow to give cyclists (or any other slow vehicles such as tractors or the like) more space.

My concerns are as follows:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law. As example on a ride today, with massive storm water run-offs, there were a number of times I had to avoid gravel, and that is my discretion as an experienced rider keeping myself safe while not impeding any cars (as a courtesy I also point out hazards like that to cars).

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. Thank you for reading the comments of a concerned cyclist (and motor head).

Respectfully,

Edward Moreadith

emoreadith@gmail.com

12 Ridgeway Ave

Asheville, NC 28806

828.333.8714

12/29/2015

As the wife of a longtime cyclist who wishes her husband and his friends to remain safe on their bike rides, I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Theresa Korab, Apex
takv4a@gmail.com

12/29/2015

I only found out about the H232 bicycle study today Dec. 29, but I definitely want to comment on the report:

-First of all homeowners like myself who live on present ridiculous bicycle routes like 694, Town Mt. Road, in Asheville/Buncombe should have been included in the study. All I see on the lists are bike enthusiasts?

I would like to propose that the current biking roads be evaluated as to whether due to the increase of road traffic in WNC & too curvy roads whether a road should be available for bikers.

-Rt. 694 Town Mt. Road should never be a bicycle route as it is now as it has too many curves for a motorist like myself to every be able to cross the middle yellow lines by 4 feet without killing themselves by running into an oncoming car. So my suggestion for this report is a study should be done of the present bike roads that are too dangerous. There are roads that should not be permitted for bicycling like 694 because they have too many curves to ever pass a cyclist safely especially going up the hill. Going up the hill cyclists are going 1 mile per hour! How is a motorist supposed to follow this cyclist home up the hill at this pace when he cannot pass due to curve after curve? There are huge, deep gullies on 694 with no easement on the road on either side. This road is totally unsafe for bike riders and especially for motorists who are supposed to "take their own life in their hands" to pass a biker safely. A study of the present safety of bike riding roads needs to be done.

Bikers cannot get up 694 fast enough for their safety or the safety of the motorist and it should be taken off the riding list. Never should a biker be allowed to ride side by side on this curvy 694 hill.

-Reason #2 that 694 should not be a biking road is the serious hidden curve & blind side road at the bottom. Coming down the hill, bikers speed down the hill and they ride the center yellow

lines so that I almost hit one of them speeding down the center yellow line one day. I have seen numerous bikers wiped out at the bottom of the 694 at the bottom curve because they were going too fast. If a biker is going too fast at the bottom of 694, the motorist coming out of the side road has no chance of missing the biker with his car as the biker has no chance of stopping in time at ridiculous speeds.

-Safe biking speeds should be posted on roads.

Janet Betke

ncbet@aol.com

Homeowner & Secretary of Highland Gate off of Town Mt. 694

12/29/2015

To whom it may concern.

I have observed multiple instances of poor decision making and aggressive behaviors by motorists and/or passengers vehicles towards bicyclists on our rural roads in Cary and Chatham County. I think that motorists need to be given additional education courses on why bicyclists need to be able to move to the center of a lane, or when it may be better for them to ride as a bunch, rather than single file. I find the H 232 Bicycle Safety Laws Study Report to be biased against the lawful use and enjoyment of roadway facilities by bicyclists. The use of bicycles for transportation should be encouraged and protected by the laws of North Carolina. Requiring groups of 50 or more bicyclists to file for a permit prior to riding together would limit the freedom of assembly. Do NC towns require similar permits for large groups of motorcycles, or for old cars, or for funerals? This rule would only act as a discouragement and an additional barrier to people choosing to exercise and commute by riding bicycles both in our cities and on our rural roads. Our roads are shared by many users, and the most dangerous users such as heavy and wide trucks and cars need to take special care to protect those that are most vulnerable, by giving bicyclists enough space when they pass, and by slowing down and respecting their right to be on and share the road.

Thank you,

Liz Adams

liz.adams@ymail.com

103 Larkspur Lane

Cary, NC, 27513

12/29/2015

I am very concerned about the recommendations from the NCDOT in HB 232 regarding cyclists that differ from the recommendations of the HB 232 working group.

In particular, I find the suggestion that cyclists should be restricted to the right half of marked travel lanes (recommendation 7) to be a dangerous one. This recommendation runs contrary to nationally accepted bicycling practices that encourage lane control, staying out of the door zone of parked cars, and improving visibility of the cyclist at junctions (to deter left-cross and drive-out collisions). I am a bicycling instructor, certified by the League of American Bicyclists, and I routinely teach cyclists that it is often safer to "take the lane", which it is. Requiring cyclists to ride on the right have of a lane makes cyclists less visible and lets motorists think there is room to safely pass a cyclist when there really is not sufficient space.

I am also against recommendation 8 that suggests each municipality should have its own regulations for group rides. North Carolina is a state that is well-positioned to bring in millions of bicycle tourism dollars, but making it extraordinarily difficult for group rides to occur, especially those that cross several jurisdictions, could send all of those cycling dollars to other states. North Carolina should be embracing and encouraging this healthy form of recreation rather than imposing confusing, restricting, and cumbersome regulations on it.

There are already state regulations in place that have been carefully worked out and that are sufficient.

I am a motorist as well as a cyclist. My taxes pay for public roadways, and I should be able to use them for transportation and recreation as a cyclist, motorist, and pedestrian.

Please consider these laws from the standpoint of making cycling safe.

The recommendations of the working group kept the safety of the cyclist in mind. I fear the revisions made by the NCDOT now favor the motorists' speed and convenience over the safety of the more vulnerable cyclist. The state's Complete Streets policy, adopted by the NCDOT, specifically states that the roads policy should "encourage the use of alternative forms of transportation" and "improve safety for pedestrians, cyclists, and motorists." These should be the starting points and the guides for any new legislation.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Jeff Bloomfield

jbloomfield@elon.edu

Juris Doctor Candidate, 2017

Elon University School of Law

President, Elon International Law Society

Staff Editor, Elon Law Business Journal

12/29/2015

Dear Joint Legislative Transportation Oversight Committee,

NC has been my permanent residence for 30 years. I have never owned a motor vehicle and use a bicycle as my main mode of transportation. I am moving for a temporary position in Oregon but may stay permanently. A strong reason for my leaving North Carolina is the pace of progress in support of multi-modal transportation. I commend the work of the committee who worked on HB232 but am scared and disappointed by some parts. I am sure you have had some feedback on the safety of the HB232 Report but I will summarize the points my family and I are concerned about in order of priority.

Recommendation 7: Operating Position on the Roadway

The lane positioning requirements of HB232 encourage unsafe passing and reduce the visibility of cyclists. I agree that cyclists should ride on the right half of the right lane but this language is dangerous for those (cyclists and drivers) who interpret this as riding on the right. Cyclists have been killed and injured by motorists turning, car doors, and avoiding debris and other obstacles on the right side of their lane. If this bill is about improving safety, please consider that safety in light of these specific dangerous situations.

Recommendation 8: Informal Group Rides

Local permits for group rides seem like extra work for local government with little return - how does this sort of paperwork improve safety? A well-organized bike ride will ensure safety of participants by preparing a safe route and alerting neighbors of the event. In general group rides are in rural areas with less traffic. Riders spread out along the route and as a driver and cyclist I have not had a problem with cars passing safely. I am not sure how local permits will increase safety on these rides. Driver and cyclist education seem like a better bet for improving this situation.

Recommendation 2 and 6 - I think it is best to follow the working group's recommendations which are that no new regulations are needed concerning riding abreast and passing clearances.

Thank you for encouraging bicycling in North Carolina.

Sincerely,
Carol Sevin
Commuter by bicycle
Winston-Salem

12/29/2015

I am concerned about the idea of limiting cyclists to the rights half of a travel lane. There are many situations where cyclists need to shift their lane position for safety. I believe in general, common sense cyclists stay to the right when possible, but it's not always safe to do so and we need flexibility in lane position to avoid obstacles and prevent crashes.

Thanks,

Irene Sacks

Director of Economic & Community Development

City of Kannapolis

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www.kannapolisnc.gov

www.thinkkannapolis.com

O: 704-920-4326

C: 704-791-7990

12/29/2015

I am very concerned about some components of HB 232 which make our roads more dangerous and discourage recreation and transportation.

Restricting Cyclists to the Right Half of the Lane: This makes it much harder for bikers to maintain their safety in changing conditions, such as in scenarios of poor visibility or right hand turns. I myself have been hit by a hit-and-run car who made a fast and illegal right hand turn around me.

Riding Abreast: Again, for matters of safety and for the rights of all users of our transportation network, this restriction is a bad outcome for all using the roads.

Local Regulations: General state rules are important for both clarity for users and the resulting safety conditions.

Best,

Christopher Paul

PhD Candidate

Duke University Program in Environmental Policy

Global Health Doctoral Scholar

Children's Environmental Health Initiative

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12/29/2015

I'd like to share my opinion on the report and give me 2 cents on certain bullet points covered by the proposed changes to the law regarding cycling in NC.

As an avid cyclist and someone that uses roadways on a daily basis, I can see the need to discuss this matter to make it safer for both cyclists and motorists alike. As a blanket statement, as a motorist, I have had no near misses with other cyclists using the roadways as a means to ride

bicycles. But as a cyclist, I cannot say the same and have had my share of people that do not show respect for cyclist on the roadways. I do not feel that cyclist are the issue and should not be punished because someone in a motor vehicle is in a hurry to get someone or finds cycling as something that should not be done on roads. I agree that both groups need to respect each other on the roadways, but imposing more laws against cyclist isn't going to make cycling or driving safer.

Cyclists would not be allowed to ride more than two abreast. This style of riding is standard operating procedure for most cycling groups. There is a reason for this. It is safer for the riders and for the motorist to pass a group that is 2x2 for 10 rows instead of 20 riders in a single line. The working group voted unanimously to recommend no change to existing statutes regarding riding abreast. The DOT report overrides that recommendation with no reason for such a decision. The lists of why 2 abreast riding is safer for both motorist and bicyclist, much outweighs the DOT recommendation to make it mandatory to ride single file.

Solo bicyclists would be restricted to the right half of a marked travel lane. There are many safety reasons that cyclists move into the center position of the travel lane. This change, if passed into law, would be a serious step in the wrong direction for cycling safety. As a cyclist, 98% of my riding is done already in the right half of the lane but if you restrict my right to use other parts of the lane you take away my right to ride defensive. There are times when you need to stay well out of the door zone of parked cars, improve visibility at junctions, or avoid right-hook crashes.

In my opinion, a far right rule is unnecessary because 99.9% of cyclists on rural roads, which is what lawmakers are really concerned about, ride in the right half of the lane already. Legislating lane position would take my rights away to navigate traffic and obstacles safely.

Cycling clubs of 30 or more could be required to secure permits. This legislation could have the effect of killing larger club rides and many of the weekly group rides common in North Carolina's larger urban and suburban areas. Some of those rides draw 50 to 100 riders who have a right to ride bicycles in a group. We don't restrict farm equipment or tractor trailers from driving on rural roads and highways. They cause delays on the same roads cyclists ride and can be harder to pass or navigate around than a group of cyclists. These rides have been instrumental in bringing out new riders, boosting overall ridership and creating a sense of community and generally do not cause any issues. A few small frustrations as a motorist should not be a reason to squash a large group of individuals right to enjoy cycling.

I realize the DOT is all about "customer service," especially when that customer is the motoring public and they complain about a cyclist or a group of cyclists holding them up. Is the holdup really significant in the grand scheme of things? How long was said holdup? (I can't recall as a cyclist any situation where a motorist was interfered with for more than a mere couple of minutes.) Let's just remove stop signs and traffic signals so motorists can get where they are going faster. This doesn't make sense, because it isn't safe. Limiting cyclist rights isn't safe either. Motorists are not the only customers using NC roadways. Cyclists have rights and are put in serious jeopardy daily by uneducated people in a hurry to get up to the next traffic signal. Our safety should never take a back seat to the convenience of motorists.

I applaud the effort of the bill to make it legal for cars to pass cyclists across the double yellow line if and when it is safe. The key with this law is the four-foot rule and this makes passing safer for both the cyclist and the motorist which should be the real issue being discussed here. Not inconvenience of one group over the other. Safety should not take a backseat to convenience.

Please take my thought and concerns into consideration and feel free to contact me with any questions regarding this matter.

Sincerely,
Jeremy M. Sharpley

isharpley@windstream.net

12/29/2015

I am writing you to voice my concerns on the H232 bill that aims to revise the way in which cyclists are able to travel on the roads. As an avid cyclist, I ride for recreation/exercise as well as commute to work via bicycle. Working downtown it is by far easier to commute by bicycle due to parking, traffic, etc. I maintain that it is unsafe for cyclists to be prohibited from defensively taking a lane to remain seen, especially in heavy traffic or at intersections. All too often motorists speed past on the left, and make right turns right in front of cyclists who do not take the lane at road crossings (it happened to me this morning even though I took the lane, so maybe we make it illegal to pass a cyclist if you can't do it safely?) As for riding 2 abreast - that is a key safety maneuver for cycling in groups, and encourages motorists to give more space and also makes the group more visible. Limiting the number of people who can ride in a group is just hindrance on any progress that has been made to make cycling more appealing to those who would otherwise be afraid to ride by themselves or in small groups. Group rides have created great opportunities for those that cycle regularly to help demonstrate safe cycling patterns for the new riders. Also, who is going to enforce a 30 rider cap? Local police? Shouldn't they be more concerned about overall safety involving cyclists (ie motorists passing safely, everyone abiding by traffic laws) instead of pulling over a group of advanced riders and performing a head count? The new reforms do nothing but hurt everything local cycling organizations have been trying to build - which is a community of safe, educated cyclists. Maybe instead hold a seminar that shows people that your state taxes go to the transportation system and cyclists have the same rights as vehicles.

Larz Robison lsrobiso@gmail.com

12.29/2015

Dear NCDOT,

As a cycling enthusiast, I urge the NCDOT and the North Carolina Legislature ensure cyclists' safety on the roads. I urge the NCDOT to consider allowing cyclists the full use of the lane and not just the right-side, as that allows for potential crashes and defensive driving by motorists; not limiting side-by-side riding within a single lane because group riding tends to offer safe group riding practices; and lastly, not enforcing that group rides of 30+ riders be registered and permitted, as most group rides cross between many municipalities and that will deter ride organizers to be able to safely plan for and execute these group rides. Thank you for your consideration of these amendments to your report to be reviewed by our Legislature.

Matt Roane

mrbull31@yahoo.com

12/29/2015

I wanted to send this letter in support of the current bicycle laws and reject the changes in the laws that are currently proposed to change those laws.

I was one of the first true cyclist in the Brevard/Hendersonville area. I have been riding my bike on the roads in these areas, which I pay taxes for, for 30 years. The growth started slow but has really picked up in the last 10 years since our small beautiful community is now a desired location and is becoming more well known in the U.S. and abroad. Our communities have focused and promoted our areas to encourage more tourism to help drive our economies and cycling is a result of that and has now become an important part of the local economic engine. After our areas went into decline due to the Dupont/Agfa/Sterling shut down and then Ecusta vacated along with the down turn in 2008 the emphasis was heavily put on tourism to help sustain and grow our struggling local economy. My point to this is that the growth,

whether it was a part of the master plan or not, is the result of our own doing and needs to be embraced not erased.

Safety is what we all want! The proposed changes are dangerous and irresponsible and it seems as if there is a hidden agenda and it is being seen from a very limited point of view. This is even after the working group (H232)/NCDOT made their recommendations where they discussed the existing statutes that law enforcement often find unclear, such as riding abreast and passing laws. The working group considered crash data and traffic laws in other states when discussing other statutory issues such as rear lighting, identification carry and distracted bicycling. The working group also discussed instances when group rides have been reported to cause significant traffic delays on rural roads, after all the meetings, data collecting, evaluations and final conclusions of H232 group committee, it appears that their recommendations have fallen on deaf ears and are being pushed aside and overlooked.

I am but one voice and I hope it will be heard. This change endangers all users of our roadways and education needs to be the focus for all cyclist and motorist

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Jeff Parker jeff.sunstar@gmail.com

12/29/2015

I am a cyclist who grew up in Charlotte in the 70s and have lived in Greenville since then.

A racer, activist, event organizer and club organizer.

Have never been hit by a car and happy to move over, if the DOT gives us just a couple of feet of clean pavement to the right of the white line, which is seldom the case.

Pics attached are from Thomas Langston, Regency and Evans streets in Greenville.

You will see 2 lane roads with double yellow lines and broken pavement through those white lines, and often large holes to fall in.

What the DOT did when a median was installed on Evans at Regency was to create a bike killing lane, and I have to ride it in and out on my rides.

There is a hole at that intersection which has been there over a year and not fixed, it has already destroyed one of my tire rims.

With all of that, I will move over just as soon as the DOT gives me safe room to, otherwise, not crashing because a car behind is in a hurry.

I have shown these pics and video from GoPro to Steve Hamilton, he was not aware of any plan to fix Thomas Langston or even Evans to be scheduled.

Sincerely,

Kip Sloan
kipsloan@ecrr.us

Greenville NC

[PICTURES UNABLE TO BE ATTACHED]

12/29/2015

To the Joint Legislative Transportation Oversight Committee

I have some concerns regarding items in the H-232 report, including some NCDOT recommendations.

Item 2) Whether bicyclists on a roadway should be required to ride single file or allowed to ride two or more abreast

I urge the committee to follow the working group's recommendation for no changes to the existing statutes regarding riding abreast. In-lieu of legislative action, the General Assembly should instruct NCDOT to launch an educational campaign to advocate for safe group riding and the benefits of riding two abreast in a group ride or an urban scenario.

Item 7) Operating position in roadway

I do not believe it is practical or necessary to outline via legislation where a cyclist must operate within a roadway. There are a very wide variety of road and traffic conditions that cyclists encounter which dictate how they will safely position themselves within a travel lane. Unless you have experienced these yourself then it will be difficult for me to fully explain these scenarios. I have experienced many scenarios where I must position myself in the center of a lane in order to keep from being struck by parked car doors, running into roadside debris, encountering roadside obstructions (retaining walls etc.), making myself visible to cars entering the roadway from a side street, and avoiding potential right hook crashes from vehicles passing me and quickly turning right. By enacting legislation that gives law enforcement officers the ability to ticket a cyclist for not riding in the correct portion of the lane you would be creating an enforcement nightmare. In the instances I mentioned above safely operating your bicycle within a roadway would be contradictory to riding on the right side of the road. I will say that riding in the right most side of the road is often times the most effective and safest place for a cyclist to ride. That is common knowledge and we should encourage cyclist to ride there when it is safe. An education campaign regarding safe lane positioning would be more appropriate than sweeping legislation that will be difficult to enforce and oftentimes contradictory to safe cycling practices.

Item 8) Informal group rides on rural roadways

I do not believe that the General Assembly should enable local governments to register informal group rides for groups of 30 or more cyclist. Many times ride will pass through multiple jurisdictions and a permit for a simple "ride" would be an unnecessary bureaucratic process. A process is already in place to permit event rides and races at the state level. Again, legislation in line with the NCDOT recommendation would create an enforcement problem for law enforcement agencies and unnecessarily encumber recreational group riders.

Thanks you for considering my comments.

Sincerely,

Will Washam

Planner II

Town of Cornelius

Planning Department

704-896-2461

wrwasham@cornelius.org

www.cornelius.org

12/29/2015

Thank you for collecting responses to H232 Comments for NCDOT and the Joint Legislative Transportation Oversight Committee. For the last 30 years of my adult life I have bicycled a lot in Greensboro for transportation and for recreation and am deeply concerned about the negative impact of some of this proposed legislation.

Certain of the proposed laws would make riding much less safe for bicyclists. Other proposed ideas are excellent.

I am most concerned over the proposed law to limit bicyclists' position on the road. I have read the comments of others [Steven Goodrich (<http://humantransport.org/ncbikeed/?p=246>), Bike Walk NC] and they have covered the reasons why this would be a terrible law, so I feel no need to add to the reasons. Educating the public regarding why bicyclists should be allowed to use the lane in the same way as motor vehicles is vital. The current law should not be changed.

Regarding the maximum of 2 cyclists riding abreast, this provision should be clarified. At any intersection where there is an option to turn, for both efficiency and safety reasons the provision should not apply.

A requirement that all bicycles have a front headlight and taillight is too broad. This provision should be limited to bicycling in poor visibility conditions (dawn, dusk, nighttime, or adverse weather conditions).

A suggestion to wear bright clothes is good, but for bright clothes to be necessary by law doesn't make sense. Who would determine how much bright clothing and how bright the clothing needs to be? Also, people bicycle for all sorts of reasons and some only bicycle in the daylight and good weather. Those who bicycle for economic reasons may not be able to afford this "bright clothing."

The 4-foot passing idea is excellent, except if it leads to more motorists wanting cyclists off the roads entirely. I bicycle a lot and even with the current 3-foot passing standard, many motorists in Greensboro, and especially so in the last year, do not give me even 3 feet. Motorists need to be fully educated regarding this law and the law needs to be studiously enforced.

The following proposals are excellent and I applaud them:

- No requirement for cyclists to carry ID.
- Allow right arm indication of a right turn. (Left arm indicator is often misinterpreted.)
- Bicycles be on par with motorcycles in terms of vulnerability and liability.
- No use of headphones or any other distracting items while bicycling.

The provision allowing motorists to cross the double yellow lines is well motivated inasmuch as motorists can usually overtake cyclists in less time than they can other motorists. However, the provision should clearly indicate that all relevant cautions (curves, hills, driveways, etc.) regarding passing still apply. More generally this provision should be carefully worded to insure it does not result in more collisions (and more anger at bicyclists if they are deemed the culprits.)

Sincerely,

Jody Dietrich

jody.dietrich@bikegso.org

12/29/2015

I offer the following comments regarding subject report:

1. I am in agreement with the provision to allow cars to overtake cyclists by crossing over a double yellow line, and moreover providing at least 4' of passing clearance. Drivers can proceed with passing (when it is safe to do so) and have confidence that they are within the rules and not subject to penalty when taking this action. This will allow for a much safer interaction between bicycle and motorist. It is also key that the responsibility of safe passing is

on the driver of the motor vehicle. Of course, the cyclist should be operating in a manner, as well, which allows for a safe passing maneuver by the motorist.

2. I think the nature of cyclists is to safely ride two abreast, based upon my long history of road riding with varying sizes of groups. There is a sensibility among riders that two abreast side by side provides visibility and is not severely impacting traffic flow, yet cyclists are typically careful not to go take up an entire travel lane (3 or 4 abreast) and interrupt reasonable expectation for motorist traffic flow. Of course, there will always be exceptions (large groups, rotations, cycling speeds close to the posted speed limit, etc). While I believe that not creating a law to mandate maximum two abreast is acceptable, my concern with not recommending such a provision, is the chance that legislators, in absence of a specific abreast provision, could recommend that a single-file law be implemented. That would result in an EXTREMELY detrimental impact on cyclists. -- severely comprising -- not improving, cycling/motorist interaction and safety. The promotion and distribution of best practice educational material is certainly needed and should always be a part of not only this issue but many others listed in the report.

3. Lighting. I believe that a rear light should be mandatory. I believe this to be the most effective provision for nighttime visibility, and high visibility clothing should compliment, but should not serve as a substitute for lighting. Cost was discussed in the deliberating this item, and I believe that high visibility clothing is more expensive than a light. Perhaps future educational programs funded through NCDOT and other local entities could include light giveaways to help in making these more within reach of those who may have limited means to purchase them.

4. Hand signals. I agree with "or right hand" provision. I think using the right hand consistent with right turn direction is most easily ascertained by the motorists and conveys a clearer communicative message.

5. Riding in the right half of the right most travel lane. Generally speaking that is a good placement for most situations. Of course, as explained, avoiding obstructions, left turn preparation, and comparable speed to speed limit are exceptions. Other items however, such as keeping clear of a door zone, positioning at intersections for visibility, and hook reduction are some situations where the cyclist might have to place themselves a bit further out to the left and that needs to be considered when being enforced.

6. I believe that prohibiting use of headphones while cycling should be law, not just a safe riding best practice issue. With the proliferation of listening devices; cyclists, runners, and walkers are too commonly utilizing these devices in and around traffic situations -- severely limiting the ability to pick up on auditory cues.

7. I am in agreement with educational material aimed at safe and best practice riding for group rides. However, I am against any provision that would require permits or any other requirement creating an unreasonable challenge for groups to hold regularly scheduled rides. Group riding is an enjoyable and social way to experience cycling. Many times complaints about larger groups are anecdotal in nature. While there may be times when groups rides cause an "inconvenience" to motorists, any such complaints should not be addressed through an umbrella law requiring permits. Any local group ride issues should be resolved through a partnership between local cycling groups, law enforcement and others to create reasonable solutions to identified problems. I was part of a group that did this in Florida and relationships between motorists and cyclists became much more harmonious. Some reasonable enhanced observing of both cyclists and motorists from police, better structure in the group ride (self-policing), distribution of educational materials, and increased patience and understanding from motorists created an improved situation without having to resort to permits.

Obviously, aside from the aforementioned, the need to collectively continue efforts to improve bicycle infrastructure cannot be overstated, however, my comments are only related to

the 232 Report.

Thank you for the opportunity to comment.

Bret Baronak – Cyclist, Gaston County, NC and Senior Transportation Planner GCLMPO

Bretb@cityofgastonia.com

12/29/2015

I would like to note my concerns about the proposed regulations affecting bike travel. To wit: (1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. As a bicyclist this is very important to me.

Sincerely,

Chris Tovell

christovell@gmail.com

204 Davie Rd

Carrboro, NC

12/29/2015

I am writing to express my concern at some of the changes in legislation involved for cyclists. Namely, I am specifically concerned to the changes in lane restriction and 2 abreast riding. What these changes signify to me as a commuter cyclist who also volunteers in the community to teach students safe cycling, is that the state is more concerned with the inconvenience of some motorists rather than the safety of cyclists.

BikeWalkNC issued very stark recommendations with researched reasons for why they oppose such legislation. I ask that their suggestions for legislation be considered.

Please help make this state a safer place to ride.

Respectfully,

Drew Cistola

drewcistola@gmail.com

Asheville, NC

12/29/2015

Dear NCDOT and Joint Legislative Transportation Oversight Committee,

I've read the draft report and would like to have my comments included. I am a resident of NC and avid cyclist. I laugh at DOT signs as I enter the state that state that NC is. Bicycle friendly state. Here are some examples that relate to one of your recommendations that cyclist

stay to the right. I have no problem remaining on the right. I actually prefer staying right of the right lane marker (right solid white line). However, the NCDOT continues to force me further into traffic by placing "rumble strips" to the right of the lane marker. This forces me to ride in the traffic lane making it more dangerous for myself and motorists.

My answer is to extend paving on state roadways by adding 2-3 feet of asphalt to the right of the lane marker for cyclists to ride. Place the rumble strips directly on the white lane marker. This provides an earlier warning for motorist to correct their path while simultaneously providing an audible cue to cyclists that a vehicle from behind is headed toward them.

An example of the perfect roadway is NC211 between Supply and Southport, NC. This is a heavily traveled road, but I feel safe because it has a wide shoulder in which I can ride. Additionally, the travel lane is wide, and motorists can pass me at highway speed without entering the oncoming lane.

I encourage you to study this section of highway and adopt its structure for future paving projects. Additionally, I would encourage you to immediately suspend the practice of placing rumble strips right of the shoulder marker and move it to the left coinciding with the shoulder marker.

Thank you,
Michael Brown
cycling814@icloud.com
Southport, NC

12/29/2015

I'm writing to comment on House Bill 232. It is my understanding that it would provide restrictions on cycling groups greater than 30 people. I don't understand how that could be enforced. For example if a group of 20 people runs into a group of 10 people and then someone joins them suddenly it's a 31 person group and they would be subject to this rule. It just doesn't make sense.

I'm not wholeheartedly against the two abreast requirement. And I always stay to the right anyway.

Thank you for consideration of these comments.
Michael Koerschner
mfkoerschner@gmail.com

12/29/2015

As a North Carolina taxpayer, car driver, walker and cyclist, I welcome the opportunity to comment on the H232 draft proposal. I am deeply disappointed that NCDOT has chosen to disregard or differ significantly from a number of the working groups recommendations, particularly in regard to the cyclists "operating position in the roadway".

I travel primarily rural and small city roads. As you are well aware, North Carolina roads are narrow, lack shoulders and are not routinely cleared of debris. Not to mention, the unpredictability of animals (e.g., dogs, squirrels, bear) entering the roadway and hundreds of miles of roads awaiting repair. The motorist cannot appreciate from their vantage point what cyclists are up against. A sudden blown tire can be deadly on a descent. Ascending a mountainous road while adhering to the right encourages motorists to pass dangerously close to the cyclist. It has caused many a cyclist to land in a roadside ditch, or worse, their life. NCDOT recommendations appear to favor motorists over the safety of cyclists.

BikeWalk NC recommends that no new legislation be promoted to restrict where a bicyclist may ride within a marked travel lane or riding abreast within a single marked travel lane. I support BikeWalk NC recommendations as follows:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. Lastly, new bike lanes need to be implemented on heavily travelled roads to provide safety for cyclists and vehicles alike. When biking lanes are provided, they take cyclists out of the main roadway and reduce the number of cars clogging up those roadways! Cycling is not simply for recreation. It is an economical and environmental commuting alternative. It is also a healthy living alternative. It has revitalized small towns eager to welcome cycling tourist dollars, particularly in the western part of the state. Both modes of transportation are viable when there is compromise and education.

Respectfully submitted,
Susan Casar; Asheville, NC
suebiz29@gmail.com

12/29/2015

To NCDOT and the Joint Legislative Transportation Oversight Committee:

Thank you for this opportunity to share my thoughts on House bill 232. As a serious cyclist and a driver, I respect the need for each of us to be observant, considerate, law-abiding and safe.

1.) It is vague and unsafe to stipulate that cyclists must ride as far to the right of the right travel lane as possible. Bends in the road, obstructions on the shoulder or within the furthestmost right sides of the travel lane, line markings that are more slick than unpainted road, leaves or cars within designated bike lanes, dogs, and suddenly appearing potholes are frequent and valid examples of when riding furthest to the right make cyclists less visible to drivers and unsafe to themselves. Within cities or downtown areas where some rides must start or end, cars parked in right lanes create hazards such as door/bike accidents. At those times, cyclists find it good defensive cycling to stay at least a door's width from any parked vehicle.

2.) Requiring local permits for group rides of more than 30 riders will cause undo burden for cyclists. Most group rides try to find routes that include long roads of lower traffic and often cross into several different counties to do so. This requirement would force ride leaders to have local permits for numerous counties and, I assume, to carry those permits on all rides. Additionally, ride leaders often rotate or change so access to those permits would need to be available at late notice which creates undo burden on ride leaders.

3.) Riding no more than two-abreast seems to make sense for all of us. Yet there are times when that is unfeasible and unsafe, for example when passing a solo rider. Stipulating no exception other than during an approved bike race is unfairly restrictive.

I cycle for my health and enjoyment. I honestly believe we can all share the road safely and

responsibly.
Thank you for your consideration,
Sidney Holland
sholland54@gmail.com
Greensboro

12/29/2015

To the NCDOT and Joint Legislative Transportation Oversight Committee,

As the husband of an active cyclist in NC who was intentionally run off the road this summer by a motorist, please find my comments below with regards to H232.

Municipalities encourage healthy lifestyles with more pedestrian walkways and bicyclist with bike lanes, laws need to be reasonably adjusted to serve these initiatives and the population as a whole. There are several pieces of the draft I believe are positive additions to creating an environment safe to both motor vehicle operators and bicyclists.

Positive attributes

- 1- The safe passing measures in the committees draft report are a positive. The provision to allow motor vehicles to safely pass bicyclists by crossing over the yellow line is welcome.
- 2- The provision providing for four feet of clearance by motor vehicle operators is also a welcome provision.
- 3-Including bicyclists as a "vulnerable road user" under the existing statute gives law enforcement officials and courts options between small fines and serious penalties for the serious injury of a cyclist or other vulnerable road user.

Questionable attributes

- 4-Restricting solo bicyclists to the right half of marked travel lanes leaves the bicyclists vulnerable to motorists not paying attention, turning right and potential for collusion with individual exiting parked cars.
- 5-Restricting cyclists from riding side-by-side or abreast will pose enforcement problems and will limit cyclist at traffic stops and seems to provide little relief to motorists. The ride abreast issue should be handled with public education on safe group riding practices as the committee recommended.
- 6-Changing the law to allow local regulations and permitting process for group bicycle rides creates a burden for group such as the Multiple Sclerosis Bike Ride and other worthy organizations that raise money and awareness of charitable causes. Why would this change be needed?

Thank you for considering this points and I hope consideration is made for all citizens especially cyclists as the more vulnerable population utilizing the road.

Sincerely,
John T Stephenson
jtalbot07@gmail.com

12/29/2015

Please do not limit a cyclists usage and behavior in traffic lanes. Also, please when considering cycling safety, consider the vulnerability and rights of cyclists as equal to those of motorists on urban roads.

Do not use this legislation to promote one form of roadway use over another.

Thank you,
Richard Rozzelle
rrozzelle@gmail.com
Asheville, NC

12/29/2015

I'm a cyclist here in Charlotte. It looks as though DOT are making this up as they go along. I'm asking that they do not pass this draft as proposed.

These three parts of the proposal do not help cyclist at all... and in most cases would put cyclist in more danger.

- Require cyclists to ride in the right half of the travel lane, when they're traveling at least 15 mph slower than the speed limit.
- Authorize local governments to require permits or registration for informal group rides involving more than 30 cyclists
- Prohibit cyclists from riding more than two abreast, except when passing other riders.

Please do not pass this proposal without removing these items.

David Keesler

davidgkeesler@gmail.com

704 577 4201

12/29/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Katherine Brown

katybrown1970@gmail.com

3820 Stoneycreek Rd.

Chapel Hill, NC 27514 (Orange County)

12/29/2015

I am a car driver as well as an avid cyclist and I try to do both as safely as possible. Since I began serious road cycling in 2006 I've seen the benefits of the Share the Road campaign in an increased awareness by motorists for cyclists. When I cycle, I find that most drivers are patient and take reasonable precautions to pass me safely, and I make every attempt to be a conscientious biker by obeying traffic laws and remaining visible for everyone's safety. I strongly believe ongoing and increased education (for motorists and cyclists) will further benefit our communities and the safety of all roadway users. I just as strongly believe our decision-makers have an obligation to advocate laws and infrastructure that encourage healthy activities such as cycling.

Since cyclists are much more vulnerable to serious injury on the roadway, I feel its very important to provide the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with common defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. This restriction may further encourage police and motorist harassment of safe cyclists and invite legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

I strongly encourage ongoing conversation and education to address these more contentious issues. Many communities are taking great strides to create safe environments that promote healthy activities such as cycling. Passing legislation to decrease safety for cyclists would seriously undermine our communities' efforts to foster healthy lifestyles.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Peter Doorn

petedoorn963@gmail.com

502 Trappers Run Drive, Cary, NC 27513

919.460.7952

12/29/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Ryan J. Asher

nayrasher@gmail.com

Durham, NC

12/29/2015

As a North Carolina resident, taxpayer, motorist, and cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law. How will enforcement take place? Will the NCDOT mark all lanes in order to delineate where the center of the lane is? Will the center of the lane measurement include the paved shoulder (where cyclist often travel anyway) or the only distance between the white and yellow line? Will it take into account road surfaces, debris, parked cars, gravel from driveways, garbage cans, or any other manner of obstacle that end up mainly on the right side of road? Will there be signage informing motorists that bicycles are entitled to the right half of the travel lane with a minimum of four feet of space required to pass? Although it may seem dangerous to an uninformed motorist, cyclists often use the left side of the lane to prevent a vehicle passing when they are aware of a danger that the motorist may not be aware of or have considered. High speed blind corners, narrow bridges, pedestrian crosswalks, and abrupt or otherwise unmarked medians are just a few examples when a cyclist may "take the lane" for the protection of himself or the otherwise unaware motorist.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse. Logic dictates that passing a group of cyclists is safer and quicker the more compact the group. An example would be when a vehicle has to pass a group of thirty cyclists, it is quicker to pass ten traveling three abreast than fifteen traveling two abreast or all thirty traveling single file.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level. Also, to restricting NCDMV licensed taxpayers access to roads in the name of safety is disingenuous. Group ride organizers most often select roads and start times based on a lack of ambient traffic. Group rides usually occur during weekend mornings, often on the most lightly travelled road in the area to minimize possible encounters with motorists. It is not uncommon to see more cyclists using these roads at these times than people in cars and/or trucks. When certain roads are used by cyclists frequently, convergence of different groups is inevitable. What would be the protocol for two or three groups of fifteen to twenty riders converging on stretch of road? Does the NCDOT compel motorists to disperse when there is a traffic jam? Does NCDOT require a maximum vehicle limit or special permitting for groups of motorists traveling under the posted speed limit to a common destination through multiple jurisdictions? Examples being parents/chaperones following a school bus to a field trip or a funeral procession.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Joseph D. Trettel

President / CEO
911 East Elm Street - Graham NC, 27253
Direct - 336-266-4325 joe.trettel@permatech.net www.permatech.net

12/29/2015

Dear NCDOT/Joint Legislative Transportation Oversight Committee:

As a driver, vehicle owner, home owner, tax payer, and cyclist living in NC who frequently rides a bicycle on the road for both commuting to work and recreation, I am glad to see some of the recommendations put forth by this committee such as allowing vehicles to cross a double yellow when passing cyclists, and recommending a 4-ft passing law. I hope motorists will be well educated on these changes should they take effect.

However, I am opposed to the following 3 recommendations listed below. By recommending the below provisions, NCDOT is showing favoritism for motorists' speed and convenience over the safety of cyclists. I hope NCDOT will adhere to the recommendations of the H232 Bicycle Safety Laws Study Committee and recommend legislation that encourages (rather than hinders) the adoption of cycling as a healthy way for our society to both travel and play.

* Restricting cyclists from riding two abreast.

Riding two abreast improves safety in many ways, namely:

- 1) increasing visibility
- 2) decreasing the size of the group (a 10-rider single file line now becomes 5 riders long, which is much quicker for a motorist to pass)
- 3) discourages drivers from attempting to pass a line of cyclists in the same lane (which we are clearly trying to avoid based on the 4ft passing law and the double-yellow line passing law)

If NCDOT is looking out for the safety of cyclists, riding two abreast should be ENCOURAGED and motorists/police should be well educated on why this is a safe and acceptable practice.

* Restricting cyclists to use the right half of the lane.

Although I probably ride to the right of the travel lane 90% of the time, "taking the lane"--or moving into the center (or perhaps further left)--is sometimes necessary in cases where I:

- 1) feel that it is unsafe for a motorist to pass me, and what to discourage same lane passing
- 2) need to stay out of the door zone of parked cars
- 3) need to increase my visibility approaching intersections, and avoid getting "front-ended" by vehicles that stick their nose out into an intersection
- 4) need to avoid getting "right hooked", when a car passes me then immediately turns right at an intersection.

* Requiring group rides of 30+ to obtain permits.

Riding in groups creates a sense of community as well as improves safety for cyclists (due to increased visibility), and the cycling culture that forms around these group rides encourages healthier lifestyles, promotes adoption of the sport, and encourages the growth of cycling clubs/cycling tourism/cycling events that benefit our region in many ways.

Sincerely,
Brandon Squizzato bsquizzato@gmail.com

12/29/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving

visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Jonas D. Cherry
8621 Carolingian Court
Raleigh, NC 27615-4144
Email: jcherry12@nc.rr.com
Mobile:919-524-3619

12/29/2015

Dear NCDOT,

As a cycling enthusiast, I urge the NCDOT and the North Carolina Legislature ensure cyclists' safety on the roads. I urge the NCDOT to consider allowing cyclists the full use of the lane and not just the right-side, as that allows for potential crashes and defensive driving by motorists; not limiting side-by-side riding within a single lane because group riding tends to offer safe group riding practices; and lastly, not enforcing that group rides of 30+ riders be registered and permitted, as most group rides cross between many municipalities and that will deter ride organizers to be able to safely plan for and execute these group rides. Thank you for your consideration of these amendments to your report to be reviewed by our Legislature.

Thanks and please don't hesitate to call me personally if you want,
Reid Rhodes
reidbrhodes@gmail.com
828 707 3758 cell

12/29/2015

The Working Group Bicycle recommendations are thoughtful and inclusive of a good representation of the community. Why insert NCDOT opinions where not warranted? Of course, I think all NCDOT employees who influence policy should be required to ride their bicycle all over the state before making recommendations as well.

Sincerely,
Erin Holland
meholland@carolina.rr.com
405 E Worthington Ave Charlotte NC 28203
704-451-2411 (wireless)
704-370-6059 (home)

12/29/2015

As an avid cyclist, I am very disappointed to see the recommendations in the draft report. The committee made its recommendations based on sound reasoning with input from cyclists, yet many of these recommendations seem to be ignored or defied. Please heed the recommendations made by the committee as they are made in the best interests of cyclists and motorists.

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. James Pittman james.pittmann@yahoo.com

12/29/2015

Dear Joint Legislative Transportation Oversight Committee,

I strongly oppose DOT recommendations in H232 that will actually make bicycling less safe in North Carolina. I am an avid cyclist who believes this new legislation would make the roads less safe for cyclists by requiring us to stay in the right half of the lane at all times. Data shows that allowing cyclists to use the full lane is safer, particularly at intersections. I am requesting our NC House and Senate members vote against this bill.

Sincerely,

Barbara Derreth BDerreth@Earthlink.net

Raleigh, NC 27605

12/29/2015

The comment period of 7 days, with three of them being a holiday for State government is a bit ridiculous. The standard comment period for most NCDOT projects, including bike and ped, is 30 days. This feels more like an attempt to get around the opinions of NC citizens who may wish to contribute - whether you are or not. In addition, the three points, (2), (7), and (8) that seem most controversial in speaking with other cyclists, on social media, and position papers of advocacy groups are the ones where NCDOT diverges sharply from the Working Group recommendation. What is the point of having a Working Group if you're not going to listen or find compromise in their suggestions?

The recommendation that gives me the most concern is (7). As previously stated this NCDOT recommendation appears to go against the recommendation of the working group. Bicycles currently have the right to the full use of the lane. While most bicyclists, including myself ride to center right, I do not feel it is appropriate to declare in law that bicyclists be required to do so. What law 20-146 says is "Upon all highways of sufficient width a vehicle shall be driven upon the right half of the highway except..." The NCDOT recommendation says

"...the cyclist shall ride in the right half of the right most travel lane..." the exceptions mentioned in 20-146 includes obstacles, but how do you know that the person parked in the street isn't going to open their car door at an inopportune moment? If I'm on a banked road I tend to "slide" toward the center left of the lane thanks to one inch slick tires and gravity. I've been known to do the same going up a bloody hill to make it harder for someone with limited sight-distance anyway to get cranky and pass me. Being forced to ride to the right will only encourage poor behavior among motorists. Overall, I don't feel that it's appropriate to give up something that works well enough without a law. If, as stated in recommendations (1) and (6), the motorist must pass 4 feet to the left of the cyclist then there should be no need for (7). Again, this will encourage "sharing" of space at much less than 4 feet.

The restrictions on informal group rides (8) is somewhat ridiculous. The logistics alone would be insane. Drivers and people in general truly need to learn some patience. I understand that blocking traffic is not appreciated by anyone, but either we (motorists, bicyclists, and pedestrians) are all equal in our use of the NC transportation system or we're not. This makes it clear that NCDOT favors motorists over all other forms of transportation.

Although not part of the recommendations, please consider removing the "share the road" signs in favor of either the "bicycles have use of full lane" or a "give bicyclists 4 feet" type sign. The "share the road" signage is confusing to motorists, misleading and potentially dangerous to cyclists. In addition, I think the "share the road" plus the recommended "give 4 feet" would make it even more confusing than it already is.

NC was the first to recognize the bicycle as a vehicle and treat it as such. I sincerely hope that NCDOT will revise its recommendation in the next 2 days as it concerns (7).

Regards,

Kat Bukowy kat.bukowy@gmail.com

12/29/2015

Hello! I just recently looked over the review of the House Bill 232 pertaining to cyclist laws and safety. Cycling is how I commute to 99% of my destinations, and it just seems as though the motorists are being catered to by this law. I hope that the bill gets reconsidered and tweaked a good bit to make it primarily more safe for cyclists, rather than pushing them aside for people in vehicles. If you want anymore insight from myself and the cycling community, please don't hesitate to reach out to me! It would mean the world to us, and it may save more lives.

Sincerely,

Hannah Elawar hannahmamba@gmail.com

12/29/2015

As an avid cyclist living in Raleigh, NC I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers,

whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level. Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

-Drew

Andrew J. Beck

Vice President

Sales Strategy and Operations

Ipreo

421 Fayetteville St., Suite 900

Raleigh, NC 27601

Office: +1 919-615-4122

Email: andrew.beck@ipreo.com

12/29/2015

I understand that you are taking comments on H232. I am an avid cyclist with tens of thousands of miles ridden over the past 35 years and have the following comments with regard to the H232 Bicycle Safety Law Study:

1. Restricting Cyclists to the Right Half of the Lane: This really restricts and interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-turn crashes. I find that cars tend to feel like they can squeeze by and if you have ever been on a bike and had a car pass you closely, it is really not safe. This seems to be more of a traffic planners suggestion and not one who understands cycling.
2. Riding Abreast: I would agree that there are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. If you are in the lane, then it should not really matter how many are riding abreast. A car takes up an entire lane so why should it matter if there are a few riders abreast but in the same lane. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.
3. Local Regulations: This is extremely problematic and again does not seem to make sense. Whether it's a few people or a group of 30, the rules should be the same and singling out a group ride as necessary to get a permit is no different than asking a group of car buffs driving down the road as a group to get a permit. This is silly, punitive and singling out bicycle groups. Everyone just needs to obey the law. Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Happy Holidays!

Best,

Joe Whitehouse

President

6109 Iris Drive

Raleigh, North Carolina 27612

919-802-2233
joe@cueinc.net

12/29/2015

Dear NCDOT,

I am writing to comment on the report mandated by House Bill 232. I commute by bicycle in the summers. I also participate in group rides on the weekends and some weeknights. I also cycle in fund-raising rides for a number of charities. At 55 years of age, my blood pressure is low, my weight is under control, and my doctors are very pleased with my condition, even though I have had cancer.

Bicyclists are under threat from road ragers who feel that it is an imposition to have to touch their brakes. In all 50 states, bicycles are vehicles by law, and use the same roads as tractors, farm equipment, RV's and slow moving traffic. None of these face restrictive regulation such as proposed by this study bill. Even though I use rural back roads, neighborhood streets and bike lanes, I have been "buzzed" countless times, had bottles thrown at me, and had near collisions with people who would rather kill a cyclist than touch their brakes. My rearview mirror has been broken by the side mirror of a careless driver.

I enthusiastically support the portions of this report that lead to better safety for cyclists, and more clear expectations for motorists:

- Cars giving bicycles four feet of clearance. This is a brilliant idea that will cut down on the most dangerous "buzzing" of cyclists by motorists. It may be difficult to enforce, but it gives a clear expectation to motorists.
- Legalize cars crossing the yellow line for cyclists. This is also a great idea. Cars already do this to minimize accidents. It makes sense to make this legal so motorists don't have to sacrifice safety for legality.
- Give bicyclists the "vulnerable road user" protections that motorcyclists currently enjoy. This allows further penalties for careless drivers who injure two-wheeled traffic. We need this kind of help.

Enhanced bicycle safety is not only good for North Carolinians, it makes the state more attractive to bicycle tourism. Cyclists already spend a great deal of money in the state, and gaining a reputation as a bicycle friendly state will enhance this revenue.

I do not support the portions that make bicyclists less safe:

- Bicycles restricted to the right half of the lane. This eliminates the cyclists' margin of safety when people try to pass them. By "claiming the lane" in the middle, motorists are less likely to try to brush by the bicyclist. If they try, I have a good two or three feet to my right for safety, for escape. Cyclists also need to move to the center or left of center to be seen in many situations involving cars pulling out, or drivers exiting their parked car.
- No riding two abreast. This restriction does not enhance anyone's safety, and is unrealistic. If the issue is slow bicyclists, riding two abreast allows a group of cyclists to move faster and get down the road more quickly. In a single file pace line, the fast rider at the front moves to the back periodically, and must ride two abreast for a short time. When we ride in small groups, we already close up to single file when there is a car behind us. Any problem raised by riders two abreast is addressed by the above proposals that actually enhance rider safety.
- Requiring permitting for rides with more than thirty participants. This measure is punitive and unnecessarily restrictive. It serves only to create more paperwork for local government and for cyclists. It is also impossible to comply with. Bicycle shops in the larger urban areas may have 50-100 people of all abilities on a weekly ride, but it is not possible to know, in advance, how many will show up. Cyclists also join and/or leave the group, or fall

behind, or pull ahead, during a ride. It is not possible to mandate a constant number of riders during a ride.

Thank you for the chance to comment on this study.

Best regards,
Chris Tacker rctacker@yahoo.com
Raleigh, North Carolina

12/29/2015

Thank you so much for your service in public office. I am grateful for the opportunity to contact you with my concerns about H232 and restricting cyclists to the right-half of a given road's travel lane. BikeWalk NC concisely notes that this and other elements of the proposed legislation undermine the effectiveness of safe and defensive riding practices, dramatically complicate the logistics of planning long rides in the area, and suffocate the potential for community involvement in the riding abreast issue. In addition to agreeing with BikeWalk NC's three principal comments on the legislation, I have a story I'd like to share that illuminates how dangerous it can be to ride close to the shoulder on roads.

I commute to work by bike almost every day, and for the first few seasons here in the Triangle, I stayed tight to the shoulder. I thought that this was a courtesy to cars and trucks, hoping that it would make it easier for passing vehicles to give me a safe cushion as they went by. Although about half of passing vehicles tend to give a comfortable amount of spacing, some drivers (arguably 1 in 8) see this as a chance to not enter the oncoming lane at all. If that driver is behind the wheel of a Mazda Miata, that's not too alarming. If it's a mid-sized sedan or a vehicle similar in footprint, it's alarming. If it's a pickup truck or a large SUV, I'm probably going to get at least a brush if not a smack from a rear-view mirror. If it's a cement truck, then the likely outcome is what transpired in early June, when I was deflected off the road and into a ditch, shattering my collarbone.

I was always taught that accidents happen because of at least two simultaneous risky elements. Two people not paying attention, 1 mechanical failure and 1 person texting, 1 driver avoiding a squirrel and another reaching down for a sandwich. A close pass is a risk, and as soon as anything else goes wrong, that sends a cyclist to the hospital. If the cyclist hits a rock, the chain slips a link, or the handlebars wobble because a half-ton piece of metal is zooming by at 40 miles per hour, that man or woman is going to the hospital.

If we want safe cycling in the city, we need a culture of understanding between cyclists and drivers. Drivers need to recognize that cyclists are people, and deserve safety. Cyclists need to know that drivers are people and can make mistakes. Legislation should enforce that safety and leave room for errors on the part of the driver.

Thank you for your time and attention.

Dean Culver culver.dean@gmail.com
PhD Candidate
MEMS Department
Duke University

12/29/2015

Thank you for accepting and compiling the feedback on this draft report.

The NCDOT recommendations on items 2, 7, and 8 slightly improve motorist convenience at the cost of decreasing bicyclist safety. I am deeply shocked to read these recommendations after reading the meeting minutes from H232 Study Committee meetings.

I oppose the NCDOT recommendations where they would make bicycling less safe on North Carolina roads. I support the voted-upon recommendations of the H232 Study Committee.

The training for League Cycling Instructors is based on the principle that "Cyclists fare best when they act as, and are treated as, drivers of vehicles." Since a bicycle is a vehicle under North Carolina law, I was confident when I completed LCI training that I was learning how to teach defensive bicycling best practices and was not learning anything that conflicted with NC law.

I was very surprised to read a recommendation from NCDOT that conflicts with the 2013 ITE Traffic Control Devices Handbook.

I have several comments below regarding the draft report.

1. Relating to Item 7, I disagree with the NCDOT recommendation for a law restricting bicycle riders to using the right-half of marked travel lanes. This NCDOT recommendation conflicts with lane positioning guidance given in the 2013 ITE Traffic Control Devices Handbook. This recommendation decreases bicyclist safety. When combined with the contributory negligence law in NC, this recommendation would make it very difficult for a bicycle rider who is hit despite riding with defensive bicycling best practices to recover civil damages.

Defensive bicycling practices like lane control help bicycle riders to avoid being hit. Being to the left of the center of a lane improves my visibility near intersections and driveways, helps to avoid left-hook and right-hook crashes, and keeps me out of the door zone of parked cars.

It means that I don't need to dodge away from an impending drive-out because the driver can easily see me.

I need to ride at least 7 feet away from a parked car to avoid a dooring. I need a startle zone (1-2 ft) in addition to the door width (3.5 ft), and in addition to my width (24-30 inches). Keeping out of the right half of a lane also keeps me out of the area where most debris and potholes are. Riding in a straight path in the left-half of the lane allows me to ride in a predictable path, as opposed to unpredictably swerving around debris and potholes. When I stop at a red light, I often move close to the left edge of my marked travel lane. From this position, I can wave a right-turning motor vehicle behind me to go forward when Right Turn on Red is legal. And I can stop on the sensor grid for the traffic light. I ride on a lot of roads which have 8-9 ft travel lanes, and there is just no way for a motorist to share a lane with me while making a safe and legal pass. Restricting a bicycle rider to the right half of a lane increases their probability of being hit by an overtaking motorist, it does not decrease it.

2. Relating to Item 8, I disagree with the NCDOT recommendation encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides. This would create a bureaucratic nightmare. On evenings during daylight savings, I routinely attend a group ride that starts in Wake county and goes into Chatham county. On a weekend ride it's not difficult to hit Wake, Durham, Orange, and Chatham counties in a 40 mile loop. Organized charity bicycle rides have raised hundreds of thousands of dollars for charities in North Carolina. YMCA of Western NC, Safe Haven Cat Rescue, Habitat for Humanity of Moore and Durham counties, Rex Hospital Angel Fund, Triangle Land Conservancy, UNC Kidney Fund's dialysis assistance program, Meals on Wheels Charlotte, and many other NC charities have benefited from bicycle ride fundraisers. For just one example, during the past 10 years, the Le Tour de Femme ride in Cary, NC has raised \$192,000 for the Rex Hospital Angel Fund, and has donated more to other charities.

This would also harm rural economic development. There is an industry of destination tourism bicycle journeys which uses some roads in North Carolina. The 3 rides that the nonprofit Cycle North Carolina organizes (of durations 3-7 days) bring cycling tourism dollars to small towns in rural parts of North Carolina. For-profit tour companies also bring cycling tourists to small rural towns and bring significant hotel and restaurant revenue. The for-profit companies can easily remove North Carolina from their destination list if they don't wish to comply with permit processes for multiple municipalities. Cycle North Carolina cannot leave the

state, but this could force them to end some of their events. I suspect that Hertford, Oriental, and Edenton (among other towns) would be sorry to lose the revenue.

3. Relating to Item 2, I disagree with the NCDOT recommendation for a new law saying that cyclists may only ride 2 abreast in a marked travel lane. The experienced people who ride in the 30+person packs ride more than 2 abreast, which compacts 30 riders into a full lane space shorter than a city bus. Those groups would be considerably longer if they rode only 2 abreast. Stopping at a red light and forming up to completely fill the lane (being more than 2 abreast) is the safest way to get a group of cyclists through a short green light cycle, since it is illegal to pass another vehicle in an intersection. I have not experienced any marked travel lanes in North Carolina where a motor vehicle driver could share the lane of cyclists riding 2 abreast while safely passing them. A motorist passing cyclists who are riding 2 abreast needs to completely change lanes to make a safe pass. This recommendation decreases safety for people on bicycles.

4. Relating to Item 12, I thought that NCDOT already reviewed the formal group permitting process in 2014 or 2015.

I have no objections to items 1, 3, 4, 5, 6, 9, 10, and 11.

Thank you,

Esther Lumsdon

esther.biking@gmail.com

12/29/2015

As a 51 year old, tax paying, home owning, law abiding citizen cyclist. I wanted to voice my objection to limiting cycling based on one persons biased opinion. Just as there are rude or discourteous motor vehicle drivers there are cyclists as well. Punishing the many for the behavior of the few is not acceptable and I find the governments infringement on my personal liberty intolerable.

respectfully,

Jennifer Toohey jenniferptoohey@gmail.com

403 Briarcliff St

Apex, NC 27502

12/29/2015

Dear NCDOT,

As a cycling enthusiast, I urge the NCDOT and the North Carolina Legislature ensure cyclists' safety on the roads. I urge the NCDOT to consider allowing cyclists the full use of the lane and not just the right-side, as that allows for potential crashes and defensive driving by motorists; not limiting side-by-side riding within a single lane because group riding tends to offer safe group riding practices; and lastly, not enforcing that group rides of 30+ riders be registered and permitted, as most group rides cross between many municipalities and that will deter ride organizers to be able to safely plan for and execute these group rides.

Thank you for your consideration of these amendments to your report to be reviewed by our Legislature.

Regards,

Caleb Elias Welborn

caleb.elias.welborn@gmail.com

12/29/2015

Please pass the proposed rules regarding bicyclists. We live in the country and the "herds" of bicycles make it impossible to safely pass for very long periods of time. Thank you! Dan Sundberg, unitedbiospheres@embarqmail.com

12/29/2015

NCDOT

Joint Legislative Transportation Oversight Committee

I offer comment on Recommendations #1 and #7 of the NCDOT H232 report.

Recommendation #1 - Double Yellow Line: I applaud the Working Group and NCDOT recommendation that essentially would allow passing of cyclists on a double yellow line, when it is safe to do so. Most motorists feel comfortable doing this now, but it should help with those drivers who feel legally restricted where it would otherwise be safe to pass.

Recommendation #7 - Position on Roadway: I concur with the Working Group that no legislative changes are needed in this area. I disagree with the NCDOT recommendation for such. Statutory language restricting solo cyclists position in the travel lane is unnecessary and ill advised. (The recommendation seems to be directed toward single riders, although my opposition also would apply to groups.) It is unnecessary because the vast majority of cyclists ride toward the right of the lane already, except when conditions, safety, or proper riding technique suggest otherwise. Legislation is not needed to dictate what is already common practice.

I think it is ill advised because it would add confusion and open the door to misinterpretation. I fear it would perpetuate and give credence to the belief among some motorists that cyclists should always ride far to the right on the edge of pavement "out of my way". Such location frequently leads to an invitation for the motorist to pass without slowing down, with inadequate space between the vehicle and bicycle, in lanes of insufficient width to accommodate both users, and/or with little regard to oncoming traffic. Edge of pavement can be an unsafe area in which to operate a bicycle, as pointed out several times in the Report and the meeting minutes of the Working Group.

H232 calls on NCDOT to study "...what statutory revisions, if any, are needed to better ensure the safety of bicyclists and motorists". The focus should be on the safety of cyclists. I have never known of a motorist who was injured in a crash involving a motor vehicle and a bicycle. Motorists are most likely to be injured by other motorists who make poor decisions on when it is safe and legal to pass.

Perhaps we could benefit from additional public awareness and outreach on how to pass cyclists (or any slower moving vehicle for that matter): Slow down, check for oncoming traffic, move over, and pass when it is safe to do so. Fortunately, most drivers do this now. Thank you for the opportunity to comment.

Larry Sams larry.sams@gmail.com

Raleigh NC

Retired NCDOT Transportation Engineer

12/29/2015

There has been much information shared about HB 232 and the effect it will have on cyclists.

After reviewing info shared on social media and the available draft online, I think the wording of Section 7 should be a serious concern in promoting bicycling safety. I oppose the NCDOT Recommendation for Section 7 as it has been written.

This presentation provided by BikeWalkNC presents some serious problems that would be created if cyclists are required to "ride on the right half of the right most travel lane" without exception. <https://s3.amazonaws.com/BikeWalkNC/Docs/BikeLawStudy/LanePosition.pdf>

At a minimum, there is no wording included to instruct cyclists how to safely make a Left Turn on the road. The wording of this Section on "Operating position in roadway" is too restrictive as it is written. Exceptions are noted in the intent, but in the NCDOT Recommendation the wording only reference exceptions in a separate section which indicates

they are too minor to be listed. These exceptions must be understood and acknowledged by all cyclists and exceptions to this rule would be made on every ride.

I agree that "Proposal #7, "Operating Position on Roadway." If enacted, this rule would prevent citizens from using the basic defensive driving techniques that are necessary to operate a bicycle in traffic safely, and which are taught by the League of American Bicyclists and every other national bicycle safety organization." (quoted from a blogger)

Thank You for your attention,

Patty Cheng

Business Systems Analyst & novice bicyclist

Morrisville, NC

pwcheng@nc.rr.com

12/29/2015

To whom it may concern,

While I am glad you are working on laws that will make cycling safer in our great state, I'm not in full agreement to the entire list, and that parts are actually making things less safe. I am, and encourage my cycling buddies, to wear high visibility clothes. I don't understand why the cycling industry is really pushing black. So many in my local groups wear black head to toe. I don't understand this, as cyclist do have a responsibility to be seen as much as possible. I wear a reflective vest in all but the hottest times of the year. Most of my jerseys are reds and oranges. I also agree with the headphone issue. It is just stupid to take away one of our senses. The 4 foot buffer would be great, but I would so happy to get the current 2 feet. It's a law that can't be enforced. I had a truck buzz me last Saturday in Lewisville. I felt the wind while he passed, in a straight section of road with no other cars coming. My concerns are generally with the solo cyclist restricted to the right half of the marked lane, and any group having to secure a permit for a group of 30 or larger. Large groups do bring on issues, and there are ways to work with the traffic to ease the issues. I hope the group reconsiders some parts of H232.

Jimmy Williams jamesdw@triad.rr.com

Clemmons, NC

12/29/2015

Concerned about the rule/law about requiring bicyclists to stay on the right far side of the road. Standard bicycle safety courses recommend a bicyclist 'taking the lane' in situations where a car passing them would be dangerous, like on narrow sections of road - please change that part of the proposed rule. And staying more right would encourage cars to take more chances at passing in potentially bad sections of roads and would very likely lead to more collisions.

Other proposed changes sound good.

Thank for for hearing feedback.

Matt Holmes, MD

Matt.Holmes@MeridianBHS.org

Waynesville, NC

12/29/2015

Dear DOT :

As a car driver and bike rider I need to comment on the proposed bike law changes in H232 as I don't feel they are in the best interest of any Carolinian. We don't in my opinion need any additional "rules" that affect the basic freedoms that we all enjoy/ appreciate as part of our daily lives. As a bike rider I am always careful to follow the rules of the road as respectfully as possible in regards to respect to others as well as general safety. The rules that all motorists

follow are more than adequate to cover all vehicles that travel on them. Additional bureaucracy is not required in this scenario.

While I know there are some auto drivers that find bikes on roads irritating, there are occasions when riders are not happy with car drivers as well. Reducing the bicyclists ability to ride safely to satisfy a small percentage of car drivers doesn't make sense. Not all roads are consistent in terms of condition/ camber/ terrain so limiting cyclists ability to choose the safer line isn't in anyone's better interest. Additionally occasionally cyclists ride socially in groups. Limiting these group rides by requiring a permit is against our basic life/ liberty/ pursuit of happiness rights. Hopefully you agree we have the right to get together in groups of 30+ without the government having to sanction our activities.

Thanks for you consideration.

Rob Anthony

bigheavy31@gmail.com

205 Windsor forest circle

Fletcher NC 28732

12/29/2015

Esteemed Joint Legislative Transportation Oversight Committee,

Over the summer my brother and I biked around the United States, through 22 States covering 5,700 miles. During this adventure I observed the cycling conditions through the eyes of a transportation engineer. Upon my return to North Carolina, I realized that the rural cycling environment here is one of the worse in the country. High speed limits, low sight distances, narrow lanes, insufficient grass shoulders (non-existent paved shoulders), and aggressive drivers make for stressful and dangerous cycling. Like most people in rural North Carolina, I find myself more and more car dependent, as my alternative seems like risking my life.

Upon review, the draft H-232 Recommendations seem to clarify some of the vagueness found in NC law concerning bicycles on public roadways. Requiring rear lights, allowing right hand signalling, a four foot minimum passing distance, addressing distracted road users and extending vulnerable road users legal rights are proactive changes that should encourage safer cycling in this state.

However, the potential group riding permits do little to address the underlying issue of sharing the roadway infrastructure. Instead it discourages cycling through bureaucratic overburden. If a large group does obtain the permit, how does that make it easier to pass? Large group rides will slow some drivers down, but when did the speed limit become the speed minimum?

Efforts to clarify and facility safe passing are paramount. Establishing guidelines and educating the public for passing over the double yellow center line should encourage drivers to use the opposite lane to pass. However, "overtake a bicycle when considered safe to pass," who is determining when it is safe? In my experience the perception of safe passing sight distance is much different for drivers encased in a metal box, and a cyclist exposed to the rear fender.

The intent to restrict bikes to the right half of the right most travel lane follows the typical convention for facilitating passing. On rural segments or wide urban streets, riding on the right provides the least friction to drivers, and is therefore safer. At intersections or along urban segments with on-street parking, taking the lane is often critical for safe passage, as the threat of right turn hooks or riding into opening doors increases. It appears that this recommendation was suggested to encourage passing and limit driver delay, at the expenses of cyclist security.

These recommendations do a good job of addressing vagueness in our current laws, but could certainly go further in protecting the cyclist right to use the roadways. The equilibrium between the delayed motorist and endangered cyclist seems to be in favor of the impatient,

empowered, expensive, automobile. If NCDOT continues to perpetuate auto-centric policies our state will remain a difficult and dangerous place for all of those who travel by other means.

Thank you for considering my comments,
Dylan Horne drhorne@ncsu.edu
North Carolina State University
Master of Civil Engineering
Institute of Transportation Research and Education
Research Assistant

12/29/2015

To whom it may concern,

I am opposed to the H232 report that will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

I believe this bill is geared toward automobile driver who see cyclist as a nuisance that needs to be eliminated. Enforcing this report conclusion would just endanger the cyclist population for the following reasons:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the

North Carolina should follow the example of other cities that promote cycling (Washington DC, Montreal for a great example) and as a result a healthier population other than trying to sneak around a bill during Christmas time to please a few people that cannot sustain the loss of 30 seconds of their commute while waiting behind a group of cyclist.

Sincerely,
Cyril Nestor
4 Gingerwood Ln
Durham, NC, 27713
Phone: (919) 622-7311
cyrilnestor@gmail.com

12/29/2015

Dear NCDOT,

I am very concerned about the recommendations from the NCDOT in HB 232 regarding cyclists that differ from the recommendations of the HB 232 working group.

In particular, I find the suggestion that cyclists should be restricted to the right half of marked travel lanes (recommendation 7) to be a dangerous one. This recommendation runs

contrary to nationally accepted bicycling practices that encourage lane control, staying out of the door zone of parked cars, and improving visibility of the cyclist at junctions (to deter left-cross and drive-out collisions). Requiring cyclists to ride on the right half of a lane makes cyclists less visible and lets motorists think there is room to safely pass a cyclist when there really is not sufficient space, as double lines in the road show.

I am also against recommendation 8 that suggests each municipality should have its own regulations for group rides. North Carolina is a state that is well-positioned to bring in millions of bicycle tourism dollars, but making it extraordinarily difficult for group rides to occur, especially those that cross several jurisdictions, could send all of those cycling dollars to other states. North Carolina should be embracing and encouraging this healthy form of recreation rather than imposing confusing, restricting, and cumbersome regulations on it. There are already state regulations in place that have been carefully worked out and that are sufficient.

I am a motorist as well as a cyclist. My taxes pay for public roadways, and I should be able to use them safely for transportation and recreation as a cyclist, motorist, and pedestrian.

Please consider these laws from the standpoint of making cycling safe. The recommendations of the working group kept the safety of the cyclist in mind and the best way for all forms of transportation to interact safely. I fear the revisions made by the NCDOT now favor the motorists' speed and convenience over the safety of the more vulnerable cyclist. The state's Complete Streets policy, adopted by the NCDOT, specifically states that the roads policy should "encourage the use of alternative forms of transportation" and "improve safety for pedestrians, cyclists, and motorists." These should be the starting points and the guides for any new legislation.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Scott Conary coffeescott@gmail.com

12/29/2015

Lauren,

I have read the report and have refrained from making comments until today- the last day for comments. I am not surprised that the bicycle lobby is up in arms because they view themselves as privileged users of our state roads. They want nothing that will restrict or encumber their use of the highways. Our committee discussions revealed to me that they are not serious about highway safety unless bicyclists are not required to do anything additional unless "voluntary".

Our roads are not primarily intended for bicycles but for motor vehicles. Our state laws are antiquated but not as the bicyclists believe. When written, bicycles were largely ridden to go to work within a short distance from home. There were fewer motor vehicles that probably didn't go much faster than 35-40 mph. Now, the situation is much different. The vast use of bicycles is for recreation and there are many thousands more vehicles on the road.

Chuck Hobgood mentioned in his post about all the money bicycles produce. What about all the money that motorists and trucks bring into this state. What about the average citizen trying to get to and from work and the business owner that needs to move his product on the highway at close to the speed limit. These folks shouldn't be hindered by bicycles. Money should not be the primary issue here. I and many others in this state are getting tired of group rides that clog up roads. The picture on the front page of the News and Observer today says a lot about the problems with bicycles on our roads.

While I enjoyed meeting with the folks on the study group, I feel that it was largely a waste of my time as the legislators with whom I spoke concerning H 232 wanted some changes to reduce the unfettered access of bicycles on our roads.

Fred Burt

fwb26nc@yahoo.com

12/29/2015

I have worked directly with towns in North Carolina about local bicycle laws. One of the great things about North Carolina traffic law is the simplicity: a slow moving vehicle is treated the same whether it be a tractor, farm truck, moped or bicycle.

Some local governments have tried to spell out where cyclists must be in the road, and introduced laws directed only at bicyclists. Although often written with good intentions, these local laws only create legal confusion and unnecessary confrontation with police. Whether you drive a farm tractor or ride a bike, you'll probably take the lane when necessary and allow traffic to pass where it is safe, and no changes are needed to the law.

I strongly urge you to reject the recommendation to restrict cyclists to the right half of the lane. This is confusing and unnecessary. If a cyclist is impeding traffic unnecessarily and not allowing traffic to pass, he is breaking the existing NC law. Keep it simple!

Furthermore, avoid the confusion of local regulations for individual municipalities. Imagine if you did this for motor vehicles. On my way to work alone, I travel through 4 different municipalities. If I could get stopped in different towns with different laws, it would be extremely confusing and unnecessary.

Please respect the simplicity and clarity of the existing traffic law. Whether it be a semi-truck, SUV, motorcycle, an electric bicycle or anything else, the law does not single out one group or type of vehicle.

Thank you,

Charlie Hileman carrbonate@gmail.com

919-357-1869

12/29/2015

Please do not pass this legislation. Instead, pass legislation making it safer for cyclists. This may include widening all roads in the state to include bike lanes. Bicycling is our future. Not seeing this shows a total lack of vision. Thank you.

Skip Erb

erbr@wilkes.k12.nc.us

150 Spainhour St.

N. Wilkesboro, NC 28659

12/29/2015

I am a longtime resident of the Raleigh/Durham area and an avid cyclist. I have strong concerns about proposed changes to the NC bicycling laws as some are based on personal opinions rather than based on engineering science or data.

I will address these point by point:

DOT'S BIKE SAFETY RECOMMENDATIONS

In new draft recommendations to the General Assembly, the state Department of Transportation says North Carolina should:

Require cyclists to ride in the right half of the travel lane, when they're traveling at least 15 mph slower than the speed limit.

RESPONSE: It is best to travel in the right half of the travel lane, however, a cyclist must avoid getting whacked by car doors, be visible to cars waiting to get out of driveways or side streets

(they can't see you as well if you are way to the side of the lane), not ride in glass, debris, storm grates, potholes, deep puddles, etc. and other road hazards that can cause serious injury, etc. Additionally, when I am traveling at or above the posted speed limit on my bicycle (single or tandem), I tend to ride in the middle of the lane to prevent a vehicle from passing me (or turning in front of me) at that rate of speed (i.e., 25 mph to 50+ mph) or hit a pothole at a high rate of speed. I do not want to be "clipped" when going as fast or faster than the posted speed limit.

Prohibit cyclists from riding more than two abreast, except when passing other riders.

RESPONSE: When there is a group of cyclists (10 or more), it is more efficient for a motorist to pass a shorter string of riders that are two abreast than a longer string, particularly if that motorist chooses to cross a double yellow line.

Require a minimum passing clearance of four feet for motorists who pass slower-moving cyclists. Current law requires a two-foot clearance for all vehicles.

RESPONSE: Yes, absolutely. People underestimate the width of their vehicles, especially if they are towing a boat or trailer and add extra mirrors to the side.

Allow motorists to cross the double-yellow (no passing) line, when they can do so safely, to pass cyclists.

RESPONSE: Yes, when it is safe. People do this all the time with postal trucks, farm vehicles, garbage trucks, etc.

Authorize local governments to require permits or registration for informal group rides involving more than 30 cyclists.

RESPONSE: If the purpose is for a local jurisdiction to prohibit informal group rides, then I would be against this. It is a limitation on personal freedoms. If the purpose is to have a "heads up" to emergency responders, then it may be a good idea. We don't limit other individual liberties based on whether we personally like that activity or not.

Require cyclists at night to use a rear red light or wear reflective clothing visible from at least 200 feet behind the bike.

RESPONSE: I wholeheartedly agree that white headlights and red (non-flashing) taillights along with reflective vests are necessary to everyone's safety. Flashing taillights should be used properly to indicate distress.

I also think that "wrong way" cyclists should be given a warning or ticketed. It is dangerous. Give cyclists the option to use the right hand to signal a right turn.

RESPONSE: Yes, I agree with hand signals. However, most younger people are not familiar with them. It needs to be universally taught in drivers' ed classes and in the DMV handbooks and tests.

Punish motorists who run cyclists off the road or force them to change lanes because the motorist has made an abrupt turn or other unsafe movement. Current law gives this protection to motorcyclists.

RESPONSE: I agree with this. I've been the victim of hit and runs, unsafe driver behavior, road rage, etc. Both cyclists and motorists must respect each others' rights and responsibilities to follow the rules of the road.

Thank you for the opportunity to comment. We all pay for the roads we drive on. I understand that people feel like cyclists "delay" them, but no more so than school buses that stop every few blocks or hundred feet every morning and afternoon, delivery vehicles that block traffic (including postal trucks), etc. Group rides are generally held after work and on weekend mornings-- times when people are less hurried. We all have to live with each other amicably and share the road. I don't like it when I see cars or delivery vehicles parked in bike lanes blocking and forcing a bicycle into a travel lane. They wouldn't like it if I parked a tandem in the center of a roadway and said I was "waiting to pick up a friend..." It works both ways.

Changes to NC bicycle laws should be made based on findings published in the Transportation Review Board, USDOT, National Highway Safety, etc.; not on political or personal feelings.

Regards,

Cynthia F. Van Der Wiele, Ph.D.

cynthiavanderwiele@gmail.com

US Environmental Protection Agency

NCDOT NEPA/404 Interagency Merger Team

919-459-6811

12/29/2015

Dear NCDOT,

This email serves as a reply to your request for comments regarding House Bill 232. I am in favor of the following recommendations made by the committee and NCDOT, as they will serve to protect both cyclists and motorists, which was the original focus of H232:

- Allow vehicles to cross the double yellow line in order to safely pass a cyclist.
- Require motor vehicle operators to provide a minimum of four feet of clearance when passing a cyclist.
- Cyclists will be added to an existing statute which will provide additional protections to both cyclists and motorcycle operators involved in a crash.

I am opposed to and do not agree with the following recommendations made by NCDOT, which work against the original intent and focus of the bill, which is to ensure the safety of bicyclists and motorists:

- Cyclists would not be allowed to ride more than two abreast. This creates unnecessary and unreasonable enforcement problems, specifically when groups of cyclists rotate and where they stop at traffic signals.
- Solo cyclists would be restricted to the right half of a marked travel lane. This would severely limit a cyclist's defensive bicycling practices such as lane control, avoiding the door zone of parked cars, on-road improvement of intersection visibility and avoiding right-hook vehicle-bicycle crashes.
- Cycling clubs of 30 or more could be required to secure permits. This requirement will severely impact weekly group rides in NC and will serve to negatively impact cycling participation as a whole, not to mention it is simply unreasonable to require a permit for a loosely-knit group of cyclists without requiring the same for a loosely-knit group of motorized vehicles. Using this logic, you would need to require a permit of the thousands of motorists who choose to travel I-77 south or Highway 115 every morning from the Lake Norman area at the same time of day, thus clogging the travel lanes and causing a travel delay.

Please consider my above comments during your review of H232.

Thanks,

Richard D. Kirkman, PE | Division Manager - Bridge Division

Blythe Development Co. | 1415 E. Westinghouse Blvd., Charlotte NC 28273nit

P: 704.588.0023 | F: 704.588.9935 | www.blythedevelopment.com

C: 704.363.9136 | rkirkman@blythedevelopment.com

12/29/2015

As a cycling enthusiast, I urge the NCDOT and the North Carolina Legislature ensure cyclists' safety on the roads. I urge the NCDOT to consider allowing cyclists the full use of the lane and not just the right-side, as that allows for potential crashes and defensive driving by motorists; not limiting side-by-side riding within a single lane because group riding tends to offer safe group riding practices; and lastly, not enforcing that group rides of 30+ riders be

registered and permitted, as most group rides cross between many municipalities and that will deter ride organizers to be able to safely plan for and execute these group rides. Thank you for your consideration of these amendments to your report to be reviewed by our Legislature.

Thank you.

Glenna Shaw gshaw@gdx.net

Sales Area Manager, North

Genova Diagnostics, Inc.

Tel: 800.522.4762 x 383|Fax: 828.210.7383

www.GDX.net

12/29/2015

As a North Carolina resident, taxpayer, motorist, and cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law. How will enforcement take place? Will the NCDOT mark all lanes in order to delineate where the center of the lane is? Will the center of the lane measurement include the paved shoulder (where cyclist often travel anyway) or the only distance between the white and yellow line? Will it take into account road surfaces, debris, parked cars, gravel from driveways, garbage cans, or any other manner of obstacle that end up mainly on the right side of road? Will there be signage informing motorists that bicycles are entitled to the right half of the travel lane with a minimum of four feet of space required to pass? Although it may seem dangerous to an uninformed motorist, cyclists often use the left side of the lane to prevent a vehicle passing when they are aware of a danger that the motorist may not be aware of or have considered. High speed blind corners, narrow bridges, pedestrian crosswalks, and abrupt or otherwise unmarked medians are just a few examples when a cyclist may "take the lane" for the protection of himself or the otherwise unaware motorist.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse. Logic dictates that passing a group of cyclists is safer and quicker the more compact the group. An example would be when a vehicle has to pass a group of thirty cyclists, it is quicker to pass ten traveling three abreast than fifteen traveling two abreast or all thirty traveling single file.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level. Also, to restrict NCDMV licensed taxpayers access to roads in the name of safety is disingenuous. Group ride organizers most often select roads and start times based on a lack of ambient traffic. Group rides usually occur during weekend mornings, often on the most lightly travelled roads in the area to minimize possible encounters with motorists. It is not uncommon to see more cyclists using these roads at these times than people in cars and/or trucks. When certain roads are used by cyclists frequently, convergence of different groups is inevitable. What would be the protocol for two or three groups of fifteen to twenty riders converging on stretch of road? Does the NCDOT compel motorists to disperse when there is a traffic jam? Does NCDOT require a maximum vehicle limit or special permitting for groups of motorists traveling under the posted speed limit to a common destination through multiple

jurisdictions? Examples being parents/chaperones following a school bus to a field trip or a funeral procession.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Michael Mulvihill, MD
mike.mulvihill@gmail.com
Durham, North Carolina

12/29/2015

I am writing in response to the recent NCDOT recommendations for cycling. Here is my feedback:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. Thank you for your time and consideration.

Regards,
Jessica Singerman jessicanaida@gmail.com

12/29/2015

Dear NCDOT and the Joint Legislative Transportation Oversight Committee:

Being a motorist and a cyclist gives me a good perception on what you are considering. I love my car but I also love my bicycle and I want to be safe whatever mode of transportation I choose.

Requiring a cyclist to stay to the right of the road is extremely unsafe for cyclists. Have you even ridden fully to the right? There would be nowhere for the cyclist to go should a motor vehicle get to close.

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against

recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

I agree with the above BikeWalkNC suggestions.

What you are proposing NCDOT and the Joint Legislative Transportation Oversight Committee, is to make NC roads unsafe for cyclists.

Carole Mertes acmertes@gmail.com

12/29/2015

My name is Jamie Connerton and I am a resident cyclist in Greenville, North Carolina. In April of this year, I was hit by a car while riding my bike on a back road by a driver who thought he could squeeze between me and a truck coming towards us. I was riding about a foot from the white line at the edge of the pavement and there was nothing but grass and a ditch to the right of the line. I did not even know the driver was behind me because I would have thought with a truck coming head on, that the driver would know to wait until it was clear to pass. Unfortunately he had to learn a lesson the hard way, and I was an innocent victim in the whole case. My medical bills have still not been paid and I had to hire a lawyer in order to get his insurance company to take me seriously.

This brings me to my point of concern with the proposed change regarding restricting solo bicyclists to the right half of a marked lane. It is bad enough that drivers don't know that we have rights to the entire lane. By restricting us to only half of the lane, it increases the likelihood of being sideswiped, as I was in April, and interferes with the ability to ride defensively and not get hit by car doors parked on the side of the road. Having legal access to the entire lane also improves our visibility to drivers. Riders are familiar with the phrase, "Ride like you are invisible." Meaning we must do everything in our power to let drivers know we are there. This means we cannot be forced to the edge of the road, just to be hit by a car who "thought" they could make it. As a driver in North Carolina, I want cyclists to be as visible as possible because I do not want to hurt anyone either!

I ask you and the committee to consider this question: Are you confident in your choice to modify this law, if you knew that it impacts all riders, including CHILDREN? Often, we think these laws only impact other adults, therefore, many people have a careless attitude towards it. You must consider that every rider has a family who they would like to come home to. Children will be impacted by these new modifications just as easily as adults.

Thank you for considering my thoughts in your efforts to move forward,

Jamie Connerton

connertonjamie@yahoo.com

919-601-1128

12/29/2015

As a motorist and a bicyclist I would like to submit my comments related to HB 232 for your consideration.

First, I would like to thank the committee for taking the initiative to make our roadways safer for multi-modal travel - including bicycles. I have lived and commuted in Atlanta, GA and

now in Asheville, NC as a solo and group ride participant, as well as a motorist (which is still my primary form of transportation).

I have bicycled as a mother with a child in a bike trailer for fitness and as a form of transportation, including biking to vote on several occasions. Bicycling has been a means of alternative transportation and enjoyment for me for many years and I take my role as a responsible rider very seriously.

There are two specific provisions that I would like the committee to consider

Section 7: Operating position in roadway NCDOT recommendation:

"Where a cyclist is riding independently or single abreast, the cyclist shall ride in the right half of the right most travel lane with exceptions described in § 20-146 or except when the cyclist is travelling within 15 miles per hour of the posted speed limit."

Comments: Please consider simply adopting the current language that exists for motorists which instructs them to utilize the right hand lane as far right as is practicable. This is the only qualification that is needed for either motorists or bicyclists. If the committee can point to data or other statistics that show that bicyclists are consistently and intentionally impeding traffic by operating outside the right lane margin, and, that this operation results in quantifiable accidents, then there might be a case for this language, otherwise it is simply not justified and overly complex.

Section 8:

"The working group unanimously passed a motion that the report include a draft resolution for the legislature to consider, directing NCDOT to develop an education and outreach program concerning best practices for groups of cyclists riding on higher speed or rural roadways. The intent of the working group's action is to teach cyclists how to safely minimize or eliminate occasions where large cycling groups may cause significant delay to motor vehicle traffic flow."

Comments: This motion is problematic because the outreach is directed to bicyclists who, given their speed limitations and small profile, are less likely than motorists to be able to change their actions quickly.

Furthermore, as most motorists are impeded from passing as they approach bicyclists, it seems fair to assume that motorists can anticipate and correct their speed, distance, and safe passing in greater measure as they approach a bicyclist or group of riders, than bicyclists who are being approached from behind.

Additionally, on 2-lane or other narrow rural roads where both cars and bicyclists are using the same lanes - the position of the bicyclist in front of traffic gives him/her a better vantage point. I cannot tell you the number of times that I have moved into the center position as I approach a hill to prevent a vehicle from easily passing - thus trying to prevent a collision from a vehicle behind me and one I can see (but the driver behind me can't) ahead and downhill. The number of times that a motorist has made an unsafe maneuver to save less than 1 minute of driving time consistently astounds me.

And finally, it is far easier, efficient, practical, AND cost effective to include safety messages for motorists (most bicyclists are also motorists) as part of driver's education than it is to try to undertake the task of an outreach campaign to bicyclists.

Therefore, I suggest that the committee consider:

1. Quantify what constitutes a "significant delay" to motor vehicle traffic flow.
2. In addition to or as an alternative to bicyclist education, consider including best practices for motorists when overtaking bicycle(s) as part of required drivers' education training materials. As most bicyclists are also motorists, this will ensure that most drivers and road users are receiving consistent information from the very beginning of their lifespan as a motorist.

I do appreciate your time and work in creating practical and safe laws that are enforceable and help deescalate aggressive interactions between motorists and bicyclists.

Best,

Allison M. Mangkang

alimangkang@gmail.com

15 Cleveland Ave.

Asheville, NC 28803

12/29/2015

I am writing in opposition to the proposed H232 legislation that would require cyclists to ride single file and would require a permit for rides with over 30 people. It is often safer for cyclists to take the entire travel lane (especially at intersections), and many of the informal group rides I participate in are at or above the 30 rider count. These rides provide a tremendous opportunity for recreation and fellowship and a permitting process would diminish these opportunities without increasing safety. Meaningful efforts to increase safety for cyclists and motorists should focus on widening roads, providing bike lanes, increasing signage and promoting education on sharing the road. Please pass my comments along to the powers that be and let them know the WNC cycling community strongly opposes the proposed restrictions.

Thank you,

Gregory Cloos, ASLA

gcloos@msn.com

Cloos Landscape Architecture, P.A.

47 Yellowwood Lane

Horse Shoe, NC 28742

828.243.1070

www.cloos-la.com

12/29/2015

To whom it may concern,

I would like to provide input on the proposed cyclist safety standards. First off, I would like to commend efforts for improving safety in some areas, particularly where there is increased flexibility of motorists to cross the median in order to safely pass cyclists in situations where there is no threat to oncoming motorists.

That being said, I have some concerns about recommendations in the proposed guidelines. The following proposals, while seemingly working to the benefit of riders, only stand to restrict cyclist activity: requiring that riders occupy the far right portion of the lane, and requiring that large informal rides acquire a permit prior to engagement.

The Federal Highway Administration has provided design guidelines with solid evidence of their success in what's called the "Separated Bike Lane Planning and Design Guide." It's a great source to consider for creating low stress streets, and is the result of two years of research. I'm unaware of whether the state's resulting recommendations considered the input of the document, but I would implore its consideration before any further action is taken.

The reason for this is because in the FHWA guidelines, equity of access is crucial for both motorists and cyclists --- that is, proper lane width is tantamount to both users ability to transport comfortably. Restricting cyclists to one half of a lane seems to run counter to sharing that equity. It's also understood time and time again that riders occasionally require access to the open lane because of safety concerns where visibility of their presence would otherwise be limited. Restricting cyclists to one half of the lane would tend to reduce chances of increasing cyclist visibility, thus increasing the danger of riding. The bottom line is this recommendation

does little to encourage ridership, and I would go so far as to say it discourages cyclists from engaging the mode.

My other concern is with requiring large groups of cyclists to obtain a permit before partaking in any particular activity. This also seems to serve in discouraging riders from engaging in the mode of transport being that a permit would serve as one more barrier for riders to overcome. It's understood that something like this is highly contextual based on location, ridership, and other relating factors, however, the idea of requiring permits is indicative of an unwavering car-centric society. These days, there is uncertainty with mobility because of a host of reasons, which means it's important to do everything possible to encourage any and all alternative forms of transport. That's where I would ask that there be reconsideration placed on requiring permits for riders.

I conclude by thanking those involved for including public input on the recommendations.

Best,

Nicholas Stover stoverna@appstate.edu

Appalachian State University Dept of Sustainable Technology and the Built Environment

Appalachian State University Dept of Geography and Planning

American Planning Association - NC Education Outreach Subcommittee

12/29/2015

This is rather disappointing. As an avid cyclist, I already am fearful for the cars that do not respect the current law of giving the cyclist the entire lane. My children often ride with me as well. I love to encourage a healthy lifestyle with my 2 young daughters as they will be faced with the ever growing pressure to "look" or "act" a certain way. If this law passes, I'm not so sure I would continue to bring them rides outside of our neighborhood.

Sincerely,

Rachel

International Sales Manager

Rachel@InsideOutSports.com

919 - 466 - 0101 EXT 16

12/29/2015

Joint Legislative Transportation Oversight Committee,

It is very difficult to comment on this travesty diplomatically. This derailing of the Democratic process is appalling and unamerican. In my opinion, for Mr. Lacy (a state employee) to represent his opinion as that of the committee is unacceptable and unbecoming behavior by a state employee,

In my opinion, Mr. Lacy's recommendations (misrepresented as the opinion of the committee) would increase the danger to cyclists by forcing them to use practices proven to be unsafe practices. His recommendation to require permits for group rides is vague and unworkable. His recommendations are counter to what the vast majority of experts in the field of bicycle safety recommend.

Passage of the legislation as envisioned by Mr. Lacy would only increase the number of fatal motor vehicle/bicycle accidents in North Carolina. It would encourage unsafe behavior by motorists in passing situations. In short, the legislation proposed by Mr. Lacy is a giant leap backward for my state and would be counter-productive in ensuring the safety of all users of North Carolina's system of roads and highway. Please do not pass this legislation. Please refer Mr. Lacy back to his fellow committee members for some better approaches to making the roadways safer for all.

Thanks,

Gil Hutcheson gil@gilhutcheson.com

4011 Bell Orchard Drive
Greensboro, NC 27455

12/29/2015

To the Joint Legislative Transportation Oversight Committee,

I am a cyclist and have experience with riding my bicycle in many other states as well as North Carolina. I have found it much more practical and safe to ride in the center or left side of a lane in certain momentary situations and have never experienced driver frustration in those situations.

Please do not take away a cyclist's ability to ride safely in the state of North Carolina by forcing cyclists to ride only on the far right side of a lane!

Thank you,

Fox Kinsman fox@flyingfox.biz

12/29/2015

Dear NCDOT,

As a cycling enthusiast, I urge the NCDOT and the North Carolina Legislature ensure cyclists' safety on the roads. I urge the NCDOT to consider allowing cyclists the full use of the lane and not just the right-side, as that allows for potential crashes and defensive driving by motorists; not limiting side-by-side riding within a single lane because group riding tends to offer safe group riding practices; and lastly, not enforcing that group rides of 30+ riders be registered and permitted, as most group rides cross between many municipalities and that will deter ride organizers to be able to safely plan for and execute these group rides. Thank you for your consideration of these amendments to your report to be reviewed by our Legislature.

Josh Wexler joshmwexler@gmail.com

12/29/2015

As a North Carolina resident, taxpayer, motorist, and cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

In general, much of what the H232 Bicycle Safety Law Study seems to be on-point and will do a lot to improve safety for all roadway users in North Carolina. However, a few issues in the final recommendations do give reason for concern:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at intersections, and avoiding right-hook crashes. It encourages harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law. How will enforcement take place? Will the NCDOT mark all lanes in order to delineate where the center of the lane is? Will the center of the lane measurement include the paved shoulder (where cyclist often travel anyway) or the only distance between the white and yellow line? Will it take into account blemishes in road surfaces, debris, parked cars, gravel from driveways, garbage cans, or any other manner of obstacle that end up mainly on the right side of road and cause cyclists to move toward the center of the lane for safety? Will there be signage informing motorists that bicycles are entitled to the right half of the travel lane with a minimum of four feet of space required to pass? Although it may seem dangerous to an uninformed motorist, cyclists often use the left side of the lane to prevent a vehicle passing when they are aware of a danger that the motorist may not be aware of or have considered - I do this often when commuting on hilly roads and then promptly move to the right to allow a motorist easier passing once the view and/or danger is clear. High speed blind corners, narrow bridges, pedestrian crosswalks, and abrupt or otherwise unmarked medians are just a few examples

when a cyclist may “take the lane” for the protection of himself or the otherwise unaware motorist.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse. Logic dictates that passing a group of cyclists is safer and quicker the more compact the group. An example would be when a vehicle has to pass a group of thirty cyclists, it is quicker to pass ten traveling three abreast than fifteen traveling two abreast or all thirty traveling single file.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level. Also, restricting NCDMV licensed taxpayers access to roads in the name of safety is disingenuous. Group ride organizers most often select roads and start times based on a lack of ambient traffic. Group rides usually occur during weekend mornings, often on the most lightly traveled road in the area to minimize possible encounters with motorists. It is not uncommon to see more cyclists using these roads at these times than people in cars and/or trucks. When certain roads are used by cyclists frequently, convergence of different groups is inevitable. What would be the protocol for two or three groups of fifteen to twenty riders converging on stretch of road? Does the NCDOT compel motorists to disperse when there is a traffic jam? Does NCDOT require a maximum vehicle limit or special permitting for groups of motorists traveling under the posted speed limit to a common destination through multiple jurisdictions? Examples being parents/chaperones following a school bus to a field trip or a funeral procession.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Kaleb Naegeli knaegeli@gmail.com

4405 B American Drive

Durham, NC 27705

(765)437-1801

12/25/2015

Many of us are not only drivers but cyclists. We all want fewer injuries and safer roads. Riding two abreast, using caution and often moving within the lane are important for safety.

We try hard as cyclists to be courteous to drivers. Yes there are a few that give us a bad name, but please make sure to use all of the information provided by the special team assigned to make recommendations!

North Carolina is a good place to live and recreate. It can be a great place if we support the democratic process and encourage more cycling rather than less.

I've read many of the publicly available materials about the recommendations to NCDOT. The committee did an excellent job. Until the very end when something went awry and they may have stopped listening to each other.

Thank you for your time and hard work on all of our behalf.

Deb Orton Deb.Orton@sas.com

12/29/2015

I have read the Draft H232 Report. What impact would the new recommendations have on our rural areas where cycling is a possible way to promote recreation based tourism and economic development? Will NCDOT have a broader policy to widen all of the road shoulders along the currently designated NC Bike Routes?

Thank you for coordinating all of the questions and comments.

Best wishes for the New Year,

Ann Stroobant

Regional Planner

Kerr-Tar Regional Council of Governments

PO Box 709 / 1724 Graham Avenue / Henderson, NC 27536

(252)436-2040

astroobant@kerrtarcog.org

12/29/2015

I appose these provisions in the proposed bill:

a - Cyclists would not be allowed to ride more than two abreast

b Solo bicyclists would be restricted to the right half of a marked travel lane

c - Cycling clubs of 30 or more could be required to secure permits

Ivan Hovis Govern ivgovern@gmail.com

12/29/2015

NCDot,

After reviewing the proposed legislation encompassed by a bill designated as H232 I have some concerns regarding the content.

First of all most states that have adopted rules of the road have ruled that cyclists be provided with 3 feet of clearance between a passing car and a rider.

Secondly by pushing cyclists as far to the right as possible can easily cause them to negotiate road surfaces that are unsuitable for riding. In addition as a rider you are virtually invisible to cars stopped at a corner who may or not be making a right turn. The cyclist gets hit by an unanticipated object that outweighs them by two tons.

Finally by leaving final decisions to individual municipalities no one knows exactly what to do. The driver and the cyclist may both be confused and make tragic mistakes.

I suggest that this bill be rewritten so that it complies with the steps that many states have taken to ensure the safety of all of those that use our North Carolina roads.

Sincerely yours,

Stephen Sanow

ssstevesanow@gmail.com

12/29/2015

Joint Legislative Transportation Oversight Committee,

I am dismayed to learn that the draft report on H232 ignores the recommendations of the H232 Committee. I am concerned that the rights of bicyclists would be restricted by several of the items that have been added to the draft report. These restrictions on lane usage run contrary to safe cycling practices. These safe practices are not my personal opinion, but come from well-respected sources that include, The League of American Bicyclists, an organization that was founded in 1880 and the US Department of Transportation. Both of these organizations identify the need for riders to be visible in the traffic lane and at times take full control of the lane to avoid issues such as right hook collisions, where motorists turn in front of bicyclists. In North Carolina we also have the problem of narrow country roads where

impatient drivers attempt to pass bicyclists, often ignoring the oncoming traffic, risking their own safety as well as the safety of the bicyclist and other motorists.

Restricting bicyclists rights in any way runs contrary to so many of our goals, and shifting demographics. From a goals perspective, the State of North Carolina is working to address our growing obesity problem, what better way to fight obesity than to encourage cycling as a form of commuter transportation. I mention shifting demographics, today more and more young people are delaying getting drivers licenses and getting behind the wheel of a car as their primary mode of transportation. More should be done to support this trend, continuing the bias towards motorized vehicles does not support this trend.

There is also the notion of fairness that is at issue, the report does not represent the work product of the committee. This is fundamentally wrong. I am a taxpayer and also drive a motor vehicle, every time I ride my bike in place of taking a trip in my car, I am reducing air pollution, reducing the number of vehicles on the road, and improving my health. Please do not restrict the rights of cyclists.

Regards,

Fred Arnold fredarnold@mindspring.com

103 Glenhigh Ct. Cary, NC

12/29/2015

As a North Carolina resident, taxpayer, motorist, and cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law. How will enforcement take place? Will the NCDOT mark all lanes in order to delineate where the center of the lane is? Will the center of the lane measurement include the paved shoulder (where cyclist often travel anyway) or the only distance between the white and yellow line? Will it take into account road surfaces, debris, parked cars, gravel from driveways, garbage cans, or any other manner of obstacle that end up mainly on the right side of road? Will there be signage informing motorists that bicycles are entitled to the right half of the travel lane with a minimum of four feet of space required to pass? Although it may seem dangerous to an uninformed motorist, cyclists often use the left side of the lane to prevent a vehicle passing when they are aware of a danger that the motorist may not be aware of or have considered. High speed blind corners, narrow bridges, pedestrian crosswalks, and abrupt or otherwise unmarked medians are just a few examples when a cyclist may "take the lane" for the protection of himself or the otherwise unaware motorist.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse. Logic dictates that passing a group of cyclists is safer and quicker the more compact the group. An example would be when a vehicle has to pass a group of thirty cyclists, it is quicker to pass ten traveling three abreast then fifteen traveling two abreast or all thirty traveling single file.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level. Also, to restricting NCDMV licensed taxpayers access to roads in the name of safety is disingenuous. Group ride organizers most often select roads and start times based on a

lack of ambient traffic. Group rides usually occur during weekend mornings, often on the most lightly travelled road in the area to minimize possible encounters with motorists. It is not uncommon to see more cyclists using these roads at these times than people in cars and/or trucks. When certain roads are used by cyclists frequently, convergence of different groups is inevitable. What would be the protocol for two or three groups of fifteen to twenty riders converging on stretch of road? Does the NCDOT compel motorists to disperse when there is a traffic jam? Does NCDOT require a maximum vehicle limit or special permitting for groups of motorists traveling under the posted speed limit to a common destination through multiple jurisdictions? Examples being parents/chaperones following a school bus to a field trip or a funeral procession.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Christopher Zieman, 1619 homestead road, chapel hill, nc 27516
zieman247@gmail.com

12/29/2015

Good afternoon,

I fail to see that the new recommendations will somehow make it safer and allow traffic to flow more freely on the back roads of North Carolina. I have been cycling for over 40 years, and have seen my fair share of close calls. First, I would like to thank all of the committee members for taking on the task of trying to create better practices by both parties of concern. However, to simply state the obvious, we have all driven a car and can agree that traffic needs to flow in an orderly manner. Cyclist are entitled to the roads in the rural areas as well as other types of motorist. Mr. Lacy, being in a position of authority, should have made all of the meetings or abstained himself from making recommendations. I will continue to ride, and I will ride on the path of pavement that I feel the safest on. I have been an advocate for safe riding practices and can lecture from experience. I still feel that we could address these issues better with education on both sides of the equation.

That's the good natured me. Now the bad needs to come out. How dare you legislate when you have no experience in riding the roads of our fine state on a bicycle. I have ridden over 100,000 miles on a bicycle, in North Carolina, and can share many experiences both good and bad when it comes to inner actions with motorist. I will say that you come across as an arrogant, insincere human being. You are using your position of authority, not as a tool, but as a weapon to inflict your will without using the information that was provided to make proper decisions when it comes to others safety.

I hope that we can somehow get another ranking DOT official to give this a second look. Lives are in the balance.

Carl Priddy

cpriddy@allstate.com

12/29/2015

To whom it may concern

I am writing you in regards to the H232 Bicycle Safety Law Study recently performed by NCDOT, and their recommendations being made to the North Carolina Legislature. I am a full-time resident on Beech Mountain, and work at Lees-McRae College in Banner Elk as the Director of Cycling/Head Cycling Coach. As you can imagine, these issues are important to me, our college, and the student-athletes we are entrusted to lead.

I have reviewed the final study found here on NCDOT's website:
http://www.ncdot.gov/bikeped/download/H232_report.pdf

I commend the state for investing time and resources to ensure better safety for all bicyclists. Each team member at Lees-McRae, including myself and our President, ride the roads in and around the High Country on a daily basis. On average each athlete will ride 150 to 350 miles per week. Every time we leave campus for a ride we know it could be our last. Despite that danger, we ride because we love bicycling and are passionate about competing. We teach our athletes the safe, proper, and legal way to ride while also respecting motor vehicle drivers; 99.9% of the time there are no issues at all.

Below is my perspective on each recommendation, in the order it is listed on the report, and the impact it will have on bicycling safety in North Carolina:

1. I approve of the recommendation of having to provide a 4' clearance when a motor vehicle overtakes a bicyclist, but I do not agree with allowing the motor vehicle to cross a double yellow line. This scenario is the most common dangerous situation we see happen on a daily basis in our rural area. I am amazed at how a motor vehicle driver willingly drives into the opposite lane into oncoming traffic, endangering themselves and others, sometimes around blind curves, to save just a few seconds rather than waiting behind us. I personally have not witnessed a head-on collision, yet, but if this recommendation becomes law I feel certain it will happen. Ask yourselves this, if the motor vehicle had no obstruction in front of it, would it arbitrarily cross a double yellow line into the other lane? Of course not. If the state is willing to allow motor vehicles to do it for a bicyclist, then why not to overtake a car also? We know why, and it's because the double yellow line indicates that area is not a safe passing situation.
2. Bicyclists should be allowed to ride greater than two abreast without the threat of being ticketed or fined by an officer. Bicyclists are the best at policing themselves and the group they are riding in. There are formations in group riding where overtaking others requires there to be four-wide for brief periods. Whether it is being done according to group etiquette or for safety, a bicyclist should not be limited to just the right-half part of the lane. On occasion as a solo ride, I will ride a little farther to the left for safety purposes. A motor vehicle may interpret that as wrong, but that defensive action has saved myself and the driver on many occasions. The recommendation by the committee actually adds more confusion than it does clarity because it will be vague for an officer to determine when riders are overtaking one another versus pacing alongside.
3. I do not feel it should be required for bicyclists to carry an ID, but it certainly is good practice by the bicyclist to do so for emergency situations. Most bicyclists do carry identification, a phone, cash, food, and extra tubes for flats. My experience has been the older the rider the more likely they carry ID, but younger bicyclists often times do not carry things an adult considers practical.
4. I do not agree that bicyclists should be required to wear hi-visibility clothing or a front and rear light on their bicycles. During daytime daylight hours we are visible enough as objects on a machine, and if motor vehicle drivers are following the law they should have no trouble seeing a bicyclist. If anything, it should be recommended that bicyclists have a rear light available for use before sunrise and after sunset, as well as during wet conditions. If a motor vehicle has difficulty seeing a person on a bicycle, then in all likelihood adding a small light during daylight hours is not going to improve a bicyclist's visibility. Also, lights are expensive and difficult to keep charged or maintain batteries.
5. I agree bicyclists should be able to use their right arm extended to their right to signal a right hand turn. The same should be stated for the left arm as both movements are the natural response for a bicyclist seeking to make a turn.
6. I agree that 4' should be the minimum distance provided by motor vehicles overtaking a bicyclist. Here is the most dangerous situation: whether solo or single, riding to the far right

next to the white line is the most dangerous position for a bicyclist. I realize policy makers and non-bicyclists believe otherwise, but herein lies the scary .1% negativity most bicyclists experience all across the country. When a bicyclist is courteous and "doing the right thing" by staying far right, it invariably encourages a motor vehicle driver to pass the bicyclist as close as possible. This goes against logic that I am sure none of you would ever exhibit, but this dangerous move happens to bicyclists almost every single day. However, motor vehicles will pass with more caution if the bicyclist is a little farther out into the lane. I have been a bicyclist nearly 20 years and have ridden approximately 200,000 miles in total, and what I describe is a truism for which I have no answer. However, as a bicyclist I am going to ride in a manner to protect myself above all else.

7. My reply in #6 speaks to most of this, but the 15 mph item will only create confusion for what bicyclists can do and how motor vehicle drivers or officers will interpret those actions. Also, not all bicyclists have speedometers available. My experience has been, regardless of my speed, which most times is at or just under the speed limit, that motor vehicles have no comprehension of how fast I am actually going. I am amazed on a daily basis how much faster over the speed limit a motor vehicle will drive to pass me on a bicycle. The impression is we bicyclists are riding at 10 or 12 mph, when in fact we are traveling at 20 to 40 mph on flat to rolling terrain. Sure, going up a steeper hill our speeds are 6 to 10 mph, but otherwise we're traveling much faster.

8. I am all for more education for both bicyclists and motor vehicle drivers, be it a group or individual, which should be included in great detail in the North Carolina driver handbook as well as included on the test for a driver's license. However, I do not believe it should be required for a group of 30 or more to receive a permit in order to travel together. Will the same be applied to motorcycles? Of course not. Even the committee mentions crashes or problems arising from large groups is rare, so why is this even being addressed? These kinds of groups are very informal and are great at self-policing. Moreover, these informal riders don't even know in advance if their ride will have 30 people show up, and if they do it's likely a very strong group of riders capable of riding very close to the speed limit. What you will see happen is if the group becomes 30 more more, they will simply break up into two or more smaller groups, which is less safe and more time consuming for motor vehicle drivers than one big group. Although, I do agree more formal groups such as charity ride events or competitive races, both sanctioned, should receive a permit in advance.

9. This recommendation appears to simply state what is the best and safest practice, which is something I require of our team. My rule on team rides is you cannot use headphones or answer a call while we are moving on the road, which is safe behavior for our whole group. However, I do know a lot of bicyclists that enjoy wearing headphones when they ride or train by themselves. I believe it to be unsafe myself because I want to hear my entire surroundings, but the action of listening to music while riding is not in and of itself dangerous.

10. Most bicyclists would argue the statutes do not protect bicyclists and do not do enough to ensure our safety against dangerous motor vehicle drivers. Bicyclists have no legitimate mechanism or recourse to file a complaint against a motor vehicle driver with confidence knowing something will be done about it. Police officers are indifferent towards such matters, unless they see blatant disregard for safety firsthand, and in most situations they are not even informed of what bicyclists are entitled to by law. More than once I have had an officer of the law, local and state, to tell me I could not ride two abreast and must be single file. Rather than argue I comply, and if you speak to more bicyclists you will likely hear the same statement.

11. I am all for more protection for bicyclists, but those protections should provide explicit details. I would add the law must include more severe penalties for motor vehicle drivers who break the law and/or subsequently injure bicyclists.

12. Whatever recommendations are suggested, it should not only consider the safety of everyone, but also what will best help the event and the state of North Carolina promote itself as a friendly destination for all bicyclists. The recommendations should be helpful and encouraging to event promoters, and not provide prohibitive obstacles that ultimately prevent enthusiasts to enjoy our beautiful state.

Bicycling is not just my passion, it is my livelihood. Hence, my long message to you. I appreciate you taking the time to read my comments and hope you take them into consideration as these matters make their way through the legislative process. I am available to speak any time at 615-310-745.

I wish you a very Happy New Year!

Respectfully

Tim Hall

hallt@lmc.edu

Director of Cycling / Head Cycling Coach

615-310-3745

Lees-McRae College

PO Box 128

Banner Elk, NC 28604

12/29/2015

Members of the Joint Legislative Transportation Oversight Committee,

I am writing in response to the committee's draft report. I strongly oppose adopting the following statutory language:

"Where a cyclist is riding independently or single abreast, the cyclist shall ride in the right half of the right most travel lane with exceptions described in § 20-146 or except when the cyclist is travelling within 15 miles per hour of the posted speed limit."

There are many situations where a cyclist would be advised to ride further to the left than halfway, for visibility and because of the chance of vehicles exiting from blind intersections. Standard traffic laws use the phrase "as far right as practicable", which gives a cyclist discretion in choosing lane position for exactly these situations. The proposed language does not.

Sincerely,

Stephen W. Erickson

erickson.stephen.w@gmail.com

Durham, North Carolina

12/29/2015

My name is Noah Niwinski, I am a resident of Boone, NC and have been riding bicycles my entire life. I received my Masters Degree in Urban Planning in 2010 and have worked with local development groups in the past in helping them develop bicycle related projects. I also own and have driven a car for the past 15 years.

The introduction of this report comes with some concerns, naturally.

- Prohibiting cyclists from riding two abreast increases passing time and distances for cars, prolonging the interaction between cyclists and cars, and increasing chances for car-to-cyclist conflict or car-to-car conflict. Riding two abreast is a component of defensive cycling in helping to reduce automobile speed in the interaction. The argument that cyclists congest the road by riding two abreast could be an argument that could be applied to tractors and farm equipment on most rural roads in NC. It could be applied to tractor trailers, dump trucks and any other heavy automobile on any road that travels slower than the speed limit and causes a car to go

slower than the set speed limit. Prohibiting cyclists from riding two abreast causes more problems than it solves.

-Forcing a cyclist to ride as close to the shoulder of the road as possible is a very dangerous restriction to place upon an individual. Roads are very dirty and most of the time poorly maintained. Riding on the shoulder of a road is usually impossible anyways as there are holes in the pavement, trash and large rocks and debris that line all roads that motorists are not aware of. Enacting a rule that exposes cyclists to more risk is unwise and irresponsible. This rule would also extremely limit an individual cyclist's ability to practice safe and effective defensive cycling skills and lead to further exposures to risk.

-Cycling is an inherently social sport, just like any other group activity. Unstructured group rides are the heart of this sport and placing a permitting burden on them is as unpractical as it is discriminatory. The logistical side of creating more work burdens on local agencies (after defining which ones have the authority and to what degree, etc) is an unnecessary overreach of local government into an arena where the vast majority have little to no understanding of the community they would be regulating. As I have witnessed the budgets for local governments decline over the past 5 years, I have very serious doubts about the integrity of any such permitting system that could be put into place. Timeliness, fairness and impartiality would be very hard to find (as it usually is in most aspects of local governance) and would be costly, unnecessary and impractical government overreach into citizens lives. The safety aspects of such a permitting system are undefined and nonexistent and are construed and interpreted as singling out a specific group for no other reason than to place needless restrictions upon them. There is no merit to a permitting process for group rides.

-There have been some aspects of this bill that are encouraging and a step forward to make this state a great place to live and ride and I hope to continue that with thoughtful and active action. Thank you for your time and consideration,

Noah Niwinski
n.niwinski@gmail.com
Boone, NC

12/29/2015

Dear NCDOT,

I am very concerned about the recommendations from the NCDOT in HB 232 regarding cyclists that differ from the recommendations of the HB 232 working group.

In particular, I find the suggestion that cyclists be restricted to the right half of marked travel lanes (recommendation 7) a dangerous one. This recommendation contradicts nationally accepted bicycling practices that encourage lane control, staying out of the door zone of parked cars, and improving visibility of the cyclist at junctions (to deter left-cross and drive-out collisions). I cycle regularly as part of my commute to work, and I routinely feel the need to "take the lane" in order to maintain safe distances and to prevent aggressive motorists from performing dangerous passing maneuvers. Requiring cyclists to ride on the right half of a lane makes cyclists less visible and lets motorists think there is room to safely pass a cyclist when there really is not sufficient space.

I also oppose recommendation 8 which suggests each municipality should have its own regulations for group rides. Our state is well-positioned to bring in millions of bicycle tourism dollars, but making it extraordinarily difficult for group rides to occur, especially those that cross several jurisdictions, could send those cycling dollars elsewhere. North Carolina should embrace and encourage this healthy form of recreation, rather than imposing confusing, restricting, and cumbersome regulations on it. There are already state regulations in place that have been carefully worked out and that are sufficient.

I am a motorist as well as a cyclist. My taxes pay for public roadways, and I should be able to use them for transportation and recreation as a cyclist, motorist, and pedestrian.

Please consider these laws from the standpoint of making cycling safe. The recommendations of the working group kept the safety of the cyclist in mind. I fear the revisions made by the NCDOT now favor the motorists' speed and convenience over the safety of the more vulnerable cyclist. The state's Complete Streets policy, adopted by the NCDOT, specifically states that the roads policy should "encourage the use of alternative forms of transportation" and "improve safety for pedestrians, cyclists, and motorists." These should be the starting points and the guides for any new legislation.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

William Ross wwross9@gmail.com

Durham, NC

12/29/2015

To Whom It May Concern:

I recently read with great concern the details of pending House Bill 232, which addresses numerous cycling issues under the guise of cycling safety. There are some positive proposals in this bill, such as mandating a four foot buffer between bikes and passing motor vehicles, and allowing motorists to pass cyclists on a double yellow line when safe to do so. These are common-sense proposals which would enhance cyclists' safety while also promoting greater ease in the flow of traffic. However, there are some details which are at least, ill-advised and dangerous, and at worst, all but sure to result in the injuries and deaths of law-abiding cyclists.

I direct your attention specifically to the proposal that cyclists should be restricted to the right half of a marked travel lane. My understanding is that this issue was not even included in the initial HB 232 discussion, but was added later by State Traffic Engineer Kevin Lacy. It seems that over the course of the study of this bill, Lacy expressed concerns that cyclists were impeding the flow of motorists and that this might be remedied by confining cyclists to the far right margins of travel lanes. That this proposal was included in the bill reveals the true impetus behind the legislation – which is not, in fact, aimed at the safety of cyclists, but rather increasing the convenience of motorists. In short, this legislation is a response to complaints about cyclists from rural constituents. There are a myriad of reasons why a cyclist might be inclined to ride in the center or even to the left of a marked lane of travel – the most important among these being: 1) To improve visibility when approaching a location where a driver may pull out from a side street or driveway; 2) To improve visibility when approaching a location where an oncoming driver may turn left in front of the bicyclist; 3) To avoid being right-hooked at a location where right turns are permitted; 4) Where lane width fluctuates. Quite simply, relegating cyclists to the far right side of a lane of travel, while possibly saving motorists a few seconds, will no doubt put cyclists in grave danger and make them the target of needless harassment by police when they inevitably need to move left to avoid certain disaster. No less troubling, it would restrict the rights and liberty of citizens with no discernable benefit to the community as a whole.

Also troubling is the ill-thought-out proposal to require permits for group rides of 30 or more. Often, group rides cross jurisdictional boundaries, from county to county and from town to town, which would make obtaining permits a logistical nightmare and would effectively render large group rides all but impossible. Perhaps that is by design, and that is a shame. Group rides serve to bring out new riders who benefit under the tutelage of experienced riders.

This results in a sense of community and a larger, more skilled ridership (i.e. safer, healthier citizens) – something a responsible government should strive to encourage, not denigrate.

I appreciate your consideration of these matters and trust that the NCDOT will not trample the rights, liberties and safety of cyclists in the name of mere convenience for motorists.

Respectfully,
Melissa Piercy melissa.a.piercy@gmail.com
Raleigh, N.C.

12/29/2015

I am very concerned about the recommendations from the NCDOT in HB 232 regarding cyclists that differ from the recommendations of the HB 232 working group. I am copying part of an email from my daughter. She has spoken to me about this before, and I agree with her on the following:

(From her email) “In particular, I find the suggestion that cyclists should be restricted to the right half of marked travel lanes (recommendation 7) to be a dangerous one. This recommendation runs contrary to nationally accepted bicycling practices that encourage lane control, staying out of the door zone of parked cars, and improving visibility of the cyclist at junctions (to deter left-cross and drive-out collisions).

I am an avid cyclist and do my best to respect the needs of all who use the road. Two days ago, I was riding single file as far right as I could in a neighborhood in Chapel Hill. While curving left, a motorist tried to pass me into the blind curve and almost caused an accident with an oncoming SUV he/she did not see. I tucked even further right in the midst of the chaos and hit wet leaves, causing my bike to spin out and me to crash onto the pavement. I ended up with my face down in the road, bleeding or with road rash in four places. This could have been prevented had safe passing laws been observed-but more importantly, it highlights that the right most part of the lane is not always the safest for a rider. Taking control of the middle of the lane would have discouraged the motorist from attempting a dangerous pass and would have kept my bike out of slippery terrain.

I am also against recommendation 8 that suggests each municipality should have its own regulations for group rides. North Carolina is a state that is well-positioned to bring in millions of bicycle tourism dollars, but making it extraordinarily difficult for group rides to occur, especially those that cross several jurisdictions, could send all of those cycling dollars to other states. North Carolina should be embracing and encouraging this healthy form of recreation rather than imposing confusing, restricting, and cumbersome regulations on it. There are already state regulations in place that have been carefully worked out and that are sufficient.

I am a motorist as well as a cyclist. My taxes pay for public roadways, and I should be able to use them for transportation and recreation as a cyclist, motorist, and pedestrian.

Please consider these laws from the standpoint of making cycling safe. The recommendations of the working group kept the safety of the cyclist in mind. I fear the revisions made by the NCDOT now favor the motorists’ speed and convenience over the safety of the more vulnerable cyclist. The state’s Complete Streets policy, adopted by the NCDOT, specifically states that the roads policy should “encourage the use of alternative forms of transportation” and “improve safety for pedestrians, cyclists, and motorists.” These should be the starting points and the guides for any new legislation.”

Again, the above is from an email sent by my daughter, Sarah Guilbert. I am sending it to you to say that I agree with her and hope something can be done about this. Thank you for your time and consideration.

Sincerely,

Ellen C. Guilbert
elguilbert@yahoo.com

12/29/2015

I am writing regarding the H232 situation that was brought to light recently. It appears that NC DOT sent a "draft" report to the legislature that differs in subtle but important ways from the recommendations reached by majority vote in a months-long working group of a diverse set of professionals. Due to the short time I have to respond to the announcement, I am using some collective writings that have been provided as a resource to better communicate my concerns. My apologies if you have read something similar but these are my opinions as well. As a note I am a current NC licensed driver of 2 vehicles and also a recreation rider of bicycles both on and off road. My grandchildren have also started to ride and I hope they can enjoy their future road rides the legislation will be effecting.

I looked forward with great anticipation when House Bill 232 spelled out a process for the appointment of a Working Group, and the assignment of key questions regarding the improvement of bicycle safety. As determined, the Working Group's output would then become formal recommendations to the legislature for their process of changing the law. I have read many opinions on the recent announcement stating the Working Group included representation from various organizations including the NC DOT. This report was supposed to be the product of the Working Group, not solely NC DOT. My input has been non-existent until now, since I placed much of my responsibility in the hands of the Working Group earlier in this year. It has been brought to my attention though that the report was not the result of the Working Group. Hence my input via this letter.

To recap what is being discussed:(Most of the following recommendations were agreed upon by the working group and NCDOT. There are some exceptions where NCDOT had separate recommendations.)

Pros

1. Recommend that drivers be able to cross double yellow line when passing a cyclist
2. Mandate a 4 foot clearance when passing a cyclist
3. No requirement for cyclists to carry ID
4. Allow right arm indication of a right turn. Left arm indicator is often misinterpreted.
5. Bicycles would be on par with motorcycles in terms of vulnerability and liability

Cons

1. Maximum of two abreast cyclists under any circumstances, exception is an approved bike race.
2. Requirement for a front headlight and taillight
3. Requirement for bright clothing
4. Cyclists to ride as far to the right of the right travel lane as possible and safe (There are no current restrictions on where cyclists position themselves, only a best practice recommendation to ride in the area where the right wheel of a motor vehicle would track.)
5. A requirement to obtain local permits for groups of 30 or more
6. No headphones or any other distracting items.

Reference Con #1:

1) While I agree that riders don't need to be spread across the road, the idea that we can limit riders to two abreast isn't practical. - If a double pace line passes a single rider, someone would technically be in violation. But who? The group? The solo rider? The three riders abreast?

2) There are also times when it is more safe and more efficient for the group to gather closely together, say to wait at a stoplight and then to proceed through on the green light. If made to line up in sets of two, or worse, single file... there may not be sufficient time when the

light turns green to even get the whole group through the light — which in turn will cause even more frustration for people driving vehicles behind the cyclists.

Reference Con #4:

The lane positioning requirements contradict all best practices for lane placement, and despite assertions (which aren't listed), they would likely lead to an increase in car/bike accidents because they would:

- 1) encourage unsafe passing, and
- 2) reduce the visibility of cyclists, and
- 3) the requirement applies to cycling in cities where it would force cyclists to ride where they are most likely to get "doored" (hit by a parked car door opening)

Reference Con #5:

1) There are several weekly, non-event rides across North Carolina that would easily be over the 30-rider limit. While I'd like to see ride leaders voluntarily reduce the sizes of rides (or break them into smaller groups), particularly during high-traffic times of day, this isn't the answer. And, there's a provision – not quoted here – that would allow local jurisdictions to set their own rules for cycling.

2) Planning a charity ride, race or other event that crosses jurisdictions would place an unnecessary burden on organizers, because they would have to insure that the rides meet potentially different rules for each jurisdiction. To enable any local government to "register" (presumably these means regulate, control and administer) group bicycle rides further places responsibility for bicycle events on local officials who may be poorly equipped to take the responsibility. Why invite local government to take a deeper role in attempting to "improve" something they may not know much about, are not funded to administer, and for which inexplicit guidance is offered from NC DOT?

Reference Con #6:

1) While I am in agreement with making sure cyclist are not distracted with music in both their ears, (or whatever they may be listening too), I am more concerned with drivers who have their music on so loud they cannot hear any emergency vehicle or worse yet who are allowed to drive with mobile phones in their hands. To limit cyclists under the pretense it is distracting to listen to something and not to limit drivers under the same pretext, is not providing the safest coexistence on the road. Distracted drivers will impact both other drivers and cyclists more so than distracted cyclists.

Lastly, too many "requirements" are vague, and left to the interpretation of whomever is enforcing the law.

Please take these concern into consideration when reviewing the submitted H232 Legislation. Again the Working Group was responsible for fair representation and it appears the final draft was revised against the decisions of the Working Group.

Thank you for your assistance in this matter,

Sincerely,

Lisa Muratori

earth2lisa@yahoo.com

709 S. Lindell Rd.

Greensboro, NC 27403-2012

12/29/2015

As a cyclist, driver, and new resident of North Carolina, I am very concerned about H232 and wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

I find the suggestion that cyclists should be restricted to the right half of marked travel lanes (recommendation 7) to be a very dangerous one. This recommendation runs contrary to nationally accepted bicycling practices that encourage lane control, staying out of the door zone

of parked cars, and improving visibility of the cyclist at junctions (to deter left-cross and drive-out collisions). Having used cycling as my main form of transportation for 7 years in addition to participating in and leading team training rides and recreational group rides, I have experienced first hand and teach other cyclists that it is often safer to "take the lane." I have also experienced harassment from car drivers swerving their cars toward me, forcing me off the road, honking, and yelling at me to "get off the road" or to "get out of the way", despite it being legal and encouraged to ride a bike on the road, and to do so in the safest lane position for me, in each state in which I have ever ridden a bicycle. To me, these incidents show that public ignorance of cyclists' rights on the road has a direct, negative impact on their safety. North Carolina should be discouraging ignorance and unsafe behavior by educating all types of road users on the safest practices and adopting policies that reflect those practices. Even when drivers are not malicious, requiring cyclists to ride on the right half of a lane makes cyclists less visible to them, and lets motorists think there is room to safely pass a cyclist when there really is not sufficient space. Laws and infrastructure should facilitate the safe behavior of all road users, not reinforce the dangerous perception that people on bikes are a mere nuisance and an obstacle to speed.

I am also against recommendation 8 that suggests each municipality should have its own regulations for group rides. North Carolina is a state that is well-positioned to bring in millions of bicycle tourism dollars, but making it extraordinarily difficult for group rides to occur, especially those that cross several jurisdictions, could send all of those cycling dollars to other states. North Carolina should be embracing and encouraging this healthy form of recreation rather than imposing confusing, restricting, and cumbersome regulations on it. There are already state regulations in place that have been carefully worked out and that are sufficient.

I am a motorist as well as a cyclist. My taxes pay for public roadways, and I should be able to use them for transportation and recreation as a cyclist, motorist, and pedestrian.

Please consider these laws from the standpoint of making cycling safe. The recommendations of the working group kept the safety of the cyclist in mind. I fear the revisions made by the NCDOT now favor the motorists' speed and convenience over the safety of the more vulnerable cyclist. However, these are matters of life and death for people on bikes, not convenience or preference. The state's Complete Streets policy, adopted by the NCDOT, specifically states that the roads policy should "encourage the use of alternative forms of transportation" and "improve safety for pedestrians, cyclists, and motorists." These should be the starting points and the guides for any new legislation.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Kim Phistry kimphish@gmail.com

12/29/2015

As a cyclist and motorist, I am very concerned about the difference between the recommendations from the NCDOT in HB 232 and the recommendations of the HB 232 working group.

I think recommendation 2 on riding abreast is not safe. There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions.

I find the suggestion that cyclists should be restricted to the right half of marked travel lanes (recommendation 7) to be a dangerous one. This recommendation runs contrary to

nationally accepted bicycling practices that encourage lane control, staying out of the door zone of parked cars, and improving visibility of the cyclist at junctions (to deter left-cross and drive-out collisions). It encourages police and motorist harassment of safe, responsible cyclists.

I am also against recommendation 8 that suggests each municipality should have its own regulations for group rides. I believe that allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level. North Carolina should be embracing and encouraging this healthy form of recreation and transportation rather than imposing confusing, restricting, and cumbersome regulations on it.

My taxes pay for public roadways, and I should be able to use them for transportation and recreation as a cyclist, motorist, and pedestrian.

Please consider these laws from the standpoint of making cycling safe. The recommendations of the working group had a number of good compromises to keep the safety of the cyclist in mind. I fear the revisions made by the NCDOT now favor the motorists' speed and convenience over the safety of the more vulnerable cyclist. The state's Complete Streets policy, adopted by the NCDOT, specifically states that the roads policy should "encourage the use of alternative forms of transportation" and "improve safety for pedestrians, cyclists, and motorists." These should be the starting points and the guides for any new legislation.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Jim Palistrant jpalistrant@gmail.com

103 Draymore Way

Cary, NC 27519

919-469-4144

12/29/2015

To the attention of NCDOT and members of the Joint Legislative Transportation Oversight Committee-

I would like to voice a concern with regards to some of the language in the draft bill H232. As a League of American Bicyclists Certified Cycling Instructor, I am familiar with and teach others about safety considerations in lane positioning for bicyclists, especially at intersections and when passing parked vehicles due to the danger of "dooring." Proposed language in H232 about cyclists staying in the right half of the lane does not take into account all situations, such as when traffic speeds are high on multi-lane arterials and "taking the lane" might be the safest course of action; or when preparing to change lanes; or when riding next to parked vehicles; or, when positioning at intersections to clearly communicate to the drivers around if the bicyclist is planning to take a left turn, travel straight through or take a right turn. I would recommend removing the language about bicyclists staying in the right half of the lane, or, at a minimum, clearly specifying that exceptions are allowed, including an exception for positioning at intersections.

In addition, I would like to ask that the language about cyclists riding no more than two abreast be removed. In group ride settings, most cyclists understand and respect the principle of riding no more than two abreast; however there are temporary situations such as when the group is stopped for a red light and is "bunched up" to minimize space taken up; or when some of the cyclists are passing other cyclists, where more than two cyclists abreast might be sharing

a lane temporarily. Proposed language in H232 about riding only two abreast might create more ambiguous and unenforceable standards for group rides to follow.

On the other hand, I strongly support the proposed language in H232 allowing motorists to cross a double yellow line when safe to do so in order to pass a cyclist; as well as the language that would require a four-foot minimum safe passing zone.

Thank you for your time,

Lyuba Zuyeva

lyubaz@gmail.com

Resident of Buncombe County

League Certified Instructor #3234

12/29/2015

To the Joint Legislative Transportation Oversight Committee:

Thank you for the opportunity to comment on the HS 232 Bicycle Safety Study Report. While most of its recommendations are very good, I urge you to reject proposal #7, "Operating Position on Roadway." If enacted, this rule would prevent citizens from using the basic defensive driving techniques that are necessary to operate a bicycle in traffic safely, and which are taught by the League of American Bicyclists and every other national bicycle safety organization. The current law works well to ensure that all road users can operate in safety. Please do not change it.

Sincerely,

Paul L. Linden

paul.linden@live.com

704.877.6590

12/29/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

John Johnstone

jjohnstone@mutualnc.com

514 Pace St

Raleigh, NC 27604

12/29/2015

NCDOT,

I am very concerned about the recommendations from the NCDOT in HB 232 regarding cyclists that differ from the recommendations of the HB 232 working group.

In particular, I find the suggestion that cyclists should be restricted to the right half of marked travel lanes (recommendation 7) to be a dangerous one. This recommendation runs contrary to nationally accepted bicycling practices that encourage lane control, staying out of the door zone of parked cars, and improving visibility of the cyclist at junctions (to deter left-cross and drive-out collisions).

I am an avid cyclist and do my best to respect the needs of all who use the road. Two days ago, I was riding single file as far right as I could in a neighborhood in Chapel Hill. While curving left, a motorist tried to pass me into the blind curve and almost caused an accident with an oncoming SUV he/she did not see. I tucked even further right in the midst of the chaos and hit wet leaves, causing my bike to spin out and me to crash onto the pavement. I ended up with my face down in the road, bleeding or with road rash in four places. This could have been prevented had safe passing laws been observed-but more importantly, it highlights that the right most part of the lane is not always the safest for a rider. Taking control of the middle of the lane would have discouraged the motorist from attempting a dangerous pass and would have kept my bike out of slippery terrain.

I am also against recommendation 8 that suggests each municipality should have its own regulations for group rides. North Carolina is a state that is well-positioned to bring in millions of bicycle tourism dollars, but making it extraordinarily difficult for group rides to occur, especially those that cross several jurisdictions, could send all of those cycling dollars to other states. North Carolina should be embracing and encouraging this healthy form of recreation rather than imposing confusing, restricting, and cumbersome regulations on it. There are already state regulations in place that have been carefully worked out and that are sufficient.

I am a motorist as well as a cyclist. My taxes pay for public roadways, and I should be able to use them for transportation and recreation as a cyclist, motorist, and pedestrian.

Please consider these laws from the standpoint of making cycling safe. The recommendations of the working group kept the safety of the cyclist in mind. I fear the revisions made by the NCDOT now favor the motorists' speed and convenience over the safety of the more vulnerable cyclist. The state's Complete Streets policy, adopted by the NCDOT, specifically states that the roads policy should "encourage the use of alternative forms of transportation" and "improve safety for pedestrians, cyclists, and motorists." These should be the starting points and the guides for any new legislation.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Sarah Guilbert sarah.guilbert11@gmail.com

12/29/2015

As a cyclist, motorist, and resident of Raleigh, NC, I would like to register my objections to some of the recommendations put forth by NCDOT under its charge in HB 232. I have been a cyclist and a motorist for thirty years, and have used bicycles as a form of exercise, as a commuter, and for more general transportation. I am disappointed that the NCDOT and its traffic engineer representative on the committee chose to ignore several of the recommendations that were approved by the advisory committee, constituted as it was by

stakeholders from across the transportation, cycling, and pedestrian communities of North Carolina. The current report will substantially endanger cyclists and motorists in North Carolina, and will likewise violate the rights of a significant number of road users in the form of people who ride bikes for transportation as well as exercise.

Specifically, the recommended requirement that cyclists always ride on the rightmost portion of the road prioritizes motor vehicle convenience over the safety of both cyclists and motorists, encouraging unsafe takeovers, particularly on narrow rural roads. In fact, this recommendation will undo the positive recommendations including a 4-foot passing rule and the ability of cars to overtake cyclists on a double yellow line. Riding always to the farthest right position encourages motorists to attempt to squeeze by cyclists and risk a less-than-four-foot pass on a regular basis. It also puts the cyclist in the door zone on roads where there are parked cars, reduces the visibility of cyclists putting them at greater risk for right-hook crashes, and establishes a legal position in which a cyclist taking precautionary control of the lane to avoid road hazards or attempted passes on blind curves or the like would be subject to contributory negligence. At the very least, the language of the recommendation could be amended to recognize that while riding towards the right is preferable, cyclists should be able to move left in response to road conditions and safety concerns. Cyclists need to be able to ride as far right as is practicable within larger safety concerns.

Secondly, the proscription against riding abreast will make passing much more dangerous and difficult on both motorists and cyclists. This is a clear and simple proposition. Modern road bikes tend to be around 6 feet in length. Together with a safe drafting distance of around a foot, this means the passing distance for a group of 4 cyclists would extend from 14 feet to 28 feet. The committee decided not to change NC's current position on riding abreast, and the inclusion in the DOT's report of a recommendation contrary to the community's representatives' recommendations is, quite frankly, anti-democratic.

Finally, the requirement of impromptu group rides to get permissions from all the local government districts the ride may pass through is an onerous expansion of government that appears to be designed simply to stop group rides from happening. Bicycles are vehicles under NC code and have every right to any road that slow moving vehicles are permitted on, including rural roads that farm machinery frequents.

It is disappointing that the NC DOT has essentially used HB 232 as a path to discouraging and even penalizing safe cycling usage of North Carolina's rural (or urban) roads. Convenience cannot be an excuse for punishing legitimate road users. Furthermore, while the target of these changes seem to be most clearly cyclists who use roads for training and fitness, they also penalize poor people who rely on bicycles for transportation and for commuters who rely on the bicycle as a means of reducing traffic congestion and the like. NCDOT should instead follow the lead of much of the rest of the country in seeing cycling as a viable and important part of a complete streets approach to transportation, as a source of tourist revenue particularly in parts of the state like Brevard and Western NC, as well as a local form of recreation for young and old alike.

Sincerely,
Chad Black
chad.black@me.com

12/29/2015

Hello,

My name is John Durkee, I live in Raleigh. I'm emailing you to speak out against the proposed law restricting bicycles from riding abreast, forcing riders to keep to the curb, and requiring permits for group rides. The proposed law would reduce my safety when riding,

reduce my ability to use the current infrastructure and stunt one of Raleigh's best features: it's friendly biking community.

The proposed law would severely reduce my safety on the road. The requirement to stay to the right of the road places me in danger of opened car doors and encourages cars to continually drive next to me in the same lane. Temporarily moving to one side and allowing cars to pass me on a one lane road is the right thing to do, but it should not be a requirement in situations that put my safety at risk. When cycling in the city, when multiple lanes are available to traffic and no bike lane is present, riding two abreast increases our visibility and encourages people to bike together.

Group rides and downtown commutes are great alternatives to cars, and are the main reason why I've stayed in Raleigh despite switching jobs. Raleigh is clearly developing the infrastructure with the city to bike safely, and informal groups should be allowed to use it without contacting the city beforehand. These informal group rides are a key element of Raleigh's attraction and encourage growth. Please fight to keep Raleigh's best element viable for all the new and emerging groups in the city. The roads and Greenways tie Raleigh's parts together, it would seriously discourage trips to any of Raleigh's sectors by restricting the ability to ride in groups.

I hope we are able to keep one of Raleigh's best communities empowered to continue it's growth.

Thank You,

John Durkee durkeejw@gmail.com

1107 Mordecai Dr. Apt 100

Raleigh, NC 27604

(202) 744-1958

12/29/2015

Dear NCDOT,

As a cycling enthusiast, I urge the NCDOT and the North Carolina Legislature ensure cyclists' safety on the roads. I urge the NCDOT to consider allowing cyclists the full use of the lane and not just the right-side, as that allows for potential crashes and defensive driving by motorists; not limiting side-by-side riding within a single lane because group riding tends to offer safe group riding practices; and lastly, not enforcing that group rides of 30+ riders be registered and permitted, as most group rides cross between many municipalities and that will deter ride organizers to be able to safely plan for and execute these group rides. Thank you for your consideration of these amendments to your report to be reviewed by our Legislature.

Remember a cyclist is a living being, with many loved ones.

Cordially,

Jay Dore

jkicks15@gmail.com

248-760-3720

12/29/2015

Please listen to the committee's recommendation not the DOT. I love road biking but for safety sake only do it with several other riders. I also love participating in charity rides but fear this will discourage such rides.

The lane positioning requirements contradict all best practices for lane placement, and would likely lead to an increase in car/bike accidents because they would 1) encourage unsafe passing, and 2) reduce the visibility of cyclists. And, the requirement applies to cycling in cities where it would force cyclists to ride where they are most likely to get doored.

Too many "requirements" are vague, and left to the interpretation of whoever is

enforcing the law. I know where I am comfortable riding, close to the right except when the edges have drop offs and debris. Who determines what is comfortable?

While I agree that riders don't need to be spread across the road, the idea that we can limit riders to two abreast isn't practical. If a double pace line passes a single rider, someone would technically be in violation. But who? The group? The solo rider? The three riders abreast?

The provision that would allow local jurisdictions to set their own rules for cycling makes it very hard for riders to know what is allowed as they bike across the state. I enjoy riding in all areas of NC, but this would be nerve wracking. Three times a year I participate in rides that were created to bring folks to areas of the state that are not well known and to increase tourism, this will in my opinion make this less popular.

Planning a charity ride, race or other event that crosses jurisdictions would place an unnecessary burden on organizers, because they would have to insure that the rides meet potentially different rules for each jurisdiction.

As a driver and a cyclist, I try to observe all laws and do the courteous thing. Please don't implement laws that punish many for the inconsiderate things a few cyclists do.

Jill Hillyer

jill.hillyer@gmail.com

Greensboro, NC

12/29/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Pat Hoy patrick.hoy@biogen.com

919 240 7628

1 Iris Lane

Chapel Hill, NC

12/29/2015

To Whom It May Concern:

I am writing in regard to troubling issues vis a vis cycling safety and bicycle tourism in the Triangle area with the current proposed legislation. A few specifics:

- As Bikewalk NC noted, to restrict a cyclist to the right half of the lane can endanger the cyclist by impinging upon defensive cycling practices. Riding in the center of the lane helps improve visibility to cars, whereas riding at the far right of the lane does nothing to protect the cyclist from too-close passing by motorists. As an experienced cyclist, the most dangerous experiences I have had thus far have stemmed from these instances.
- Imposing restrictions on group rides greater than 30 people deters a sense of cycling community, particularly as many of NC's cities have proudly burgeoning cycling communities. A bike-friendly city not only enhances its own community, but drives bike tourism. I, in addition to several of my friends, have made travel plans to cities explicitly for bicycle-related events. To prohibit growth in a cycling community is to prohibit economic growth.

These are just a couple of my concerns regarding H232. I have seen improved cooperation benefit both parties in other cities and states. As a motorist and a cyclist, I hope that NC can join the ranks of other states who seek to work with its citizens to safely improve their communities.

Melanie Annis, M.S., CF-SLP
 Rehabilitation Services
 UNC Hospitals
 101 Manning Drive, Chapel Hill, NC 27514
 (984) 974-0347
melanie.annis@unchealth.unc.edu

12/29/2015

To the Joint Legislative Transportation Oversight Committee:

Thank you for the opportunity to comment on the HS 232 Bicycle Safety Study Report. While most of its recommendations are very good, I urge you to reject proposal #7, "Operating Position on Roadway." If enacted, this rule would prevent citizens from using the basic defensive driving techniques that are necessary to operate a bicycle in traffic safely, and which are taught by the League of American Bicyclists and every other national bicycle safety organization. The current law works well to ensure that all road users can operate in safety. Please do not change it.

Sincerely,
 John W. McLaughlin, P. E.
jwmclaughlinpe@gmail.com
 704-996-6885

12/29/2015

I'm writing to share my comments on the proposed recommendations from the NC DOT. While some of the recommendations are beneficial to safety of both motorists and cyclists, I think a few are potentially very dangerous. Thank you for your time. I've outlined my thoughts below.

- Require cyclists to ride in the right half of the travel lane, when they're traveling at least 15 mph slower than the speed limit. I oppose this recommendation. There are times when I am riding that it's not safe for a vehicle to pass me. While these sections of road are often brief, it is safer to temporarily take the entire lane to protect both myself and the driver wanting to pass. Surely, my life matters enough for someone to wait an additional 10 seconds to pass me with the minimum amount of space required by law to safely pass.
- Prohibit cyclists from riding more than two abreast, except when passing other riders. I think this is a difficult thing to outline in a law because these situations are often on a case-by-case basis, however, I have no formal vote against this based on safety concerns.
- Require a minimum passing clearance of four feet for motorists who pass slower-

moving cyclists. Current law requires a two-foot clearance for all vehicles. This is long overdue, and it raises the bar for North Carolina as most states require three feet. You should be proud of this recommendation.

- Allow motorists to cross the double-yellow (no passing) line, when they can do so safely, to pass cyclists. I very much support this one. I had a woman nearly hit me in Tennessee once because she didn't know she could pass the double-yellow line to pass me safely. It was one of the most terrifying experiences I've had while riding, and she was happy to learn Tennessee's 3-foot law trumped the double-yellow crossing line. My life matters more than that double-yellow line when there is no oncoming traffic or blind curves.
- Authorize local governments to require permits or registration for informal group rides involving more than 30 cyclists. There's safety in numbers, and there's also increased visibility. I would think the North Carolina government would welcome group cycling adventures. For one, it increases the economic impact and revenue in the state. I have many friends who travel through this fine state on scenic rides, staying in hotels and dining at local eateries. Secondly, it helps your job. The more cyclists on the roads, the more aware people are of our existence and therefore they begin to look for us. We become the norm. The basis of these legal recommendations is awareness and safety, yes? Well then let us help you with that. If this recommendation passes, you tie our hands and limit us on many levels. You are making it even more difficult for something you seemingly want to improve.
- Require cyclists at night to use a rear red light or wear reflective clothing visible from at least 200 feet behind the bike. Personally, I do this and I think it's a tremendous idea. But, legally, I think it's dangerous to require. It's an added cost and it's difficult to enforce. For commuters especially, it creates logistical problems in transporting appropriate attire and planning for the unexpected.
- Give cyclists the option to use the right hand to signal a right turn. I support this.
- Punish motorists who run cyclists off the road or force them to change lanes because the motorist has made an abrupt turn or other unsafe movement. Current law gives this protection to motorcyclists. I wholeheartedly support this and dream of a day where there are ramifications for the behavior I see from dangerous drivers on the road.

Victoria E Cumbow victoria.cumbow@gmail.com

12/29/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study.

I am requesting that the HB232 Committee recommendations be followed, as otherwise cyclist safety will be jeopardized, not improved. It is both disappointing and alarming that NCDOT is even considering to ignore the HB232 Committee's recommendations on the following important safety transportation matters.

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is

insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

David R. McAnally drmcnally@gmail.com

Wake Forest, NC 27587

12/29/2015

My name is Garret Thompson, I'm a daily commuter and a competitive racer. Needless to say I spend a lot of time on my bike. I've read the pros and cons of H232 and, although I'm glad to see the city making an effort for bike safety, this bill has measures in it that will make my life and the life of every cyclist more dangerous. If my ability to take the lane when it is necessary is made illegal my daily ride to work will become more dangerous in multiple locations, roundabouts especially. Taking the whole lane is a safety measure, as a city we should not be outlawing things that keep people safe. Another safety measure this bill is attempting to outlaw is two abreast riding. Fast training rides are two abreast for increased visibility. The upsetting part about this bill, its being drafted with the purpose of inconveniencing motorists. Cars are already tools of convenience if they are slowed down a small amount to keep other safe so be it. Let them complain about the time they value over other residents lives. The fact that as a city were making cycling harder and more dangerous to convenience motorists is honestly appalling. Ignore the crys of those who are mildly inconvenienced and think of the lives this bill could actually harm. Cycling is good for this city I wouldn't punish the positive to appease the negative.

Garret Thompson gcthompsons@gmail.com

12/29/2015

As a resident, taxpayer, motorist, and cyclist of North Carolina I write to express my concern to the H232 Bicycle Safety Law Study. My comments are as follows:

(1) Restricting Cyclists to the Right Half of the Lane:

(A) This proposed regulation interferes with defensive bicycling practices such as (i) lane control, (ii) staying well out of the door zone of parked cars, (iii) improving visibility at junctions, and (iv) avoiding right-hook crashes.

(B) The proposal also encourages harassment of safe cyclists.

(C) The proposal creates legal problems for cyclists involved in accidents via the state's contributory negligence law as it unfairly saddles an injured cyclist with legal hurdle that is nearly impossible to prove because of the lack of center lines and measurement indicating "where" the cyclist should be riding.

(D) Enforcement will be difficult to undertake and fair enforcement would require the NCDOT to first study what the appropriate amount of space needed on each road for a cyclist and then mark all lanes in order to delineate where the center of the lane is. Additionally, this should require signage informing motorists that bicycles are entitled to the right half of the travel lane with a minimum of four feet of space required to pass, if not, it could be argued that the NCDOT was negligent in passing this law which encourages motorists to pass cyclists, but failed to secure the safety of the cyclist. If this law is truly about Bicycle safety, signage should be included informing motorists of the rights of the cyclist.

(2) Riding Abreast:

(A) In many instances riding abreast is the safest option for cyclists, and better for motorists minimizing the time it takes a motorist to safely pass.

(B) This issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse. Logic dictates that passing a group of cyclists is safer and quicker the more compact the group.

(3) Local Regulations:

(A) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

(B) Restricting NCDMV licensed taxpayers access to roads in the name of safety is disingenuous. Group ride organizers most often select roads and start times based on a lack of ambient traffic. Group rides usually occur during weekend mornings, often on the most lightly traveled road in the area to minimize possible encounters with motorists. It is not uncommon to see more cyclists using these roads at these times than people in cars and/or trucks. When certain roads are used by cyclists frequently, convergence of different groups is inevitable. What would be the protocol for two or three groups of fifteen to twenty riders converging on stretch of road? Does the NCDOT compel motorists to disperse when there is a traffic jam? Does NCDOT require a maximum vehicle limit or special permitting for groups of motorists traveling under the posted speed limit to a common destination through multiple jurisdictions?

I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015. Please include my comments as an addendum to the appendix.

Best regards,

James Duff jduff80@gmail.com

607 Shelton Street, Carrboro, NC 27510

12/29/2015

To: Joint Legislative Transportation Oversight Committee

Dear Members,

I strongly oppose provisions in proposed legislation HB232 to restrict bicycle riders to the right hand side of the road.

This is a decidedly dangerous provision for cyclists in limiting a bicyclists ability to avoid accident and make safe navigation decisions.

This is a bad provision, and apparently made to appease rural automobile drivers.

Please reconsider.

Thank you.

Reb Haizlip reb@haizlipstudio.com

Haizlip Studio

Asheville . Memphis

12/29/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study.

- Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It could encourage police and motorist harassment of safe cyclists and could create potential legal problems for cyclists via the state's contributory negligence law.

- Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions

that will likely be amended by the legislature. There are national and international organizations who have standardized their wording on these approaches.

- Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities. Additionally, individuals often ride through many municipalities themselves (I have ridden from Hillsborough, to Efland, to Mebane, then to Saxapahaw, and back through Carrboro to Hillsborough on a long ride as a solo rider or in a group of two). This is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Please include my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Randy Brown

Randy.Brown@virtualheroes.com

3407 Carriage Trail

Hillsborough, NC 27278

919-732-5458

12/29/2015

Below are comments on H232. I am a board member and shop coordinator for the Durham Bike Co-op, a 501(c)(3) community bike project. I am also an avid commuter and recreational cyclist. The following comments were written by BikeWalkNC, and I fully support and agree with their input on H232.

Thank you for you time and service to the people on North Carolina
BikeWalk NC Recommendation:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Best,

Matthew Yearout yearout@gmail.com

12/29/2015

Dear Joint Legislative Transportation Oversight Committee and NCDOT,

As the area director of the Carolinas I have oversight of two large cycling events in Cary (Triangle Tour de Cure) and Charlotte (Charlotte Tour de Cure) and access to over 1,000 cycling

participants. I am writing to relay their concerns over the proposed HB232. The overwhelming sentiment from our riders is in line with the recommendations from BikeWalk NC included below.

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. Thank you for your consideration of these points.

Respectfully,

Jim Straight

Area Director, Carolinas

American Diabetes Association

2418 Blue Ridge Road, Suite 206

Raleigh, NC 27607

Office: 919-743-5400 ext) 3252

Cell: 919-308-5105

Fax: 919-783-7838

jstraight@diabetes.org

12/29/2015

As a long time road cyclists I applaud some of the new proposals but quite adamantly disagree with requiring cyclist to always stay to the right side of the road. It often becomes necessary in traffic around curves, double parked cars and other situations for the cyclists to take to the center of the road to temporarily prevent cars from passing. Regulating cyclist always to the right also makes it quite tempting for cars to try and pass a cyclist but stay in the lane and basically squeezing the cyclist to the curb or shoulder.

I have often organized informal group rides with only a short notice and thus disallow securing of a permit. Many announced rides are few riders but often the group swells to a large number without notice. We often do not know how many will show until just before start time.

I am one of the organizers of the very popular event, "Blood, Sweat and Gears", which draws riders from around the country including foreign riders. With the rules under this proposal our event would have to end. This event (our 18th year) annually donates over \$100,000 to our local community needs.

BSG Event, Inc., also sponsors two other road cycling events (Beech Mountain Metric and Blowing Rock Fall Classic) that are slated to grow and are also contributing all the profits to local charities and needs. Your proposals would also end these community events with these unnecessary rules.

Cyclist, of course, appreciate all attempts to make this sport safer but limiting our access to the full road (as current law allows), requiring the acquisition of a permit for a informal group ride and making it illegal to ride more that two abreast will accomplish little in safety but cause the cycling community grievous harm.

Jim Harmon jim.harmon@gmail.com

196 Phillips Branch Road

Vilas, NC 28692

BSG Events, Inc

PO Box 467

Sugar Grove, NC 28679

828-964-2951

12/29/2015

I am writing to comment on recommendations made in the Draft Report (http://www.ncdot.gov/bikeped/download/H232_report.pdf) written in response to House Bill 232 directing the NC Department of Transportation to conduct and report on a bicycle safety law study (<http://www.ncdot.gov/bikeped/lawspolicies/>).

I am an experienced recreational bicyclists and bicycle commuter (Knightdale to NC State University) who rides 4,000-5,000 miles each year; have been struck from behind by a motorist attempting to overtake at a hillcrest on a narrow rural road; and have published research on the comprehensibility of signage intended to communicate the message that bicycles may use a full lane

(<http://journals.plos.org/plosone/article?id=10.1371/journal.pone.0136973>).

I attended the full 6 October meeting of the Study Committee and the latter half of their 18 November meeting.

Key Points

I support:

- Recommended changes to allow motorists to pass bicyclists in places where passing of motor vehicles is prohibited.
- Increasing the distance at which lighted lamps on bicycles must be visible.
- Increasing the lateral passing distance when motorists pass bicyclists.
- Allowing the extended right arm to be used to signal a right turn.
- The resolution to develop educational programs, so long as they include the education of motorists about bicyclists' rights to use roadway travel lanes.

I object to:

- Changes to state law restricting the number of bicyclists that may ride abreast within in a travel lane.
- Allowing reflective clothing to substitute for a lighted rear lamp.

I object vehemently to:

- Changes to state law that would require bicyclists to ride in particular portions of marked travel lanes.
- Adding permitting requirements for group rides beyond those already in place, especially for informal rides.
- Allowing individual city and county governments to establish their own standards for permitting group rides.

Below I provide detailed comments on each of the recommendations in the draft report.

Recommendation 1 - "How faster-moving vehicles may safely overtake bicyclists on roadways where sight distance may be inhibited."

This is the most important, on-target, and valuable recommended action in the draft report. It solves a real-world road use and safety issue by allowing lawful, safe passing of

bicyclists by motorists in situations where doing so would otherwise be prohibited. These situations include North Carolina's extensive network of rural roads with narrow lanes, no shoulders, and increasingly long stretches of no-passing lane markings.

Combined with an appropriate educational campaign about the rights and responsibilities of both motorists and bicyclists as vehicle operators, this change to our statutes has the potential to substantially reduce (a) motorist delays behind bicyclists by long stretches of no-passing lane markings designed for high-speed vehicles, (b) motorists' temptation to squeeze past bicyclists at high speeds in narrow lanes to avoid crossing no-passing lane markings even when there is no oncoming traffic, and (b) social friction between bicyclists and the motorists behind them on such roadways.

I note, however, that this recommendation does not address the issue of passing when sight distance is inhibited, as stated in the charge to NC DOT. Instead, it addresses the issue of overtaking bicyclists where overtaking is otherwise prohibited. The recommended language acknowledges that when passing a bicyclist the "sufficient distance ahead" is often substantially less than when passing another motor vehicle operating near the speed limit for which the road was designed and marked. If sight distance is not sufficient for overtaking a bicyclist, however, passing remains unsafe and unlawful and is still prohibited. When such conditions exist (think curvy mountain road with narrow lanes and no shoulders), NCGS 20-150(a), which is referenced in the recommended changes, takes effect:

"The driver of a vehicle shall not drive to the left of the center of a highway, in overtaking and passing another vehicle proceeding in the same direction, unless such left side is clearly visible and is free of oncoming traffic for a sufficient distance ahead to permit such overtaking and passing to be made in safety."

Solutions for safe overtaking of bicycles under conditions of limited sight distance include lanes wide enough for within-lane passing (at least 14 feet, more on curves), 4-foot shoulders, or frequent turnouts for slow-moving vehicles.

Recommendation 2 - Whether bicyclists on a roadway should be required to ride single file or allowed to ride two or more abreast.

Here, NC DOT made a recommendation contrary to the committee's recommendation of no change. Statute is currently silent on bicyclists riding abreast, which leads to some confusion among bicyclists, motorists, law enforcement officers, and jurists.

I would prefer that no changes be recommended for several reasons.

First, I'm bothered that NC DOT has ignored the committee recommendation here and in other places. Based on conversation I witnessed at the 6 October meeting, this agenda is driven by a single individual, State Traffic Engineer Kevin Lacy (see also related Recommendation 7).

Second, I am reasonably comfortable with this recommendation in theory. The language recommended allows for overtaking by other bicyclists, without limit to the number abreast, which allows the operation of single and double pace lines. The two-abreast limit also improves forward visibility for following motorists seeking to pass groups of bicyclists. I would recommend an exception be made for bicyclists waiting at traffic lights, which will improve throughput at intersections.

Third, I fear that enforcement in practice will be troublesome. In Cary and Apex, which have local no-more-than-two-abreast ordinances, police often stop bicyclists riding two abreast or temporarily more than two abreast during paceline rotations (Steven Goodridge, personal communication). It would also be difficult to determine which bicyclist to cite and could result in a bicyclist being cited as the result of another person's action. For example, suppose my friend and I are riding two abreast and another bicyclist pulls alongside to talk and refuses to disengage. The police officer at the next intersection sees us riding three abreast - who gets cited and how is that determined?

On balance, I favor eliminating the NC DOT recommendation.

Recommendation 3 - Whether bicyclists should be required to carry a form of identification.

I agree with the recommendation - no identification should be required. Because there are no licensing requirements for operating a bicycle, there is no need for the operator to carry formal identification.

I also agree that carrying identification should be recommended as a best practice in the event that a bicyclist is in a crash and rendered unconscious or incoherent.

Recommendation 4 - Visibility

While I agree with the stated intent of the recommendation, the distances at which lighted lamps shall be visible should be increased from current standards, if the goal is to improve the safety of bicyclists riding at night. Reflective clothing should not be allowed to substitute for a rear lighted lamp.

The visibility distances recommended -- 300 feet front, 200 feet rear -- represent no change from the current statute and are too low. Motorcycles (20-129(c)) and other vehicles (20-129(f)) are required to have lights visible for 500 feet. One could logically argue that slow-moving bicycles should have even higher visibility requirements, especially in the rear, because of the speed differential between motor vehicles and bicycles and how quickly a following motor vehicle could be upon a bicyclist.

After conducting a detailed review and experimental study of rear lighted lamps and reflectors on bicycles, BikeWalk NC has recommended front and rear lamps visible for 1000 feet and the following language (<http://www.bikewalknc.org/2015/09/the-case-for-requiring-rear-lighting-at-night/>). I prefer this language to the recommendation in the draft report.

20-129.(e) Lamps on Bicycles. – Every bicycle shall be equipped with a lighted lamp on the front thereof, visible under normal atmospheric conditions from a distance of at least 1000 feet in front of such bicycle, and shall also be equipped with a reflex mirror and lamp on the rear, exhibiting a red light visible under like conditions from a distance of at least 1000 feet to the rear of such bicycle, when used at night.

Please consider increasing the distances at which lights should be visible and adopting this language. The distance should at least be consistent with the 500 feet required for motorcycles.

In the same study, BikeWalk NC also found that reflectors are not a good substitute for high-visibility lighted lamps and that finding likely carries to reflective clothing (further, the recommendation does not even say "reflective," which is key). While I agree that reflective clothing should be recommended as a best practice in addition to an active lamp when riding at night, allowing it as an acceptable substitute is inappropriate and belies lack of concern for bicyclist safety. I do recognize cost considerations and that reflective clothing is better than nothing but feel we should look for another approach to overcoming cost considerations than legalizing unsafe practices.

Recommendation 5 - Options for hand signals for turning

Allowing an extended right arm to signal a right turn is appropriate and addresses real world confusion.

Recommendation 6 - 2-foot or other passing distance requirements

Current statute requires a 2-foot lateral distance for all vehicle passes. Requiring a wider distance when passing bicyclists seems a good idea because of their vulnerability. A 3-foot distance is becoming somewhat of a standard around the nation (see, for example, <http://www.ncsl.org/research/transportation/safely-passing-bicyclists.aspx>) -- is there reason not to follow that (NC DOT is recommending 4 feet)?

I'm again bothered by NC DOT taking action when the Study Committee recommended none.

Recommendation 7 - Operating position in the roadway

This is the most egregious case in which NC DOT made a recommendation contrary to that of the Study Committee. If enacted, this recommendation will likely reduce the safety of bicyclists on our roadways. The recommendation should be eliminated.

Based on conversation I witnessed at the 6 October meeting, this agenda is driven by a single individual, State Traffic Engineer Kevin Lacy. As I presented in detail in my blog entry about that meeting, there is no evidence or logical argument that forcing bicyclists to operate to the far right of the roadway improves safety; the same applies to forcing bicyclists into the right-most half of a lane (<http://george-hess.blogspot.com/2015/11/ncdot-chief-engineer-wants-bicyclists.html>). In contrast, there are strong logical arguments for allowing bicyclists to choose the portion of the lane they use depending on prevailing conditions to increase their conspicuousness in conditions where they otherwise might not be seen. BikeWalk NC's Steven Goodridge has provided numerous examples of this in cogent presentations to no avail (<https://s3.amazonaws.com/BikeWalkNC/Docs/BikeLawStudy/LanePosition.pdf>). No other vehicle operators are told which portion of their travel lane they must use.

This recommendation must be removed, if the goal is to improve the safety of bicyclists on roadways.

Recommendation 8 - Informal group rides on rural roadways

The Study Committee recommendation of a well-funded education program for motorists and bicyclists is the appropriate response.

The NC DOT recommendation for additional legislation is inappropriate and should be removed.

Allowing individual jurisdictions to impose permitting requirements beyond those already required for special events will create a bureaucratic nightmare. We don't need another set of patchwork regulations that nobody knows about. Judging what "significant delay" is will lead to confusion and uneven and arbitrary enforcement.

Recommendation 9 - Use of headphones or texting while cycling

Recommendation 10 - Aggressive driving, harassment, and distracted driving laws

I agree with these recommendations.

Recommendation 11 - Vulnerable road user protection

NC DOT's proposal to add bicyclists to the statutes providing additional protection for motorcyclists (NCGS 20-154 a1, a2) appears reasonable at first glance. I am concerned, however, that we are omitting other vulnerable roadway users such as moped operators. There is an incredible stigma attached to moped operators that leaves them omitted from consideration in safety discussions (beyond labeling them as hazards).

Like bicyclists, moped operators are legitimate road users entitled to use of a full lane. As bicyclists, we should stand up for their rights along with ours.

Recommendation 12 - Formal group event permitting and regulations

I agree with this recommendation.

Resolution to fund and develop an educational program for motorists and bicyclists.

I support any educational program that uses evidence and logic to improve safety for bicyclists on our roadways. Such a program must, however, go beyond teaching best practices to bicyclists (as pointedly stated in the last sentence of the resolution) and include teaching motorists that bicycles are vehicles and entitled to full use of travel lanes. Bicyclists are not required to move over and get out of the way just because a motor vehicle operator would like to go faster.

Respectfully submitted,

George Hess, bikestrong@gmail.com Knightdale, NC

12/29/2015

Having read the results of the H232 study it is clear that the study report and

recommended laws have relatively little to do with making cycling safer and much to do with restricting cycling. By ignoring the recommendations of the study committee the report recommends practices and laws that will make cycling less safe and more difficult.

While I applaud the efforts to make cycling safer, the DOT recommendations seem to be aimed more at curbing cycling in the interest of motor vehicle users than promoting cyclist safety.

How does requiring cyclist to travel in the right half of the lane increase cyclist safety? By riding out in the lane cyclists are much more visible. Forcing cyclist to the right encourages close passing and the 4 foot rule is hard to enforce. (if it would be enforced at all) Riding to the right encourages vehicle drivers to try and squeeze by the cyclist. This also gives the cyclist no room to maneuver around obstacles that could be catastrophic to a cyclist and have relatively little consequence for a car. Motorists do not see cyclist on the right and the statistics prove that riding out in the lane is safer, from getting hit from behind, from getting hit by a car that passes then turns right into the cyclist and from vehicles turning left. Because the faster a vehicle is traveling the farther in front of the vehicle the driver looks and the less the driver looks toward the side of the road. The recommendation was to leave the existing law in place.

As for permitting rides it was brought up that group rides, shut down roads, block people in their homes and prevent people from getting to their business. This is a perception issue and not a reality issue. The average time it would take a vehicle traveling 1 mile at 45 miles per hour would be one minute and twenty seconds. If a vehicle was stuck behind a cyclist or group for that entire mile at 15 mph that same distance would take less than a 3 minutes longer, IF the vehicle were to follow the group for the entire mile. This hardly shuts down the road, blocks people from their homes or their ability to get to their businesses.

Group rides of any size will ride through multiple local jurisdictions, requiring the permitting in all the different municipalities will effectively end those rides, many of which support local charities. How does the permit increase bike safety?

Pel Deal

DCCS

704-907-4824

pel@bucketboys.org

12/29/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

I am a 33+ year resident of Wake County and thanks to the usually favorable weather cycle year round compiling about 5000-6000 miles per year on local roadways. While I ride with a few local clubs I also do a significant amount of solo or utilitarian riding including commuting to work.

The following provisions would actually make cycling more dangerous and should be removed.

Restricting Cyclists to the Right Half of the Lane: This provision is unnecessary as most cyclists already ride in this manner for the majority of the time. Myself and other cyclists do however use lane positioning to maintain our safety. Primary examples would be to prevent getting "Right Hooked" at intersections, getting "Doored" by parked cars, Making legal left turns, preventing improper (and illegal) squeeze-by passing by motorists when there is insufficient lane width to do so. This provision would also encourage police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. Most of the group riding

where this may matter takes place on lightly traveled 2 lane rural roads. On these roads the lane width is insufficient to allow motorists to safely pass without using the oncoming travel lane. Therefore since the passing motorist must use the oncoming travel lane it is much safer and easier for them to pass a shorter double line (2 abreast) than a single line that is twice as long. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

The following provisions would actually make cycling in North Carolina safer or improve legal protection in the event of a crash and should be implemented as recommended.

Yellow Line Passing: This is already law in most states and is long overdue in NC. Basically the law should be amended to allow yellow line passing of vehicles (bicycles are vehicles in NC) that are moving at a small fraction of the posted speed limit so long as there is clear sight distance to do so safely. I can't count the number of times that I have been "Buzzed" by a motorist trying to pass within a narrow lane to avoid breaking the law.

Minimum Passing Clearance: This again is long overdue in NC. The proposed 4 foot limit is much better than the current limit. However, requiring the full use of the oncoming traffic lane would be better. This would be more enforceable and have zero impact on the passing motorist as they would already be at least partly in the oncoming travel lane.

VRU - Vulnerable Road User: Bicyclists are often more vulnerable than motorcyclists who are already given VRU protection. It is time to extend this protection to bicyclists.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Steve Lund slund348@pobox.com

1012 Castalia Dr.

Cary, NC 27513

(919) 819-5789

12/29/2015

NCDOT:

I am flabbergasted that time and time again, - whether it's politics, education, or business, WHY rule makers DON'T and WON'T talk or listen to people who are actually performing the task - or subject to the rules/regulations they're coming up with? Tell me HOW anyone is qualified to come up with biking guidelines if they don't regularly ride a bike? How absurd and arrogant! Why do you feel you have more knowledge than the BikeWalk committee members?

I bike for transportation, I bike for recreation, I lead a group ride, and as the Charlotte #biking_realtor, I bike for work. Put a FACE on this issue! I give you permission to use my photo below! Send it along with my comments!

I'm not scared of cars, I ride on the left hand side of the road because riding on the right is DANGEROUS! Bicyclists need to be VISIBLE to drivers - and the best place to do that is in the left tire track of the main road, directly in front of a motorist, where they HAVE to see me. On the right, my visibility decreases, especially as more and more drivers are distracted and not paying attention to bikes OR pedestrians.

When something is IN a bike lane – debris, open car doors, parked cars, etc., as far right as practicable is not safe, period! Many streets, especially in Charlotte are built with NO shoulder - meaning, there is absolutely no margin of error! In Charlotte, where many curbs abut the streets, if you're as far right as possible, how do you go farther right when a car swerves at you, merges too soon, or passes too closely? You don't. You have automatically set us up to fail. Riding two abreast, is SAFER than riding in a single file line - motorists HAVE to complete passes, by entering the next lane, the same way they would have to if I were in a car. In single file, drivers may misjudge the amount of time and space needed to pass a group, and may swerve into them if there is oncoming traffic! A minimum pass clearance of 5 feet should be required, in fact, a complete lane change should be mandatory where possible! And finally, permits for bike groups discourages bike riding. Group riding provides safety and encourages cyclists who would not feel safe biking alone. Permits are a cumbersome hindrance to the good that cyclists do in reducing carbon emissions and getting people outdoors and exercising!

NCDOT, you are regulating something without representation from the body you govern. In past times, this sort of action resulted in the revolution of our entire country. Help us GROW our numbers! Stop making bicyclists feel unsafe, unheard, and less valuable as people than motorists. We're more vulnerable and should be given safety priority over drivers who are only complaining that we slow them down. We own cars too!

[PICTURES UNABLE TO BE ATTACHED]

Sarah Booth sareyberry@gmail.com

Charlotte, NC

980-215-1338

12/29/2015

I wish to file an additional comment in addition to those provided below. The comments attributed to DOT's Kevin Lacy in today's N&O, indicating that bicyclists were shutting down roads, blocking people in their homes, and preventing people from getting access to their businesses, do a great disservice to the balanced and objective work of the Study Commission. These biased, unsubstantiated, and erroneous comments call into question DOT's objectivity and to any DOT recommendations that differ from the Study Commission.

Sincerely,

D.Kent Berry

kberr01@gmail.com

12/29/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is

insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Bevin Tighe bevintighe@gmail.com

bike commuter

121 Westview Drive #46

Carrboro NC, 27510

919-308-7212

12/29/2015

As a longtime cyclist, I agree with the NCDOT proposals. It's safer if everyone would simply accept them and move on.

Even though bicycles can legally use the entire lane, all it does is tie up traffic behind them, antagonizing drivers. At intersections, it is much safer for a group of cyclists to use the entire lane to take off, and then move to the right. Giving as much room to a car as possible is good for the bike, good for the car, and safer.

At the same time, automobile drivers should understand that the cyclist has the same rights (and responsibilities) while moving as any other vehicle. As far as stop signs, lights, etc, the cyclist is supposed to stop like any other vehicle; but being clipped into a pedal on both feet make it inconvenient to do so, and sometimes less safe. Not always. Splitting lanes is not a good idea unless it is legal, and not in NC.

I also agree with a permit process for organized events, but not "informal" groups of 30 or more. In the "informal group" case, cyclists should understand they are a large, slow-moving mass that can be unpredictable, and act as such, like starting en masse from intersections and then getting the heck out of the way.

Most motorists don't know the legal status of a cyclist, and that's a failure of our driver education system. Many law enforcement officers don't, either, and that's a failure of our public safety training system. Many cyclists flaunt their disregard for traffic laws, and that's a failure of the cycling community as a whole.

If cyclists would think more about what the auto drivers are seeing, and act accordingly, things would be safer. If auto drivers would get off their cell phones and not worry about the 5-15 seconds it takes to wait and then safely pass cyclists, things would be safer. I doubt if the two will happen, so the NCDOT needs to act due to the ignorance of both groups.

Rob Powell rpcr@embarqmail.com

12/29/2015

As a long-time cyclist in NC, former bicycle racer and frequent group ride participant, I am writing to tell you that I oppose current DOT recommendations that will actually make bicycling less safe in North Carolina.

My comments on the issues are as follows:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding

practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. Thank you for reading the comments of a concerned cyclist.

Respectfully,
Cameron Fraser
704.929.0932
cfraser@bluemountainrevival.com

12/29/2015

Dear NCDOT,

As a mother, teaching her two young daughters to ride a bike, I am concerned with this bill.

Restricting Cyclists to the Right Half of the Lane: There are many times when I pull into the middle of the lane in order to talk my daughter through the rules of the road, and also to protect her.

Riding Abreast: As mentioned above, there are many instances where I need to ride abreast with my child in order to guide and instruct her.

Thanks,
Kim Calandra
serenityandwisdom@gmail.com
919-971-3934

12/29/2015

Greetings,

I am writing to provide public comment to the draft of HB232. As a long-time bike commuter, I would like to applaud the NCDOT for its efforts to increase the safety of cyclists in the state of North Carolina.

I feel that several of the recommended actions are a step forward. However, I have a significant concern about recommendation #7. While vaguely worded, this recommendation could be interpreted as limiting a cyclist's prerogative to move to the center of the traffic lane if they deem it is unsafe for a vehicle to pass the cyclists when on-coming traffic is present. As aptly noted in the report, motorists have proven themselves to be poor judges of distance and frequently attempt to pass a cyclist when a) there is oncoming traffic present, and b) there is insufficient room for the motorist to pass the cyclist within the same lane either because of limited or unsafe (i.e., gravel/potholes) shoulder space. When this happens, best case scenario is the cyclist is run off the road – worst case scenario is the cyclist is hit and killed. Riding center lane is one of the most important tools a cyclist has to communicate to motorists that it is unsafe to pass unless the motorists can pass using the left hand lane. Most cyclists will move to the right hand side as soon as it is safe for traffic to pass in both directions beside them (if you have ever cycled, you know it isn't pleasant to have a car trailing behind you).

If NCDOT is serious about reducing cyclists deaths – it needs to be absolutely clear with motorists that cyclist have a RIGHT TO BE IN THE LANE just like any other vehicle. Any statute that weakens this message will further endanger cyclists lives. It would be absurd to suggest

that motorcyclists should keep to the right so that traffic can attempt to pass them in the lane when on-coming traffic is present. The same safety concerns apply to a cyclist.

I note that this particular recommendation was an NC DOT proposal rather than a committee recommendation. I strongly encourage you to reconsider your recommendation as you will be endangering people's lives.

Thank you again for your efforts and your consideration my comments.

Sincerely,

Branda Nowell, Ph.D.

blnowell@ncsu.edu

Associate Professor – School of Public and International Affairs

North Carolina State University

12/29/2015

To: NCDOT

I've been reading the H232 Bicycle Laws Study Report and commend the effort to improve safety on NC roadways for all users. There are several good recommendations as part of the report: increasing the minimum passing distance to 4' for example. Allowing passing vehicles to cross the double yellow line is another; in fact, it corrects the rules to match an already safe behavior of most drivers. Extending the same vulnerable road user protections afforded to motorcyclists to cyclists is also a welcome change.

There are of course, recommendations that don't seem to make as much sense. For instance, current regulations already instruct cyclists to operate their vehicle as far right as safely practicable. The report proposes a restriction to the right half of the travel lane. The current rule allows the bicycle driver to make judgement call as to when it's safe to stay right or when it's safer to move left in the lane: perhaps to clear obstacles in the road, perhaps to 'take the lane' while crossing a narrow bridge. It is not clear how removing room for this kind of judgement is an improvement in road safety for anyone. In fact, it is likely to increase dangerous situations, especially in urban scenarios where cyclists may need to be in the center or left of a lane to avoid opening car doors or to increase their visibility to other road users.

The recommendation for specifically calling out how many riders may ride abreast at any time is also somewhat confounding. On the surface it would seem that the idea is to keep large groups of cyclists from 'blocking' the roadway. But in practice passing a group of cyclists riding abreast requires less distance and time to complete the maneuver. The same group riding single file will be harder to pass, ergo less safe. Cyclists riding three abreast don't easily fit in one lane anyway; the practice in most groups of cyclists is to already ride two abreast except when passing. Perhaps the proposal is to clear up for motorists that riding two abreast is allowed? (There is already a segment of motorists that feel cyclists should always be single file.) The biggest concern in creating a new rule here is that it be amended in the future to more restrictive language and approach.

The proposal for local governments to register larger informal group bicycle rides has no bearing on traffic safety at all. In fact, it seems to be an effort to allow communities and towns to restrict these informal pickup rides. That could have a negative effect on several recognized charities in the area. The American Diabetes Association, the Multiple Sclerosis Society and others have important fund raising programs centered around cycling. It's a great way to combine healthy behavior with charitable fund raising. These events include team participation; these teams actively hold rides during the warmer seasons and local registration requirements would certainly have a chilling effect. Needless to say, enforcement is challenging as well. If a ride travels from Clayton to Wendell, which local government gets to register the ride? If a ride route gets changed on the same day, who has to know? Don't we really want to encourage more people to an active lifestyle, which could include cycling?

Please consider new and changing laws from the standpoint of making cycling safer for everyone, and not just the convenience of the motoring public. Our state's Complete Streets policy, adopted by the NCDOT, specifically states that the roads policy should "encourage the use of alternative forms of transportation" and "improve safety for pedestrians, cyclists, and motorists." These should be the starting points and the guides for any new legislation.

Thank you for your time and effort in making the roads of North Carolina safer for all road users.

Sincerely,

John Rider john.rides@gmail.com

1100 Ridge Drive

Clayton, NC 27520

(919) 793-6672

12/29/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Should you need further information or discussions please do not to contact me.

Sincerely,

Rana Dayal ranadayal@yahoo.com

919-884-3203

12/29/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

As the laws are currently written, cars are to approach cyclists and allow 3' from the side of the car to the cyclist. This law adequately protects cyclists as well as motorists. If our municipalities would take more time in educating motorists, there would be far less roadway incidents involving cyclists and automobiles.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Steve Snyder steves@Resers.com

Plant Manager

Reser's Fine Foods/

Don Pancho Authentic Mexican Foods

11075 Highway 903

Halifax, NC 27839

252-536-7302

12/29/2015

Dear DOT Review Board:

First as a matter of introducing myself, I'm a competitive cyclist who spends usually 350 to 400 hours a year riding. I ride to train for races, to spend time with my wife, to run errands and to commute to work.

I moved here 13 years ago partly because of the cycling.

I'm concerned about the sound of the proposal that I'm reading.

The 1st thing that truly jumps out is the notion of "getting a permit" for a group of my friends who would like to ride together. (How many municipalities would need to be involved to simply ride from Mills River to Rosman and back? What if we go out one way and back another? What if a road is unexpectedly impassable and we have to change our route and cross jurisdictions?)

As a payer of income tax, sales tax, gas tax and property tax on my house and vehicles (I mention all of this as I'm sure the gas tax isn't funding the entire road system and my family is paying a substantial amount to state and local governments), the notion of asking permission to use the roads that I'm already paying for (and when I cycle, causing substantially less wear to than any car much less truck) flies in the face of logic.

Understanding that the road system is for the civic good, I'm not sure why I would be subjected to more government oversight than some other civic member for the simple fact that I choose not to drive my car.

Would a group of classic cars going somewhere together be forced to register (they typically go slower than the posted speed limit, cause a traffic back up and are harder and more dangerous to pass)?

The proposal for riding single file and on the right side of the road, not as the norm (which is how we currently ride) but as an absolute rule, removes the ability for common sense to avoid road hazards, accidents and too many things to list individually. I will grant that all cyclists are not adept at exhibiting common sense, but they, like the driving population as a whole, do not make up the majority. They are just the ones that we can remember acutely.

Sometimes, riding two wide is better for traffic flow. My goal when riding with someone

driving behind me is to make it as easy for them to overtake me as possible for the sole reason that I don't want them getting impatient and making poor choices (because we all know that the 10 seconds that they are delayed will make all the difference in their lives).

Long story short, ALL OF US are (forced) to invest in the road system in some way or another; putting greater burdens on a particular subset of the population doesn't seem exactly kosher.

Thank you,

Deane Gauthier deanegauthier@gmail.com

12/29/2015

To Whom It May Concern:

I recently read with great concern the details of pending House Bill 232, which addresses numerous cycling issues under the guise of cycling safety. There are some positive proposals in this bill, such as mandating a four foot buffer between bikes and passing motor vehicles, and allowing motorists to pass cyclists on a double yellow line when safe to do so. These are common-sense proposals which would enhance cyclists' safety while also promoting greater ease in the flow of traffic. However, there are some details which are at least, ill-advised and dangerous, and at worst, all but sure to result in the injuries and deaths of law-abiding cyclists.

I direct your attention specifically to the proposal that cyclists should be restricted to the right half of a marked travel lane. My understanding is that this issue was not even included in the initial HB 232 discussion, but was added later by State Traffic Engineer Kevin Lacy. It seems that over the course of the study of this bill, Lacy expressed concerns that cyclists were impeding the flow of motorists and that this might be remedied by confining cyclists to the far right margins of travel lanes. That this proposal was included in the bill reveals the true impetus behind the legislation – which is not, in fact, aimed at the safety of cyclists, but rather increasing the convenience of motorists. In short, this legislation is a response to complaints about cyclists from rural constituents. There are a myriad of reasons why a cyclist might be inclined to ride in the center or even to the left of a marked lane of travel – the most important among these being: 1) To improve visibility when approaching a location where a driver may pull out from a side street or driveway; 2) To improve visibility when approaching a location where an oncoming driver may turn left in front of the bicyclist; 3) To avoid being right-hooked at a location where right turns are permitted; 4) Where lane width fluctuates. Quite simply, relegating cyclists to the far right side of a lane of travel, while possibly saving motorists a few seconds, will no doubt put cyclists in grave danger and make them the target of needless harassment by police when they inevitably need to move left to avoid certain disaster. No less troubling, it would restrict the rights and liberty of citizens with no discernable benefit to the community as a whole.

Also troubling is the ill-thought-out proposal to require permits for group rides of 30 or more. Often, group rides cross jurisdictional boundaries, from county to county and from town to town, which would make obtaining permits a logistical nightmare and would effectively render large group rides all but impossible. Perhaps that is by design, and that is a shame. Group rides serve to bring out new riders who benefit under the tutelage of experienced riders. This results in a sense of community and a larger, more skilled ridership (i.e. safer, healthier citizens) – something a responsible government should strive to encourage, not denigrate.

I appreciate your consideration of these matters and trust that the NCDOT will not trample the rights, liberties and safety of cyclists in the name of mere convenience for motorists.

Respectfully,

Alan Piercy alan.piercy.hg0h@statefarm.com

Raleigh, N.C.

12/29/2015

I am writing to express my concern about the following recommendations of the N.C. Department of Transportation on the HB 232 Bicycle Safety Law Study that differ from the recommendations of the HB 232 working group:

Restricting Cyclists to the Right Half of the Lane (Recommendation 7): As a cyclist who rides primarily in urban areas, I disagree with the recommendation that cyclists should be restricted to the right half of marked travel lanes. This recommendation contradicts the Manual of Uniform Traffic Control Devices, which includes the "Bicycles May Use Full Lane" sign (R4-11). The MUTCD states that this sign may be used on roadways where no bicycle lanes or adjacent shoulders usable by bicyclists are present and where travel lanes are too narrow for bicyclists and motor vehicles to operate side by side. The purpose of the MUTCD is to provide uniformity to promote highway safety and efficiency on the Nation's streets and highways; NCDOT's recommendation contradicts the MUTCD.

Local Regulations (Recommendation 8): Allowing each local government to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and counties. North Carolina should be embracing and encouraging this healthy form of recreation rather than imposing confusing, restricting, and cumbersome regulations on it. There are already state regulations in place that have been carefully worked out and that are sufficient.

Please include my comments as part of the final report to the General Assembly. I understand the final report will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Dale McKeel

3559 Hamstead Court

Durham, NC 27707

dale_mckeel@yahoo.com

(919) 489-3665 (home)

12/29/2015

NCDOT,

As a cyclist, father, and husband, I urge the NCDOT and the Legislature to place a priority on cyclists' safety. My experience of over 10 years riding and the emphasis and focus I place on my safety and other road users tells me the unintended but inherent dangers in the text of this house bill.

- Full use of the lane and not just the right-side of the road decreases potential crashes and unsafe driving by motorists in passing
- Not limiting side-by-side riding within a single lane leads to safer group riding as it increases visibility of road users and makes motorists aware of the real space and time needed to safely execute a pass
- It is impractical to enforce group rides of 30+ riders be registered and permitted, as most group rides cross between many municipalities and states. Additionally, many group rides are often impromptu gatherings on the road where strangers will join others mid-ride, e.g., out of towners unfamiliar with roads and directions. A large majority of the time group ride participants are in flux. Some riders will be with the group only at the beginning, or will join mid-ride from near their house rather than the predetermined meeting place. Separate ride groups will often come together accidentally, especially on beautiful days, for a short time or

the remainder of a ride. For friends to avoid each other upon for fear of exceeding the 'rider limit' at some point in the ride seems absurd.

- These rules will further deter ride organizers from a cost standpoint and safety aspect to be able to safely plan for and execute group rides. Millions of dollars unknown to me have been raised throughout the country and in this state simply by cyclists riding their bikes for charity. Not all charity rides are large in scale, resources, or experience to aptly deal with the effects of these road changes. Let's not put a further damper on folks' energies to get involved in planning for the greater good of the community.

Please consider these amendments to the NCDOT report and the original recommendations by the experienced working group.

Regards,

Jimm McElroy

jimm.mcelroy@gmail.com

+1 828.335.4775

12/29/2015

Ladies and Gentlemen:

Thank you for the opportunity to comment on the draft report generated pursuant to H232. As an avid cyclist, both for transportation and recreational purposes, and as a veteran advocate for multimodal transportation, I am highly interested in the issues addressed in the report. I appreciate the legislature's and NCDOT's stated goal of reducing cycling deaths to zero, as well as the concrete steps taken to date and the resources allocated to identify and implement further steps to make that goal a reality.

I agree with the draft report's recommendations on issues 1, 3, 5, 6, 9, and 12. My thoughts on other issues follow:

First, I am concerned that in at least two instances, NCDOT overrode unanimous recommendations of the working group. Although within the letter of the statute, this practice is contrary to the legislative intent that NCDOT be guided by input from a diverse cross-section of stakeholders. The H232 working group was clearly not overly sympathetic to cyclists—indeed, if anything, it was stacked against cyclists, with only one of twelve members clearly identified by his or her position as being a cycling advocate (keeping in mind that a bicycle industry representative does not necessarily represent cyclists' interests any more than the president of General Motors represents motorists' interests). NCDOT should have given substantial deference to the recommendations of the group.

On issue 2, "Whether bicyclists on a roadway should be required to ride single file or allowed to ride two or more abreast," NCDOT's recommendation is contrary to the unanimous recommendation of the Working Group, as well as best practices. It is not difficult to imagine situations in which riding the safest option for cyclists is to ride three or more across. NCDOT's recommendation to strictly limit cyclists to two riders abreast removes any ability to adapt to these situations and may therefore increase the danger faced by cyclists. The working group's recommended approach, using education to address best riding practices, is preferable. I therefore urge the General Assembly to adopt the working group's recommendation.

With respect to issue 4, visibility, I am troubled by the failure, both in current law and in the recommendations, to distinguish between daytime and night riding. Just as automobiles are not required to burn their headlights in good visibility conditions, bicycles should not be (in this regard, I also disagree with the current requirement that motorcycles burn their headlights at all times). Even a requirement that bicycles be "equipped" with lights or "bright" clothing creates a substantial entry barrier for cyclists, especially children, who may never intend or need to ride bikes after dark. I urge amendment of this recommendation by the inclusion of language such as the following: "Every bicycle operated after dusk or in periods of low visibility

shall be equipped ...”

With respect to issue 7, “Operating position in roadway,” I strongly urge that no statutory obligations to ride in the right half of the lane be imposed and that any best practices regarding operating position emphasize that riding to the right is only preferred when it is safer than the alternatives. Of all the issues addressed in the report, this one, if not addressed properly, has the greatest potential to reduce the safety of bicycle riding rather than improve it. Experience in North Carolina and elsewhere has shown that in many cases, the safest position for a cyclist is in the middle or even left side of the lane. In particular, in situations with oncoming traffic, or curves or hills limiting visibility, staying in the right side of the lane encourages motorists to pass unsafely. The best way to improve cyclist safety is to provide clear best practices guidance on when cyclists should ride to the right and when they should be farther left, and I urge NCDOT and the legislature to adopt this approach.

I agree with the working group’s proposal for issue 8, “Informal group rides on rural roadways.” I do not agree with NCDOT’s proposal to allow inconsistent local government requirements for ride registration. Informal rural rides are almost inherently multi-jurisdictional, and allowing local ride registration requirements sets up the likelihood of administrative difficulties where a ride requires permits for certain portions of the ride and not others, or even conflicting requirements making it impossible for a ride to legally operate in to neighboring jurisdictions. I do not believe informal rides should have a permitting obligation, but if any such obligation is imposed, it should be implemented uniformly through state-level requirements.

Both the working group’s and NCDOT’s approach to issue 10, “Aggressive driving, harassment, and distracted driving laws,” is inadequate. Although, in theory, existing laws protect cyclists equally with all other road users, the reality is different. Drivers’ ignorance of the law and the rights of cyclists, as well as inadequate enforcement by law enforcement agencies, combine to create an environment where motorists regularly harass, intimidate, and even assault cyclists with impunity. At a minimum, I urge the legislature to provide resources for education and enforcement activities relating to this issue.

With respect to issue 11, although as discussed above I have concerns about the process by which it was reached, I agree with NCDOT’s recommendation to provide cyclists the same vulnerable user protections as motorcyclists.

Again, thank you for your commitment to bicycle safety and for the opportunity to provide this input.

Sincerely,

Jim Grode jimgrode@gmail.com

109 Estes Ct.

Asheville, NC 28806

12/29/2015

As a long-time cyclist in NC and frequent group ride participant, I am writing to tell you that I oppose current DOT recommendations that will actually make bicycling less safe in North Carolina.

My comments on the issues are as follows:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists’ existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state’s contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding

practices as the HB232 Committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Thank you for reading the comments of a concerned cyclist. Bicycling is a healthy mode of transport and recreation. Try it, you'll like it!

Sincerely,

Robyn Ratajczak
robynrat@att.net

12/29/2015

I am fairly new to road cycling, but at 53 took up this activity and absolutely LOVE riding. I strive to be safe and cognizant of vehicles and in WNC for the most part I have found motorists to be respectful of me when I'm riding as I am of them and while I understand the viewpoint of those who don't cycle and they may think the newer restrictions are helpful they won't be especially allowing each municipality to adopt their own rules. Cyclists cross into many different municipalities when they ride so that will be difficult for both cyclists and the municipality in keeping up with and enforcing. Therefore I support the following. Thank you for your time in reading this.

BikeWalk NC Recommendation:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.
Sherry Adams sherry.b.adams@gmail.com

12/29/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving

visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Leah Long Ketring

lketring@earthlink.net

Raleigh NC 27609

12/29/2015

Joint Legislative Transportation Oversight Committee:

Hello,

Last night I read an article in the Charlotte Observer about proposed changes to bicycle safety laws in North Carolina and would like to have my comments included in the proposal.

The article is located here

<http://www.charlotteobserver.com/news/local/article51984775.html#storylink=cpy>

I do applaud initiatives to make our roads safer for all users and there are some well thought out suggestions in the proposal. I do see three proposals which would do more harm than good and would appreciate your review of my comments below.

1) Require cyclists to ride in the right half of the travel lane. A couple of years ago a driver pulled out in front of me from a side street as I was traveling at approximately 18 miles per hour on my bicycle. I braked as hard as I could and fought to keep my bike from skidding out from under me. The driver saw me after pulling out and also braked hard also. I came to a stop inches from her window and will never forget the shocked, frightened look on her face. Both of our lives came within a split second of taken a dramatic turn for the worse. I wondered how she could not have seen me. It was dark, we were the only people on the road and I was running a bright headlight on my bike. The next day I returned to the intersection and stopped at the stop sign she was at. I realized that the landscaping would have hidden me from her view until the last second, because I was riding next to the white line on the right hand side of the road. I pass that same intersection a few times a week and now I always move over to the center of the road to make myself more visible to other road users. I find that there are other times that I need to use the full lane such as preparing for a left hand turn or when on a section of road that is one lane and too narrow for cars to safely pass me. A law requiring cyclist to always ride to the right would make the roads more dangerous.

2) Prohibit cyclists from riding more than two abreast, except when passing other riders. This seems as if it will be very difficult to enforce and I wonder who would get the ticket. How would a law enforcement officer determine which rider to ticket? Also three or four riders could appear to be riding more than two abreast from behind if they are not lined up perfectly one behind the other.

3) Authorize local governments to require permits or registration for informal group rides

involving more than 30 cyclists. This would interfere too much with the intra-state traffic. A ride will often go through multiple counties or towns and it would be prohibitively difficult to obtain multiple permits from multiple local governments. What would happen if a group of 17 riders comes up behind a group of 16 riders? Who would be at fault? Would the officer issue 33 citations? This is an unnecessary restriction on freedom and commerce. I am sure that we wouldn't pass a law restricting, for example, the number of cars that can travel together towards the same destination such as a football game or mall. According to the website weeklyrides.com there are 37 bicycle shops in the Charlotte area alone. We need to encourage our local small business and not pass laws that will restrict their freedom and the freedom of their customers.

Thank you.

John Knowles jknowles@hotmail.com

12/29/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Sandy Smart ssmart@cisco.com

507 N. Main St.

Wake Forest, NC 27587

919-360-1392

12/29/2015

Dear NCDOT,

As a cycling enthusiast, I urge the NCDOT and the North Carolina Legislature ensure cyclists' safety on the roads. I urge the NCDOT to consider allowing cyclists the full use of the lane and not just the right-side, as that allows for potential crashes and defensive driving by motorists; not limiting side-by-side riding within a single lane because group riding tends to offer safe group riding practices; and lastly, not enforcing that group rides of 30+ riders be registered and permitted, as most group rides cross between many municipalities and that will deter ride organizers to be able to safely plan for and execute these group rides. Thank you for your consideration of these amendments to your report to be reviewed by our Legislature.

Sincerely,

Randy Kirbo randy.kirbo@pardeehospital.org

12/29/2015

As a cyclist and industry professional whose company is based in NC and generates over \$200 Million in sales a year, I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

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Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Zach Terry zach.d.terry@gmail.com

919.260.8710

12/29/2015

I'm an active cyclist, ride leader, and bike commuter. I know first hand that the dynamics of cycling are easily misunderstood by those outside the biking community. H232 has noble intent in calling for a discussion of bike safety via a cross-domain working group. The report of the study itself however, a document with portions (specifically the independent recommendations of NC DOT) not generated via the consensus of the working group, without the benefit of it's composite perspective and sometimes in direct conflict with both, endangers my life and the life of my fellow cyclists. That's unfortunate and alarming given the study's aims. I'm adding my voice to others so we this enterprise doesn't compromise the safety of North Carolina's cyclists.

I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is

insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Jim van Welzen jvanwelzen@gmail.com

12/29/2015

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities, and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31st, 2015

Respectfully,
Benjamin Hood
bennyhood86@embarqmail.com
PO Box 436 301 S. Pine St.
Princeton, NC 27569
919-936-0414

12/29/2015

Dear NCDOT and the Joint Legislative Transportation Oversight Committee,

As an avid long-distance road cyclist and a resident of NC I read with interest the H232 study draft report from the NCDOT. There has also been much discussion in the local cycling community about this draft report. While it contains some good recommendations, it also contains some alarmingly bad ones.

Allowing motorists to cross the double yellow line to pass a cyclist is good- it would make into law what is already common practice on the road. The additional provision requiring motorists to allow 4 ft of passing distance is good- even if somewhat unenforceable. At least it gives motorists a benchmark for safe passing.

Making cyclists "Vulnerable Road Users" on par with motorcyclists is also good- giving the courts options for more serious punishment of a driver whose negligence injures a cyclist without having to resort to criminal charges.

The recommendation to bar cyclists from riding more than 2 abreast is bad, and I understand the study group voted to recommend no changes here to current law and NCDOT ignored the group's recommendation. 2 abreast riding in a large group is common practice, but a group of bicycles is not a fixed, static thing. If the cyclist in front of me brakes suddenly (we

don't have brake lights) I will move left to avoid his back wheel- not to pass, but just to avoid crashing. When the cyclists on the front in the wind have finished their "pull" they will either move left and fall back to the back to tuck in and draft, or in some groups the 2 riders on the front move apart and the group passes between them as they fall back. At stop lights and signs most groups bunch up and may cross the intersection 3 or 4 abreast in order to shorten the length of the group. Imagine a group of 20 cyclists-most road bicycles are roughly 6 feet front to back and mosts cyclists allow a couple of feet between their front tire and the rear tire of the bike in front of them, so our 20 bike group in single file would be roughly 160ft long- that's about the length of 4 city busses bumper-to-bumper! 2 abreast reduces our size to roughly 80ft, or 2 city busses. Which size would you prefer to try to get through an intersection? Which size would you rather try to pass with your car? It seems counterintuitive, but riding 2 or 3 abreast makes it both safer for cyclists AND more convenient for motorists.

The recommendation to restrict cyclists to the right half of the travel lane is very bad, and I understand that this recommendation was made by NCDOT without the input from the study group. When I was a beginning cyclist I hugged the right shoulder, mostly out of fear. As I gained experience I learned the error of this practice. In the far right position the cyclist is less visible, encourages passing motorists to try to squeeze through, and to avoid road hazards has nowhere to go but to swerve left into traffic. Once again it seems counterintuitive, but in many cases the defensive cyclist needs to control the lane to avoid danger- approaching a left turn in the left half of the lane while signaling discourages drivers from attempting to pass, moving to center or left of center makes a cyclist more visible to motorists approaching an intersection, and riding center or left of center avoids the "door zone" when cars are parked on the street.

The recommendation to require permits for groups of 30 or more is also very bad, and contrary to the study group's recommendations. Many of the groups I ride with are informal meetups at a coffee shop- sometimes 5 or 6 folks show up, sometimes 40 folks show up. Other groups I ride with are training groups for charity rides- raising money for the National MS Society, American Diabetes Association, NC Children's Hospital, and others. How does a permitting process make cyclists safer? Likely this recommendation is merely designed to have a chilling effect and discourage cycling.

The purpose of the study was supposed to be to develop recommendations to improve the safety of cycling, right? The recommendations made by NCDOT to restrict cyclists to the right half of the lane, to restrict cyclists to 2 abreast, and to develop a permit process for informal group rides would not improve cyclists safety. It appears these recommendations were put into the report without, or contrary to, the recommendations of the study group. I'm guessing the purpose was to increase passing convenience for motorists, and since I also drive a car I appreciate the sentiment. However, these three recommendations are ill-informed at best, and at worst are simply designed to discourage cycling in North Carolina.

Yours,

Bryan Rierson bryanphoto@mindspring.com
106 Chatham Ct
Garner, NC 27529

12/29/2015

As a North Carolina resident, taxpayer, motorist, and cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law. How will enforcement take place? Will the NCDOT mark all lanes in order to delineate where the center

of the lane is? Will the center of the lane measurement include the paved shoulder (where cyclist often travel anyway) or the only distance between the white and yellow line? Will it take into account road surfaces, debris, parked cars, gravel from driveways, garbage cans, or any other manner of obstacle that end up mainly on the right side of road? Will there be signage informing motorists that bicycles are entitled to the right half of the travel lane with a minimum of four feet of space required to pass? Although it may seem dangerous to an uninformed motorist, cyclists often use the left side of the lane to prevent a vehicle passing when they are aware of a danger that the motorist may not be aware of or have considered. High speed blind corners, narrow bridges, pedestrian crosswalks, and abrupt or otherwise unmarked medians are just a few examples when a cyclist may "take the lane" for the protection of himself or the otherwise unaware motorist.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse. Logic dictates that passing a group of cyclists is safer and quicker the more compact the group. An example would be when a vehicle has to pass a group of thirty cyclists, it is quicker to pass ten traveling three abreast then fifteen traveling two abreast or all thirty traveling single file.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level. Also, to restricting NCDMV licensed taxpayers access to roads in the name of safety is disingenuous. Group ride organizers most often select roads and start times based on a lack of ambient traffic. Group rides usually occur during weekend mornings, often on the most lightly travelled road in the area to minimize possible encounters with motorists. It is not uncommon to see more cyclists using these roads at these times than people in cars and/or trucks. When certain roads are used by cyclists frequently, convergence of different groups is inevitable. What would be the protocol for two or three groups of fifteen to twenty riders converging on stretch of road? Does the NCDOT compel motorists to disperse when there is a traffic jam? Does NCDOT require a maximum vehicle limit or special permitting for groups of motorists traveling under the posted speed limit to a common destination through multiple jurisdictions? Examples being parents/chaperones following a school bus to a field trip or a funeral procession.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Brian Attis, 103 Nuttal Place, Chapel Hill, NC 27514/ (919)537-8954, briattis@gmail.com

12/29/2015

I'm writing to voice my concern for some of the proposed regulations within H232 and the effects they will have on cycling safety in my community, and fun/proactive community events in general.

As a cyclist and North Carolina resident I find it highly concerning that there is a proposed regulation to have cyclists always riding on the right side of the road. Safety, visibility, and effective use of space are all in jeopardy with this proposed regulation. Many times I find it necessary in blind corners to 'take the lane' in order for vehicles safety behind me to not try and pass and avoid head on collisions and to not side swipe me into a ditch or rock wall. Taking the lane is 'defensive cycling' and just like driving, a defensive attitude is the safest for all users of

the road.

Many times the edges of roads are in poor condition or littered with debris and tire puncturing materials. It is necessary to stay out of the right side of the lane at times to avoid unnecessary accidents or tire punctures.

As to the proposed regulation of having permits for group rides of 30 or more. I can't seem to find any positive outcome of inhibiting a communities right to gather together in a positive manner for the good of the communities health and social prosperity. Imposing a rule such as this would add the doldrums of bureaucracy to a fun, healthy, community oriented activity and dissuade cyclists from around the globe coming to ride on NC's beautiful roads.

I propose that NC become a leader in the US for cycling safety, sport, and pleasure instead of stifling a national and global past time for the sake of convenience. People's lives are at risk every time one enters the road, especially on a bike, so please do not take away one of the few powers of safety a cyclist has by forcing them to ride on the right. Please be a leader in allowing groups to have fun and be proactive members of their community and show visitors what NC's roads have to offer rather than forcing cyclists to stay in small groups.

I thank you for taking time to read this and look forward to the bills proposals being reviewed and rethought.

Sincerely,

Parker Lindley parkerlindley@students.abtech.edu

12/29/2015

Dear NCDOT,

As a cycling enthusiast, I urge the NCDOT and the North Carolina Legislature to ensure cyclists' safety on the roads. I urge the NCDOT to consider allowing cyclists the full use of the lane and not just the right-side, as that allows for potential crashes and defensive driving by motorists; not limiting side-by-side riding within a single lane because group riding tends to offer safe group riding practices; and lastly, not enforcing that group rides of 30+ riders be registered and permitted, as most group rides cross between many municipalities and that will deter ride organizers to be able to safely plan for and execute these group rides. Thank you for your consideration of these amendments to your report to be reviewed by our Legislature.

Sincerely,

Jay Curwen jaycurwen@gmail.com

12/29/2015

Dear NCDOT,

I have reviewed NCDOT's recommendations for HB232, and have very serious concerns about recommendation #7, which involves operating position in roadway for bicyclists. I fear that it will create more conflicts between bicyclists and motorists, and will worsen safety for bicyclists, especially at intersections. Additionally, the working group did not form a recommendation on this. Please remove #7 from the list of recommendations.

Please consider the points below:

-Safely Going Through Intersections- As a bicyclist, I have learned that it is preferable to approach an intersection from the middle of the travel lane, when it is safe to do so (even if there is a bike lane). I used to ride very close to the right edge of the road, thinking it was safer. The problem is that motorists will be less likely to see me, or will be encouraged to pass me in the lane and then turn right in front of me. The latter scenario is the right-hook, and I narrowly avoided serious injury on two occasions. When I'm far to the right, oncoming left-turning traffic is also less likely to see me and more likely to turn in front of me. That is the dreaded left-hook, and that almost got me once. Since I have been "taking the lane" when going through intersections, I have not had any problems.

- Avoiding On-street Parking- The recommendation does not seem to take into account on-street parking. I have also learned that is always safer to ride away from parked cars, to avoid opening doors (the 'door-zone'). It is best to leave at least 3 feet distance between the bicyclist and parked car. Problem is, doing so could put the bicyclist into the middle of the travel lane, which would be in violation of the recommendation. On-street parking is often found on streets with posted speed of 35mph. If a bicyclist is going 10mph, they may be forced to ride in the door-zone.

-Sharrows Sometime Encourage Riding in Middle of Lane- On a related note, many cities in NC have recently applied sharrow markings to roads. Sometimes these are placed in middle of the travel lane, especially when there is on-street parking, to encourage bicyclists to avoid parked cars. They have also been placed in the middle of travel lane in other contexts. If this recommendation becomes law, does that mean many of the sharrows across NC will have to be removed?

- Difficult to Enforce- How does one determine what the center of a travel lane is? If there is on-street parking, where does the travel lane begin and parking lane end? How does the bicyclist or law enforcement keep track of what the bicycle speed is relative to posted speed limit?

Given these concerns, I strongly request that #7 be removed from the list of recommendations.

Thank you for your consideration of my comments,

Daniel Clever

daclever@gmail.com

919-943-9694

3206 Oxford Drive

Durham, NC 27707

12/29/2015

I would like you to consider the following as a bicycle related small business owner and avid cyclist.

1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Kind Regards,

Chad Andrews

Chief Bottle Washer

Event Emcee/Professional Commentator

www.totalcyclist.com
chad@totalcyclist.com
704.376.7006

12/29/2015

To: Joint Legislative Transportation Oversight Committee

I would like to express my disagreement with two aspects of House Bill 232; requiring riders to stay in the right half of the lane and requiring groups of 30 riders to get a special permit from your local government.

Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions. I ride as close to the right as is safe but there are times when it is more safe to move over, i.e. passing parked cars and pedestrians, avoid road hazards, or to increase visibility.

Requiring permits for group rides of over 30 people is an infringement on peoples right's to use the road and is unrealistic since many group rides are impromptu or open rides with no registration or sign up required.

Cars and bikes need to share the roads which requires patience and courtesy from both. More laws are not required.

Klaus Albertin
kpalbertin@gmail.com
Apex, NC

12/29/2015

Joint Legislative Transportation Oversight Committee,

We really need to educate drivers about cyclists, not make cyclists less safe. Teaching drivers how to pass safely, how to follow safely, etc. Would, in the long run, have greater benefit for all.

Taking a full lane as a cyclist can communicate to the driver that it's not safe to pass. It's amazing how many drivers will follow on a clear, straight road and decide the time to pass is at a blind curve. By taking the lane, especially when the cyclist (me) can see or hear there's oncoming traffic we can help prevent drivers from acting on bad decisions.

Taking the lane at a stopped intersection by a bicycle also makes perfect sense. It prevents cars from right hooking a cyclist that's going straight.

Bicycles are just another form of transportation, a wheeled vehicle, we should all follow the same rules.

Thanks.

Sean Lally sean@lallyfolk.com

12/29/2015

I am a retired CEO and long time cyclist who has lived in North Carolina for over 20 years. I'm appalled at the apparent disregard of the bicycle study group's recommendations in the final DOT report. I have been hit by cars twice in the last 12 years and in both cases I was riding as close as possible to the right side of the road. In both cases, my position on the road made me less visible to drivers. I have since been more aware and when needed take the entire lane to avoid being run off the road and to make myself more visible.

Examples of when it is necessary to take be in the center or even to the left of center of the lane include making left hand turns; times when the road narrows abruptly and there isn't sufficient space for a car and bicycle; or in intersections such as roundabouts where staying on the right is downright dangerous.

I'm quite surprised that the NCDOT report appears to be drafted by non cyclists. Get a bike, get some exercise, enjoy the beautiful NC roads and learn first hand what it takes to be safe on a bicycle.

Respectfully,

Paul Pugliese ppugliese@nc.rr.com

12/29/2015

Dear NCDOT,

As a cycling enthusiast, I urge the NCDOT and the North Carolina Legislature ensure cyclists' safety on the roads. I urge the NCDOT to consider allowing cyclists the full use of the lane and not just the right-side, as that allows for potential crashes and defensive driving by motorists; not limiting side-by-side riding within a single lane because group riding tends to offer safe group riding practices; and lastly, not enforcing that group rides of 30+ riders be registered and permitted, as most group rides cross between many municipalities and that will deter ride organizers to be able to safely plan for and execute these group rides. Thank you for your consideration of these amendments to your report to be reviewed by our Legislature.

Thank you for supporting NC cyclists!

Julie Springsteen julie@fdnsc.net

12/29/2015

As a life long cyclist and one who has ridden and enjoyed the roads of NC for nearly 30 years I can not support the recommendations in HB232. It is dishonest that the NCDOT represent these changes as the views of the focus group when it is direct conflict of the recommendations that they set forth.

Furthermore, the proposed changes in HB232, sets forth a dangerous precedent in the on-going car v cyclist debate, by stripping away the equal rights to the road the cyclist have today. The call for permitting will be nearly impossible to comply with as there are many unorganized/unpromoted group rides that can span many municipalities in the span of several hours. This also infringes upon our rights to gather as a municipality could charge or worse deny a permit for no reason.

I encourage you to relay the concerns of myself and the 1000's of cyclist across the state to the NCDOT for consideration. Also I encourage the NCDOT to review the actual recommendations of the focus group and enact those for the safety and benefit of all users of the roads.

Heath Dotson Head Coach, HD Coaching, HDSports, LLC

Tel: (828) 280-3169

heath@hdcoaching.net | www.hdcoaching.net

12/29/2015

Hello,

I request that you follow the working group recommendations regarding biker/driver safety concerns.

As a cyclist from Charlotte I know it is not safe for me to ride far right as cars squeeze past regardless of their ability to see what is coming towards them. This recommendation is unsafe and will result in injury to both driver and rider.

I also think riding two abreast can at times be safer for better visibility and when approaching traffic lights.

I also disagree with the recommendation of needing a permit for rides with 30 or more riders.

Thank you for considering my thoughts.

Anne Morelock morelockadventure@yahoo.com

12/29/2015

Dear Sir,

I drive my truck on the rural and urban roads of North Carolina and have done so for these 18 years I have resided here. It is a beautiful state with beautiful, scenic roads that the NCDOT maintains well. Motorists are generally considerate and patient; much more patient than where I was raised on Long Island, NY.

A few years ago I started to ride my bike along the rural roads of NC. As a former truck driver I was always careful of cars and this training became even more handy as I zipped along the scenic byways of our state. A year ago I started to ride with several organized groups and found confidence and safety in a group of careful, thoughtful riders who only wish to share the road in order to pursue our sport.

I have followed the committee's work with great interest as have most of my cycling counterparts. I applaud the suggestion of allowing vehicles to cross a double yellow line in order to pass safely and allow for efficient traffic flow. As we all know, many of our prettiest roads are quite narrow and this will truly help. As will a 4 foot safe passing buffer. Having passes and been passed numerous times I know passing can be nerve wracking for motorist and cyclist alike.

Several items did disappoint and I can only understand it in the context of how my mindset was prior to being a cyclists. Cyclists hog the road - they should ride single file. Cyclists create hazards. Cyclists slow us all down. Cyclist have no right to be riding on roads built for motorized vehicles.

Now that I ride my bike on long group rides I understand that I was uninformed. Cyclists ride several abreast to make their footprint smaller so cars can pass the group more quickly. Cyclist often take the lane on blind turns to stop impatient motorists from passing and creating head on collisions with other motorists or to keep motorists from swerving back into the riders. This only made sense to me after I actually witnessed near collisions caused by vehicles that thought they could pass safely.

Cyclist can slow cars down but so can joggers, deer, baby strollers and farm equipment. I have driven my truck many a mile behind slow moving boom sprayers and tobacco haulers going from field to field. That is North Carolina. Cyclists are part of North Carolina. They pay taxes, drive cars, contribute to our state through promoting healthy lifestyles, exercise, camaraderie, countless fund raising events and frequenting local businesses on and off their bikes.

The suggestion to obtain permits for group rides, while it may seem helpful, simply is a hurdle placed to deter cyclists from forming 'packs'. I, for one, know of very few rides that ever get larger than 40 riders but when they happen they are certainly attention-grabbing. However, they simply do not occur frequently enough to warrant a permit. As a cyclist I know you just never know how many people will show up for a ride. We often ride through several counties. It is an onerous requirement. Even on larger informal rides the group splits up into many smaller groups of varying degrees of fitness. Formal rides are already well organized and with the help of law enforcement and the NCDOT are safe and minimally disruptive to area residents. In fact, so many people line the street and cheer I can only believe there is a silent majority of non-riders who support our rides.

I suggest adding into the DMV test for drivers licenses a few questions regarding drinking and cyclists and begin to educate the public.

Thank you for your time,

Karen Terry klterry68@yahoo.com

12/29/2015

I think everything in the new rules are good, but I would like to add something else. If big bright green, bright red, and bright orange tractors are required to have a large reflective triangle attached to the back of the tractor, then I think bicyclist should do the same, or at least have neon reflective clothing on with no writing on the back, from the direction the cars would be approaching.

Curtis Smith

curtislovesgolf@yahoo.com

(336) 420-4252

12/29/2015

As a police officer in a municipality and an avid cyclist I must say that I am very disappointed in the proposed legislation to limit bicyclists rights to use the road. I have investigated countless wrecks and handled many complaints and complaints against cyclists are one of the fewest that I handle. While I agree that we do have some bad apples, as with any group, I must say that I believe that more clear language regarding cyclists current rights are what is needed. We also need tougher enforcement of those laws, once those laws are made more clear for the motorist to understand.

Predatory motorists that go out of their way are one nuisance that we deal with on a daily basis. The "predatory" motorist feels that they have the right to the entire lane and not be inconvenienced with the slower pace...The slower pace that only continues for a short time, until such time there is a safe place to pass. So routinely we are assaulted by close passes, the reason we take the lane, and by people tailgating, honking, throwing things and running us off the road. I was once run off the road by a City of Monroe truck. That was taken care of by video. Just two months ago I had a truck pass me on a double yellow, run another car in the ditch, almost causing a collision. All this happened in front of a State Trooper with no action. I have that video to show the action. I am sure we can provide you and the legislators with countless videos of cyclists being bullied and assaulted. Limiting cyclist rights to the road will do nothing but promote more conflict on the road and more danger for cyclists in general, from the cell phone using, not paying attention motorist. Many people have listed a number of reasons to you for not changing the laws and I echo that sentiment. I propose that we have a stronger campaign, such as the watch for me campaign that is going on now, to promote co existence not exclusion. I also propose that the DOT take cyclist rights to the road into account for safety sake.

Many people argue that cyclists do not pay taxes to use the road. I and many others can show you statistics that cyclist have a higher median income than most drivers, and we pay on average higher taxes. The last statement was made simply to prove a point, not show that we are better than anyone. We pay our fair share to use the road.

I believe that we can find any number of alternatives than to change the laws in a more cycling restrictive capacity. I urge you to take all "users" into account in your evaluation of the use of roads and the restrictions being placed on a certain group. I further urge you to seek out cycling advocacy groups and listen to what we have to say. We are tax payers and voters also. Two that are already, locally in Charlotte, on any number of boards and steering committees on the local and state level are Jeff Viscount and Anne Groninger. I know there are others like them that are reasonable and will be glad to talk in an educated and reasonable manner.

I went through the Watch for Me campaign training at the Charlotte Police Academy this past summer. If this legislation change goes into effect, you may as well scrap that campaign. You are essentially saying that the state does not care about seeing us, or hearing us.

Sincerely,

Rob Havens robhavens1046@gmail.com

12/29/2015

NCDOT and the Joint Legislative Transportation Oversight Committee:

As a long time cyclist, I appreciate all of the efforts that have gone into the Committee work on the study and draft recommendations regarding safety for cyclists and motorists. However, I am concerned about particular recommendations in the draft H232 Bicycle Safety Study Report:

1. 1. Requirement for cyclists to ride on the right hand side of the travel lane

As a cyclist, one would know there are several occasions when it is necessary to move to the center or left of the lane for safety:

- To avoid debris or manhole covers in the road;
- To avoid a door opening from a car parked on the right hand side of the road;
- To avoid a pedestrian walking or running in the road;
- To pass a slower cyclist;
- To move into a left turning lane or make a left turn;
- To improve visibility when approaching a location where a driver may pull out from a side street or driveway;
- To improve visibility when approaching a location where an oncoming driver may turn left in front of the bicyclist ;
- To avoid being right-hooked at a location where right turns are permitted and allow for the driver behind the cyclist to more quickly make the right turn when the light turns green or it is safe and legal to make the right turn;
- When pulling up to stoplight, to be visible and allow for the driver behind to pull up to trigger the light to change; or
- Where lane width fluctuates.

2. 2. Requirement for cyclists to ride in single file with the only exception allowed to ride two abreast is when overtaking another cyclist

As a cyclist, one would know that there are several occasions when it is necessary to ride two abreast:

- When riding in a group single file and drafting (Cyclists take turns individually leading the group and the lead cyclist will drop back to the end of the line; therefore, neither the lead cyclist nor the other cyclists are truly in the position of "overtaking" the other.
- When pulling up to a stop sign or stop light (This creates a more compact unit of cyclists. At a stoplight, the motorist behind can pull up closer to trigger the light to change. For either the stop sign or stop light, the cyclists can more efficiently move through the intersection to improve traffic flow.)

3. 3. Requirement to secure a permit in advance of an informal group ride

Most cyclists that participate in such group rides are doing so in efforts to increase physical activity and improve health, reduce vehicle emissions and/or raise awareness and funding for social and health issues.

- It is difficult to predict the number of cyclists that will participate in an informal group ride. Groups could be as small as two cyclists or as many as thirty, fifty or more. Therefore, it is a hindrance for the organizer to obtain permits for all rides, when this may be unnecessary. It is also an additional burden on the government entity in charge of reviewing and approving such permits.
- Obtaining a permit for group rides of more than thirty would discourage both organizers from putting together such informal rides and cyclists from participating. According to the North Carolina Center for Health Statistics and Behavioral Risk Factor Surveillance System 2011 data, approximately two-thirds (65.1 percent) of adults in our state are overweight or obese and over half (53.2 percent) do not meet the recommendations for physical activity. In addition, according to the North Carolina Nutrition and Physical Activity

Surveillance System (NC-NPASS) 2012 data, 14.9 percent of children 2-4 years of age are overweight and 14.5 percent are obese. According to the 2013 Youth Risk Factor Surveillance System (YRBS) data for North Carolina, 25.7 percent of middle school students describe themselves as being slightly or very overweight. Also, 15.2 percent of high school students report being overweight (i.e., at or above the 85th percentile but below the 95th percentile for body mass index (BMI) by age and sex) and 12.5 percent of high school students report being obese (i.e., at or above the 95th percentile for body mass index (BMI) by age and sex). Only 57 percent of middle school students and 46.5 percent of high school students report being physically active for a total of at least 60 minutes. The Physical Activity Guidelines for Americans recommend that children and adolescents be active for 60 minutes every day, with most of this activity time being of moderate or vigorous intensity. In addition, adults should do at least 2 hours and 30 minutes a week of moderate-intensity activity, or 1 hour and 15 minutes (75 minutes) a week of vigorous-intensity aerobic physical activity, or an equivalent combination of moderate- and vigorous-intensity aerobic physical activity. With the rise in overweight and obesity and decline in physical activity, now is not the time to put into place regulations that will inhibit the ability of our citizens to ride their bicycles in an effort to improve health or as a means of transportation to school, work, places of worship, etc. Indeed, one of the key strategies to reduce obesity in our state as outlined in North Carolina's Plan to Address Obesity: Healthy Weight and Healthy Communities 2013-2020 is to increase physical activity. The plan recommends enhancing infrastructure to support bicycling, walking, and wheeling; adopting practices that enhance personal safety in areas where people are or could be physically active; and adopting practices that enhance traffic safety in areas where people are or could be physically active.

Please take the time to review and reconsider the recommendations of the draft report in order to put into place the most practical solutions to improve the health and welfare of our cyclists and our citizens.

Healthy regards,
Tracey Bates traceybatesrd@gmail.com

12/29/2015

To the Joint Legislative Transportation Oversight Committee:

There are times where it is absolutely safer to take control of the lane and restricting bicycles to the right hand side . Please look at the evidence and make the right decision!
thanks -Mark Nesbitt marknesb@gmail.com

12/29/2015

Please leave the laws alone. There is enough danger in bicycle riding as it is. Your message in enacting these restrictions is to encourage auto drivers to be less cautious of cyclists. The automobile is not king and we should not treat drivers as special.

Wallace W Dixon
danahdixon@gmail.com

12/29/2015

As a long-time cyclist, NC native, bicycle racer and frequent group ride participant, I am writing to tell you that I oppose current DOT recommendations that will actually make bicycling less safe in North Carolina.

My comments on the issues are as follows:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding

right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Thank you for reading the comments of a concerned cyclist.
Respectfully, Alex Bernstein alexbern@gmail.com

12/29/2015

Dear NCDOT,

I am very concerned about the recommendations from the NCDOT in HB 232 regarding cyclists that differ from the recommendations of the HB 232 working group.

In particular, I find the suggestion that cyclists should be restricted to the right half of marked travel lanes (recommendation 7) to be a dangerous one. This recommendation runs contrary to nationally accepted bicycling practices that encourage lane control, staying out of the door zone of parked cars, and improving visibility of the cyclist at junctions (to deter left-cross and drive-out collisions). The League of American Bicyclists teaches that it is often safer to "take the lane", which it is. Requiring cyclists to ride on the right have of a lane makes cyclists less visible and lets motorists think there is room to safely pass a cyclist when there really is not sufficient space.

I am also against recommendation 8 that suggests each municipality should have its own regulations for group rides. North Carolina is a state that is well-positioned to bring in millions of bicycle tourism dollars, but making it extraordinarily difficult for group rides to occur, especially those that cross several jurisdictions, could send all of those cycling dollars to other states. North Carolina should be embracing and encouraging this healthy form of recreation rather than imposing confusing, restricting, and cumbersome regulations on it. There are already state regulations in place that have been carefully worked out and that are sufficient.

I am a motorist as well as a cyclist. My taxes pay for public roadways, and I should be able to use them for transportation and recreation as a cyclist, motorist, and pedestrian.

Please consider these laws from the standpoint of making cycling safe. The recommendations of the working group kept the safety of the cyclist in mind. I fear the revisions made by the NCDOT now favor the motorists' speed and convenience over the safety of the more vulnerable cyclist. The state's Complete Streets policy, adopted by the NCDOT, specifically states that the roads policy should "encourage the use of alternative forms of transportation" and "improve safety for pedestrians, cyclists, and motorists." These should be the starting points and the guides for any new legislation.

Thank you for considering my comments,

Sincerely,

Leah Yngve leahy43@gmail.com

12/29/2015

As a long-time cyclist in NC and a healthcare provider, I am writing to tell you that I oppose current DOT recommendations that will actually make bicycling less safe in North Carolina. I definitely support the 4 foot passing law change and allowing motorists to safely cross a double yellow to give cyclists (or any other slow vehicles such as tractors or the like) more space.

My concerns are as follows:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law. As example on a ride today, with massive storm water run-offs, there were a number of times I had to avoid gravel, and that is my discretion as an experienced rider keeping myself safe while not impeding any cars (as a courtesy I also point out hazards like that to cars).

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Thank you for reading this.

Meredith Singer, FNP, MSN

mtivona@gmail.com

Asheville, NC

12/29/2015

I would like to make a comment on the newly proposed recommendations for the H232 Bicycle Safety Law Study.

Taking the whole lane encourages drivers to actively pass, which is safer for both drivers and cyclists. We, as riders, find the ability to legally ride two abreast as highly important.

If the permitting process is as proposed, group rides will be limited. Group riding is a space where communities, cyclists and drivers have the opportunity to safely interact, which promotes more positive interactions for drivers and cyclists in the future.

Please keep our road ways safe for all of its users.

Thank you,

Carolina Corredor

ccorredor.ytg@gmail.com

12/29/2015

I am a regular bicycle commuter in Greensboro, NC and I strongly oppose recommendation #7- a Stay Right Law' of the H232 Study Report. I regularly need to be in the center or even in the left half of the lane on Spring Garden Street to avoid truck doors opening

in front of me. I also ride on a section of Coliseum st. with 2 narrow lanes in each directions. On this section of road it is safest to take the right lane by riding in the center of it so that motor vehicles do not attempt to pass me while staying in the right most lane and not giving me enough clearance for safety. I am afraid that taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

In summary, NCDOT's recommended stay-right law will interfere with defensive bicycle driving practices that require bicyclists to use the center or left half of a marked travel lane to improve their safety, such as when controlling a travel lane at an intersection and improving their visibility to traffic that may turn left or pull out in front of them.

Sincerely,

Mark Schulz

buho4me@yahoo.com

m)336-207-4368

<http://bikegso.org/>

12/29/2015

To Whom it May Concern:

This Bill is very important to me as I am a cyclist and a licensed driver. Please do not let NC DOT interject and disrupt the original concept of a Working Group. The working group takes all aspects about safety into consideration. The 3 things the NC DOT got wrong with their "opinion" are as follows:

- 1) NC DOT recommends Cyclist stay to the right: Wrong Working Group DIDN'T form an opinion on lane operating position.

This concept is flawed. Cyclist should be able to decide where in their lane they should ride based on what is the safest. Staying to the right is dangerous on curvy roads or in low visibility. I have seen automobiles pass me while I was "staying right" up a hill with a blind corner. This happens over and over again. Staying to the right gives drivers a risky incentive to sneak by...don't mandate staying to the right. Let the cyclist determine where they should ride in the lane, it's common sense.

- 2) NC DOT a maximum of two abreast riders: Wrong and Against Working Group Recommendations

Another flawed concept. A cyclist should have the right to use as much of the lane as they need at anytime. Even when that means riding more than two abreast. There are many times cyclist require riding more than two abreast the biggest is at Stop Lights/Signs and to improve visibility. The Working Group provided a recommendation: that education be used to improve behavior and techniques, to minimize danger and increase the safe flow of traffic.

- 3) NC DOT recommends Cycling rides larger than 30 groups be "Supervised" by local Government: Wrong and Against Working Group Recommendations

Let's keep big brother out of our day to day recreation, I thought this was a Republican Legislator. Registering informal rides as small as 30 causes more confusion and hinders outside enjoyment. Also 30 is an arbitrary number, what research was used to select this number?

Thanks for you consideration,

Brian J. Miller

bmillerofnc@gmail.com

1947 Slumber Oaks Ct,

Huntersville, NC 28078

12/29/2015

NCDOT -

In my personal experience, I feel much safer riding in the middle of the lane, and even the left most part of the lane in urban areas. When I was newer to cycling, I was riding on the right half of the lane and was hit by a parked motorist (on the right hand side of the street) opening his door into the right part of the lane. I now find it safer to ride towards the middle and even the left most part of the lane near parked cars. Prior to that I felt that I should always ride to the right hand side of the road, so that cars could pass me more easily. I am now more vigilant about my personal safety in this regard, and would recommend that all cyclists refrain from riding towards the right of the road in urban areas accordingly. This also allows more visibility to cars pulling out of driveways and parking decks. Even if the law will specifically state that cyclists should use discretion with regards to safety when selecting lane positioning, I feel that people newer cyclists will feel obligated to ride in the right hand part of the lane in urban areas without considering their own safety. As such, there shouldn't be a recommendation that cyclists ride on the right most part of the lane. I see cars daily pass cyclists by splitting lanes. In an urban setting this is unacceptable, as it doesn't allow a cyclist room to maneuver around potholes and road debris, and it causes obstructions the the flow of traffic in lanes to the left of the passing driver.

In rural areas, I can definitely see the utility in recommending cyclists right in the right half of the lane; however, there are a few instances in which I feel much safer riding towards the middle and left parts of the lane. People generally give me plenty of room when passing on rural roads, and I always try to give as much room as possible by moving as far right as I can safely do so when I hear a car approaching. I've been cut off by vehicles who tried to pass prematurely, neglecting to account for oncoming traffic around a blind corner, or over the crest of a hill. They were endangering the safety of myself, themselves, as well as the safety of the oncoming vehicles. I find that riding towards the center of the lane in these instances, as well as two or three abreast in group rides, helps ensure the safety of all parties involved when passing.

More attention should be given to ensure that motorists are passing safely, and that cyclists are allowing safe passing in regards to corners, blind turns, driveways, and hill crests. While most people give me a generous 2-4 feet of passing distance, I can't trust that they will always correctly judge the speed and density of oncoming traffic. For instance, a cyclist riding in the middle of the lane during a right bend in the road allows drivers to see the cyclist sooner than if they were on the right hand side of the lane.

In regards to larger group rides, I feel it best to continue the current practice of allowing larger group rides without a permit. This allows unrestricted growth of the cycling community, and allows groups of people to ride around without worrying about how large the group might get if people join in on the ride, whether it be a social ride or a more physically exerting team ride.

In a group, the ride feels safer when done two or three abreast, as it ensures that vehicles don't make unsafe passes within the same lane. The wider group is also much more visible than a single file line. Cycling in wider groups should be recommended, because the shorter, wider group allows passes to happen more quickly and safely than in a long single file line.

Thank you for your time,
Scott Stanley monsieurscotty@gmail.com

12/29/2015

I would like to add comment to the proposed legislation referenced:

- 1- Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practice. Being visible is paramount in many cycling situations.
- 2- The existing laws are sufficient for cyclists exercising safe side-by-side riding (usually on rural roads) and creating riding abreast restrictions can create issues at intersections.

3- Lastly, I believe the permit requirement for cycling rides of more than 30 riders to be onerous, especially when involving multiple municipalities and unfairly targeted against cyclists using the roads.

Respectfully submitted,
Marcia Kane
marciek2@gmail.com
Hendersonville, NC

12/29/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Jeffrey Bloomfield
jeffbloomfield@gmail.com
1004 Grayland Street
Greensboro, N.C. 27408
919-904-2195

12/29/2015

Dear Joint Legislative Transportation Oversight Committee:

I am addressing this letter to you, in response to the H 232 Bicycle Safety Laws Study. Firstly, I am very lucky to be alive, as I am a survivor/victim of a bicycle crash involving an errant driver of an S.U.V. The nature of my crash is that I was hit head on, while the driver was making a left hand turn as I passed through an intersection.

The following are my comments:

Operating position in roadway:

I believe it would be safest for a cyclist to ride in the middle portion of the right side flow of traffic. This will allow vehicles to view the cyclist more clearly, especially on winding roads and where lots of trees, bushes, rocks, etc are present. Vehicles are required to slow down for slower moving farm equipment and should be the same for cyclists.

Informal group rides on rural roadways:

I disagree with the NCDOT recommendation to require groups larger than 30 cyclists to obtain a permit.

I believe this is unnecessary and we can put forth our energy more efficiently to ensure

safety on our roads. A piece of paper will not save any lives.

How was the number 30 determined?

I do believe that special events such as; races or fundraiser rides should require a permit.

Use of headphones or texting while cycling:

I believe cyclists should not be allowed to text or listen to headphones while operating on state roads.

Aggressive driving, harassment, and distracted driving laws:

Local law enforcement should be required to be more proactive when calls are made to report aggressive driving and harassment. I am aware of instances where a cyclist's life was in danger from an aggressive driver who harassed the cyclist and injured them. The police were called, but there was no action.

In conclusion, I firmly believe that our roadways require a safer infrastructure for cyclists and pedestrians. NC driver education booklets should also include additional literature and perhaps a few questions related to bicyclist safety while operating a motor vehicle.

Best regards,

Shawn Evans

Senior Web Application Developer / Analyst

Kyocera Precision Tools, Inc.

102 Industrial Park Rd

Hendersonville, NC 28792

Phone: (828) 698-4172

Email: shawn.evans@kyocera.com

12/29/2015

I am a long-time cyclist in NC, a frequent group ride participant, and someone who rides my bike to work on most days. I am writing to tell you that I oppose current DOT recommendations that will actually make bicycling less safe in North Carolina.

My comments on the issues are as follows:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. I realize that there are some cyclists that ride irresponsibly, but they are a minority. There are also some irresponsible drivers. Let's try and work together and find common sense solutions. Thank you for reading the comments of a concerned cyclist.

Respectfully,

Mike Squires

geostats1952@gmail.com

45 Forest Lake Drive
Asheville, NC 28803

12/29/2015

NCDOT

I am an avid road cyclist and want my concerns heard

I am appalled that this bill contradicts recommendations of the study group and includes provisions not recommended by anyone involved other than an opinionated legislator.

This needs more review to ensure all provisions help with cyclist safety and not other political interests

Dave Walsh iamdavewalsh@gmail.com

704-280-2225 m

12/29/2015

Dear Joint Legislative Transportation Oversight Committee, I would like to make you aware that the new H232 puts cyclists in danger. The requirements to ride on the right forces us to be more at risk. By preventing us from choosing a safe road position, which is dependent on the road conditions and visibility you are putting more cyclists at risk. By forcing us to be on the right you are inviting drivers to take more risk in overtaking leading in turn to more accidents and more fatalities.

While we may be annoying being more than two abreast we ride that way to make us more visible, faster and safer. We form groups at stop lights to allow the traffic behind us to also get through the lights, we move as a pack through lights for our safety so we can stay together and make sure everyone is safe.

As a cyclist my first priority is my safety and the safety of other road users. I love my sport and I love being out on the roads in NC. We are very lucky to have so many beautiful roads to ride on. But the H233 will make the roads even more unsafe for cyclist and lead to the appearance of more ghost bikes.

Please see common sense and talk to cyclist about these issues.

Also if you are going to force us to ride on the right please install bike lanes on all roads and repair pot holes and damage to the roads on the right. These are also putting cyclists lives at risk along with H232.

Thank you

Dr. Rebecca Hughes

r_rebecca83@yahoo.com

Cyclist, daughter, coach, friend, ironman.

12/29/2015

"Vulnerable road user" is a joke. What should be done is to require cyclists to have additional insurance, registration of all bicycles, and a license plate on each bicycle. Reflective gear requirements should be increased and it should be illegal for a bicycle to be on the road at dusk and later without lights front and back. Cyclists should also have a minimum required speed limit.

I don't ever want a cyclist to be injured or killed, and I have no patience for drivers who are wreck less when they are aware cyclists are on the road, but I am also sick and tired of the mindset that it is always the car drivers fault. My husband and I on far too many occasions have taken evasive maneuvers to avoid hitting a cyclist because of their stupidity, arrogance, or lack of paying attention. What legal rights would we have had if something had happened. Forget I asked that question. We all know it's always the drivers fault.

Respectfully,
Charlotte Mason racking@mindspring.com

12/29/2015

While I generally support NCDOT's work in making the roadways of our state safe for all users, I continued to be dismayed at the hundreds of deaths and injuries that occur every year due to poor infrastructure, design, education, enforcement, procedures, and policies.

When HB232 was passed, I was hopeful that some public hearings would occur and gather input from across our state on the needs of cyclists and motorists of all types so that each can travel safely and efficiently. That seems not to have occurred. There were no public hearings, diverse input was never gathered, and the safety issues were not comprehensively addressed. I think that the working group made a respectful effort but failed to address improved helmet laws, recommendations to the legislators regarding how to raise public awareness, and many other issues. Ever since the state legislative body dismantled the state bike/ped advisory board, our state has slid backwards in promoting safe and healthy means of active transportation. Now for NCDOT to ignore many of the findings and suggestions of the working group undermines and disrespects their work, as well as HB232's mandate. The state traffic engineer, Mr. Lacey, should be ashamed of his ignorance of and the disregard for the safety of non-motorized traffic on our roads.

Please consider my voice as suggesting that the work of the group is far from done and needs to be redone. If it is not reorganized in a manner to appropriately gather public input, then consider my voice in string opposition to NCDOT's disregard of the group's democratic process and injection of their own opinions. In particular, I oppose NCDOT's assertion that riding on the far right side of a single lane is safe in all situations and locations for both cyclists and motor vehicle operators. I am opposed to any regulation that mandates the order in which cyclists must ride at every given time. I also oppose any empowerment of local governments to be able to regulate the peaceful assembly right enshrined in our country's Constitution. If equal restrictions are deemed appropriate, then I'd suggest that NCDOT regulates the same number of drivers driving in the same direction at the same time to be no more than 5, and that pedestrians are also not allowed to walk together in small groups over 5 people unless granted permission by local governments. I think reasonable person can see how unwise such a NCDOT policy would be.

I enjoy using my bicycles to travel, exercise, and explore our great state. Many of my beautiful rides are polluted, congested, and slowed down by motor vehicles with whom I am required to share the road. I am willing to do so but wish to be safe and arrive alive. NCDOT appears by their behaviors in this case, not to have my safety in the forefront of their minds.

Thank you for this opportunity,

Steve Hardy-Braz, Psy.S, NCSP

hardybraz@coastalnet.com

LCI Cycling Safety Instructor

Avid Cyclist of more than 15,000 miles per year
Avid Car Driver of more than 10,000 miles per year
Frequent boater
Frequent flyer of more than 200,000 miles this year
Avid pedestrian of more than 8,000 per year

12/29/2015

Dear NCDOT:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police

and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. We need to be supporting alternative modes of transport and not discouraging them through further restrictions. The NCDOT's autocentric policies need to be rethought for the benefit of all.

Sincerely,

John F. Ende, M.D.

jfende@gmail.com

12/29/2015

To the Joint Legislative Transportation Oversight Committee:

I am writing to urge you to not enact any legislation that may restrict where a bicyclist may ride within a marked travel lane or whether cyclists may ride abreast within a single marked travel lane. It is important for cyclists' safety that they be treated to the full rights as any other vehicle on North Carolina roads. More specifically:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Again, please preserve bicyclists' rights to the full road lane in order to allow them to commute or recreate safely on North Carolina roads.

Respectively,

Ryan Frazer

rfrazer@live.unc.edu

Carrboro, NC

12/29/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

James T. M. Preis

jimpreis@gmail.com

608 Gravel Brook Court

Cary, NC 27519

(919) 272-8688 (c)

12/29/2015

Good afternoon

It wanted to express my disapproval for some of the recommendations included in the draft report for H232. First, I wholeheartedly disagree with the idea that cyclists riding in exclusively the right half of the travel lane is safer for both cyclists and motorists. I live in Carrboro and commute to work by bicycle. There are many times around town when I move to the center of the lane for increased visibility of myself to automobile traffic. These instances include pulling up to stoplights- when the light turns again and traffic starts to move, I will pull right again. I've often almost had cars turn right into me into to me, otherwise. Also, as I move toward making a lefthand turn, it is safer for me to ride in the middle of the lane before turning. I would recommend listening to the conversations and decisions of what was initially recommended by the Work Group.

Thanks,

Tamara Sanders

tamarab.sanders@gmail.com

12/29/2015

I applaud the proposed changes by your group and I hope that there can be further refinements. In my area DoT has done a good job reducing the speed on Old Greensboro Highway to 45mph and increasing the shoulder width. Please keep up the great work.

The average cyclist is law abiding and does share the road. Vehicle drivers are respectful, passing safely and giving them plenty of room.

The biggest problems in the rural community are caused by the "pelotons", which are by definition organized racing. It is impossible to pass these large groups of riders and they do not

obey and rules of social behavior. The organized groups are militant and do not care if you have to follow them at 10 miles per hour for many miles. As a former volunteer and now president of the White Cross Fire department, I have personally experienced cases where large groups of bicyclists fail to yield to emergency traffic.

Sincerely,

Tony Blake

tony0227@att.net

1411 White Cross Road

Chapel Hill, NC. 27516

12/29/2015

Please consider the following comments for inclusion in the appendix of the H232 Working Group final report. I'm a North Carolinian driver, cyclist, and pedestrian, and I believe that the following two recommendations would promote safer cycling for more individuals without unnecessarily encumbering other road users:

1) Do not restrict cyclists to the right half of the lane - Doing so would interfere with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving conspicuity at junctions, and avoiding right-hook crashes.

2) Do not encourage local regulations for group rides: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates bureaucratic barriers for ride organizers, whose rides can easily pass through several different municipalities. Higher level permitting (i.e. at the state level) would better facilitate these athletic and social activities.

Thank you for your consideration,

Joe Seymour

joseph.frank.seymour@gmail.com

Carrboro, NC

12/29/2015

Dear NCDOT and/or Joint Legislative Transportation Oversight Committee-

I would like to feel safe while riding my bike on the roads of North Carolina, not more at risk.

I believe that cyclists need to have full access to the traffic lanes when needed and that my rights should be equal to motorists on rural roads.

We have very few bike lanes as is and to deny access to group rides and/or where we ride within our lane would subject riders to dangerous or even impossible riding conditions. I have been road riding in the state of NC for my entire life and have never had an incident with a motor vehicle while on my bike. I hope to continue practicing safe riding with the support of the DOT.

Thanks,

Erica

elf202@gmail.com

12/29/2015

Please do not pass any restrictions on bicycling!!!

Elisa Roberts

elisa.roberts8@gmail.com

12/29/2015

To the members of the Joint Legislative Transportation Oversight Committee and the NCDOT:

Hello and thank you for the opportunity to weigh in on this very important issue. I am a

46-year old business owner who has lived in the area around Black Mountain NC for the past 18 years, and I have watched some remarkable changes occur during that time. About 5 years ago, I took up cycling for my health (because I wanted to be around to see my young son grow to adulthood) and have developed quite a passion for it. During that time, I've improved my health immeasurably, watching my weight drop, my blood pressure drop and my strength grow. I can't tell you how much it's done for my state of mind and my ability to focus on my work and my community.

Since joined the community of cyclists, I have learned that my story is by no means unique. Cyclists are of all ages and all demographic groups. But a large number of us are leading members of our communities. The industry of cycling and cycling touring has poured money into our communities through both the patronage of bicycle shops and through the support of local charity and benefit rides. I have reviewed some of the studies and it is surprising what an economic benefit cycling is to our community and the region as a whole.

As an architect and a cyclist, I'm also acutely aware that our transportation planning for many years has been focused primarily on automotive transport. When riding on the beautiful roads around here, I'm also aware of the disadvantage we are placed in while sharing the road with cars and trucks. There are laws and rules on the books regarding leaving enough space and waiting for a safe place to pass, but the prevailing perception is that bicycles are "impediments" to automotive traffic and not worthy of the same support, protection or respect as motorized traffic. Between this perception and the overwhelming size disadvantage, I know that I put myself at risk every time I go out to ride my bike for fun, for my health or to commute to my office.

This brings me to the topic of the day; the H232 committee report. I'm quite sure you've already received many communications from cyclists like me taking issue with some of the recommendations or with the process through which those were added to the draft committee report. As a taxpayer, a road user (via bicycle and via automobile) and a citizen, I have many of the same concerns. My main concern is that safety of bicyclists like myself is already an issue on the road because of our automotive-centered culture and our size disadvantage.

The first item in the report that puts my safety in greater jeopardy is the provision requiring cyclists to ride on the right side of the lane. There are several reasons why this is an issue: Deteriorating or uneven road conditions often begin at the right edge of the road and can be a destabilizing and dangerous condition for bicycles. Empirically and through studies, it is also known that if a cyclist is closer to the center of the lane, an overtaking car is much more likely to slow down for a safe pass rather than "taking a chance" with the cyclist's life. (about a 9:1 ratio of safe passing in the study I saw) Also, if an automobile does try an unsafe pass, having some lane to the right as a "bail-out" may keep from launching me into a ditch, over an embankment or into a barbed wire fence.

The second item in the report is the one about "riding no more than two abreast". There is implication in that statement that it's preferred if it's less than two abreast, when the report itself states a compact group is easier to pass safely. It seems that this item was written more for motor vehicle convenience than for the safety of all road users. As long as the cyclists are in their lane, passing a group of cyclists on the road should be no more difficult than passing a farm vehicle on the same road, with the exception that the cyclists in a group are likely moving more quickly. Movement within a group of cyclists is critical to the safe operation of the group, and sometimes it requires that we ride 3 or 4 abreast.

The third item in the report is the item about registering rides of more than 30 cyclists. In general, the organized benefit rides in which I participate are coordinated with local emergency personnel and with police. These groups recognize the benefits of organized cycling in the community and come out in force to ensure safe riding conditions and maintain a good flow of traffic during the events. However, there are also "loosely coordinated" rides of 20-40

cyclists that I attend on a weekly basis for training which use lightly-travelled roads in multiple jurisdictions. In either case, however, requiring a permit for these events would be yet another barrier to safe cycling and likely reduce the number of cyclists on the road.

In short, the sport of cycling and the use of bicycles for transportation and fitness is a growing part of our economy and of our lives; and a welcome one at that. Given the obesity epidemic and many related health issues, the issues of air pollution and energy usage from motorized transport and the economic benefits of inviting people to our healthy and beautiful state for vacation, we should be looking for ways to encourage safe cycling on our roads and through our towns and cities as part of a balanced transportation plan.

Thank you for your time and your consideration,

Tom Lawton tlawtonaia@gmail.com

Thomas Lawton, Architect AIA LEED AP

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Black Mountain, NC 28711

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12/29/2015

Dear NCDOT and/or Joint Legislative Transportation Oversight Committee-

I would like to feel safe while riding my bike on the roads of North Carolina, not more at risk of danger.

These new proposed laws would be harmful to those who enjoy riding in our beautiful state.

I believe that cyclists need to have full access to the traffic lanes when needed and that my rights should be equal to motorists on rural roads.

We have very few bike lanes as is and to deny access to group rides and/or where we ride within our lane.

Thanks,

TRAVIS McKAY

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mckaytj@gmail.com

12/29/15

I just want to profess that in 10 years of healthy and safe cycling, there are some independent cyclists who are not affiliated with any group rides, and I have witnessed unsafe cycling in Charlotte, but these appear to be people just trying to get to work or school and may be unaware of certain codes. The drivers educational experience that I hope continues in North Carolina addresses both motor vehicle and bicycles, since based on our future economies, we all may have to ride a bike one day.

I only wish more outspoken groups had been involved, I believe safety is everyone's concern, and there are many actual advantages to having bikes on the roads. As I note below, it requires many drivers to pay more attention, even when they no longer seem to want to or even realize they are driving a 4000-pound weapon down the highways endangering everyone, other motorists, bikers, and children playing in our neighborhoods. I regret the day cell phones were invented and people think they have more attention span than they really do.

I wanted to write today, although I have posted much of this information already where possible, but the more I have read through the minutes, the more I felt it imperative to write

you personally.

I'm a 52-year-old grandmother who has cycled in the past; I rarely do it now because of the poor driving skills of many of our motorists in NC, since many driver are either speeding, texting, or just not paying attention.

I wanted to question who Fred Burt is and why in the world he would achieve such a momentous occasion to be included on anything regarding cycling, unless you wanted to include the most aggravated motorist's opinion. Does he pay more in state taxes than the rest of us? Just because his pianist wife has to be inconvenienced in going to church on Sunday and he considers cyclists nuisances, made me realize the state actually listened to frustrated old men.

Well quite frankly, Sunday drivers late for church have almost run over me when I was walking on a sidewalk, so if we want to discuss nuisances on the road, we can talk about old people and their driving too. We can talk about lazy people always late wherever they go and who feel they have a right to speed and not stop at stop signs. We can talk about people who have no licenses or insurance but continue to drive. We can talk about the lack of law enforcement to give speeding and moving violations to motor vehicles like they should. We can talk about drivers looking at their GPS and cell phones instead of looking at the road.

A distracted driver is a foolish driver for everyone. Cyclists on the road actually does everyone a favor, because it still forces those drivers to pay attention when they would rather not. It almost insures erratic drivers and drivers under the influence are reported if seen. Cyclists have done more good than even Mr. Burt and or any other frustrated driver who needs to get their life in check and realize they don't live in this world alone.

I just hope the cyclists were half as represented as Mr. Burt was. I am also dismayed by some of your comments considering I feel your position should be an esteemed advocate of cycling and pollution free transportation, and not an anti-advocate of a wonderful sport, healthy outlet, and general good spirit of mankind while cycling.

Sincerely,

Lori Kent

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12/29/2015

NCDOT/Joint Legislative Transportation Oversight Committee,

I am 61 years old and have been an avid road cyclist for over 35 years. I am a North Carolina native and have ridden over 150,000 miles without a collision with a motor vehicle, including thousands of rides here in the Triangle area (I have lived most of my life in Cary and Chapel Hill), as well as rides in the NC mountains, coast, and a 4,000 mile cross-country trip from Portland, OR to Chapel Hill. In addition to participating in cycling events (both competitive and recreational), I have served as an office of several cycling organizations and have planned, promoted and directed a number of cycling events.

I have read with interest the NCDOT draft report of recommendations for the H232 Bicycle Safety Law Study and have noted that a number of the NCDOT's recommendations are inconsistent with the recommendations of the Committee. Indeed, it seems that the intent of the report has much less to do with the safety of cyclists and, instead, is directed to reduce inconvenience to the motoring public due to the presence of cyclists. Many of the recommendations seem unnecessary compared to existing laws affecting cyclists and, if enacted into law, are probably unenforceable. That said, there are some recommendations that deserve

particular critique:

1) Restricting solo cyclists to the right half of the right most travel lane. Almost without exception, cyclists are defensive and already ride as far to the right of the road as prudent and practicable. However, adopting this recommendation potentially makes a cyclist subject to enforcement action if they must navigate into the left half of the lane and, in the event of an accident during such a maneuver, would have to prove that the maneuver was either defensive, associated with making a left turn, or they were traveling within 15 MPH of the posted speed limit. The recommendation is also subjective; a law enforcement office would have to determine exactly what constitutes the "right half of the right most travel lane". This recommendation does nothing to increase the safety for cyclists and is unnecessary.

2) Riding more than two-abreast. In general, cyclists rarely ride more than two-abreast for extended periods except for large organized "event" rides, and when bunching up at intersections/traffic signals. If enacted, this recommendation creates a subjective enforcement issue for police (Were the cyclists riding 3-abreast? Were 2 cyclists passing a third? Who was the guilty party?), does not improve cyclist safety, and is unnecessary.

3) Visibility and lighting requirements. It is unclear as to whether this recommendation applies at all time, or only at dusk and at night. Existing laws already include a requirement for front and rear lights for bikes operated at night, which is sufficient. Lights for daylight operation do not significantly increase visibility of cyclists to improve cyclist safety; therefore, this recommendation is unnecessary.

4) Group ride permitting. Since both informal and formal group rides can easily traverse 50-100 miles, the ride route is likely to encounter numerous municipal jurisdictions and local governments. Having to obtain a permit from every local government is onerous and generally unworkable for ride organizers, and also places an unnecessary burden on the local governments. Imposing this recommendation to informal rides of "30 or more cyclists riding for recreational purposes, in a continuous formation", is arbitrary and unenforceable. Informal rides by definition do not have a defined ride leader or organizer, so there is no one who can count the number of cyclists. In addition, riders may join the ride in mid-route, again adding to the problem of keeping count of the number of participants. It is very doubtful that police will be able to accurately determine if a group has 25, or 28, or 32 riders, or to distinguish what constitutes a "continuous formation" (some riders may fall behind the main group and later rejoin, other riders may surge off the front of the main group and later be caught). Formal group rides (event rides) are often conducted as fundraisers for charitable organizations (Diabetes Association, Multiple Sclerosis, Cancer Society, Livestrong, Brain Injury Association, to name a few), and these events result in significant income for these organizations. They are challenging enough for organizers, and adding additional permitting requirements will reduce the number of such rides and the amount of money raised. This recommendation does not improve cyclist safety and is unnecessary.

North Carolina is fortunate to have many, many miles of well-maintained back roads that are lightly traveled and are conducive to cycling. North Carolina generally has been a very bicycle-friendly state. With the initiation of the NC Bicycle Program in 1974, North Carolina has the oldest bicycle-related program in the US (it was expanded in 1992 to include pedestrian activities). I want to request that NCDOT preserve this bicycle-friendly character by not imposing unnecessary regulations.

Thank you for providing this opportunity for comments on this important topic.

Sincerely,

Mark Westray

mwestray@geiconsultants.com

112 Donna Place

Cary, NC 27513

12/29/2015

There are several things in this report that are helpful, and should be passed:

20-150: Provide a minimum of 4' or completely enter the left lane to pass a bicycle.

Allowing bicyclists to ride single file or two or more abreast. Bicyclists should be allowed to ride more than two abreast as long as they stay in the same lane.

Agree that there should be no legal requirement for a bicyclist to carry identification (similar to a pedestrian).

20-129: Lamps on bicycles. Completely understandable.

Options for hand signals for turning. Agreed.

Aggressive driving, harassment, and distracted driving laws / Vulnerable road user protection. Agreed that this would make cycling safer.

Formal group event permitting and regulations. This is reasonable, unless applied to informal group rides of 30 or more cyclists.

Similarly, there are several things that hurt a cyclist's safety and should not be passed:

Operating position in roadway. Cyclists should not be required to ride on the right half of the right most travel lane. There are many reasons why a cyclist may travel in the left most part of the travel lane, or in a lane other than the right lane. These include:

1. Prevent passing. On a two-lane road, a cyclist may take the lane when they see oncoming traffic to keep cars from attempting to pass them, as the pass could endanger the cyclist if the car has to return to the lane before they have completed the pass of the cyclist.

2. There could be obstructions in the road, or dangerous conditions, such as pot hole, sand, gravel, or other objects.

3. There could be cars parked on the right side of the road that could open a door into a cyclist.

4. Make themselves more visible at turns, curves, and hills.

Informal group rides on rural roadways. There are many group rides that exist right at this limit. Does the NCDOT recommend that motorcyclist group rides of 30 or more or car group rides of 30 or more register with local governments. It is even noted that it is unknown whether group rides are without special permits have caused issues. This needs more study to show that this is an issue, before it is passed. If anything, allow cyclists to ride more than two abreast so that the length of the group will be shorter.

Also, in the draft resolution, it mentions the following: Cyclists should consider traffic speed, travel lane width, traffic volume, and other vehicle traffic when choosing a safe and visible lane position.

How can a cyclist choose a safe and visible lane position, if they are restricted from using the entire lane?

In addition, I do support allowing cars to cross a double-yellow line to safely pass a cyclist.

Thanks,

George Harris (The views expressed here do not necessarily represent the views of Credit Suisse.)

CREDIT SUISSE

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12/29/2015

I want to comment on a few things:

*Mandate a 4 foot clearance when passing a cyclist

I really like this addition. Bicycles will always lose versus a car and I think it's important to keep everyone safe. I've almost been clipped by cars coming to close (and I know people who have been clipped).

*Requirement for bright clothing

*Cyclists to ride as far to the right of the right travel lane as possible and safe

I'm not sure about these items. Personally, I try to dress brightly and stay visible, but the requirements are ambiguous, at best. I could see drivers using it as an excuse to threaten cyclists or justify dangerous driving because of its ambiguity. Plus, reflective gear and specialized cycling clothes are expensive...

In addition, I definitely have concerns with the "as far to the right" rule...I have frequently, around dangerous bends, pulled towards the left so that the driver rushing up behind me would not try to pass me and collide with oncoming traffic. I've also struggled to turn left--the only way I can merge is by being in the left side of the lane to ensure I can get over-- I get into a location where I know drivers can see me. This is especially important in heavy traffic. I get over when I can, and the right hand side of a lane is just not as visible. But...the rule is ambiguous. Keep in mind, motorcycle courses teach motorcyclists to ride in the left side of the road for improved visibility.

I'm a proponent of sharing the road, but even in rural communities, cars must bear the brunt of responsibility for safety. They're bigger, they're faster, and they absolutely must be more careful. It doesn't matter whether the other person is on a bike or in a car, they should slow down and be careful.

Hopefully you will take my concerns into account when you deliver this bill for voting.

Thanks!

Valerie Toner vtoner@gmail.com

12/29/2015

To Whom It May Concern:

Ladies and Gentlemen:

Thank you for the opportunity to comment on the draft report generated pursuant to H232. As an avid cyclist, both for transportation and recreational purposes, and as a veteran advocate for multimodal transportation, I am highly interested in the issues addressed in the report. I appreciate the legislature's and NCDOT's stated goal of reducing cycling deaths to zero, as well as the concrete steps taken to date and the resources allocated to identify and implement further steps to make that goal a reality.

I agree with the draft report's recommendations on issues 1, 3, 5, 6, 9, and 12. My thoughts on other issues follow:

First, I am concerned that in at least two instances, NCDOT overrode unanimous recommendations of the working group. Although within the letter of the statute, this practice is contrary to the legislative intent that NCDOT be guided by input from a diverse cross-section of stakeholders. The H232 working group was clearly not overly sympathetic to cyclists—indeed, if anything, it was stacked against cyclists, with only one of twelve members clearly identified by his or her position as being a cycling advocate (keeping in mind that a bicycle industry representative does not necessarily represent cyclists' interests any more than the president of General Motors represents motorists' interests). NCDOT should have given substantial deference to the recommendations of the group.

On issue 2, "Whether bicyclists on a roadway should be required to ride single file or allowed to ride two or more abreast," NCDOT's recommendation is contrary to the unanimous recommendation of the Working Group, as well as best practices. It is not difficult to imagine situations in which riding the safest option for cyclists is to ride three or more across. NCDOT's recommendation to strictly limit cyclists to two riders abreast removes any ability to adapt to

these situations and may therefore increase the danger faced by cyclists. The working group's recommended approach, using education to address best riding practices, is preferable. I therefore urge the General Assembly to adopt the working group's recommendation.

With respect to issue 4, visibility, I am troubled by the failure, both in current law and in the recommendations, to distinguish between daytime and night riding. Just as automobiles are not required to burn their headlights in good visibility conditions, bicycles should not be (in this regard, I also disagree with the current requirement that motorcycles burn their headlights at all times). Even a requirement that bicycles be "equipped" with lights or "bright" clothing creates a substantial entry barrier for cyclists, especially children, who may never intend or need to ride bikes after dark. I urge amendment of this recommendation by the inclusion of language such as the following: "Every bicycle operated after dusk or in periods of low visibility shall be equipped ..."

With respect to issue 7, "Operating position in roadway," I strongly urge that no statutory obligations to ride in the right half of the lane be imposed and that any best practices regarding operating position emphasize that riding to the right is only preferred when it is safer than the alternatives. Of all the issues addressed in the report, this one, if not addressed properly, has the greatest potential to reduce the safety of bicycle riding rather than improve it. Experience in North Carolina and elsewhere has shown that in many cases, the safest position for a cyclist is in the middle or even left side of the lane. In particular, in situations with oncoming traffic, or curves or hills limiting visibility, staying in the right side of the lane encourages motorists to pass unsafely. The best way to improve cyclist safety is to provide clear best practices guidance on when cyclists should ride to the right and when they should be farther left, and I urge NCDOT and the legislature to adopt this approach.

I agree with the working group's proposal for issue 8, "Informal group rides on rural roadways." I do not agree with NCDOT's proposal to allow inconsistent local government requirements for ride registration. Informal rural rides are almost inherently multi-jurisdictional, and allowing local ride registration requirements sets up the likelihood of administrative difficulties where a ride requires permits for certain portions of the ride and not others, or even conflicting requirements making it impossible for a ride to legally operate in to neighboring jurisdictions. I do not believe informal rides should have a permitting obligation, but if any such obligation is imposed, it should be implemented uniformly through state-level requirements.

Both the working group's and NCDOT's approach to issue 10, "Aggressive driving, harassment, and distracted driving laws," is inadequate. Although, in theory, existing laws protect cyclists equally with all other road users, the reality is different. Drivers' ignorance of the law and the rights of cyclists, as well as inadequate enforcement by law enforcement agencies, combine to create an environment where motorists regularly harass, intimidate, and even assault cyclists with impunity. At a minimum, I urge the legislature to provide resources for education and enforcement activities relating to this issue.

With respect to issue 11, although as discussed above I have concerns about the process by which it was reached, I agree with NCDOT's recommendation to provide cyclists the same vulnerable user protections as motorcyclists.

Again, thank you for your commitment to bicycle safety and for the opportunity to provide this input.

Sincerely,

Mike Sule mike@ashevilleonbikes.com

Director of Asheville on Bikes

828 582 4705

12/29/2015

NCDOT,

I generally disagree with the short period to respond to this legislation, especially it being over the Holiday season in a seeming attempt to have fewer response to this important item.

Some of the items I agree with:

1. Recommend that drivers be able to cross double yellow line when passing a cyclist
2. Mandate a 4 foot clearance when passing a cyclist, I would be fine with 3 even.
3. No requirement for cyclists to carry ID
4. Allow right arm indication of a right turn. Left arm indicator is often misinterpreted. The traditional arm directions are from a completely different era of transportation.
5. Bicycles would be on par with motorcycles in terms of vulnerability and liability
6. No headphones or any other distracting items.

Things I DISAGREE with in the legislation

1. Maximum of two abreast cyclists under any circumstances, exception is an approved bike race.
2. Requirement for bright clothing, this is smart for people to do, but does not need legislation.
3. Cyclists to ride as far to the right of the right travel lane as possible and safe (There are no current restrictions on where cyclists position themselves, only a best practice recommendation to ride in the area where the right wheel of a motor vehicle would track.)
4. A requirement to obtain local permits for groups of 30 or more. This will create a bureaucratic nightmare with tens of thousands of permits applied for per year in the state. Probably 3,000 in our country alone give the current riding groups. Who would administer this fairly? Costs? This could back fire and have more groups of 29 separating themselves by a short distance to get around this rule.

Kimberly Fisher

kim@myfisher.com

183 Davenport Rd.

Asheville, NC 28806

12/29/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

My own personal experience: My daily commute (by bicycle) requires me to pass the on ramp from 15-501 North to Fordham in Chapel Hill. If I were to ride that stretch in the right section of the lane, I would be in danger of the 'right hook' often made by drivers. This is one of the most dangerous hazards we face and enacting laws that make us MORE exposed to this manoeuvre is not in my best interest or in anyone else's interest on a bike. I will add that I am in the ramp area for only a few seconds, and I am moving, so nobody is getting blocked from their homes or going to be late to work because I am controlling the lane for a 100 yard stretch of road.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

My own personal experience: I often participate in a Saturday ride, that brings out a

large number of riders. Riding across the lane makes our group shorter (and actually easier to pass). While our group may seem as a big problem on the road, we are - in fact - MOVING along, often at a speed of 25 to 30 miles per hour. While that may not moving at the speed limit on the road (usually it is between 35 and 45) we are making good progress, and we are gone in the blink of an eye. The laws as they are now work, and the work well. Why are we penalizing cyclists when they are only in any one spot for a moment?

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

My own personal experience: I was previously the president of the Carolina Tarwheels Bicycle Club. Once a year, we hold an event in Hillsborough, that brings as many as 800 cyclist to the area (very early in the morning, by the way). All profits, every dime the club earns from that event - as much as \$20,000 is given back to deserving charities. Furthermore, we contribute to the local business in Hillsborough as riders seek post ride meals and shop in the district after their ride. In fact, the town welcomes the Tarwheels with open arms. This ride crosses several counties and municipalities, and regulating these types of rides any differently than the current manner is both punitive and unworkable. There are charity rides in other areas that raise large amounts of funds for helping in the cure for diseases such as MS and various forms of cancer.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

John Rees jrees@jrees.net

103 Newell Street

Chapel Hill, NC

12/29/2015

Dear NCDOT,

As a citizen who uses the roads of NC daily, I feel that the person operating each vehicle is best suited to judge where in the lane is safest for them to drive/ride/roll, etc. I rarely see a cyclist using a "take the lane" approach to a traffic situation, and when I do it is often the safest approach to that particular traffic scenario. Restricting the judgement of the road user with a broad law like this seems unhelpful and unwise.

Likewise, I agree with the provision allowing motorists to cross a solid yellow line to pass slow-moving vehicles like bicycles, tractors, and mail trucks.

Sincerely,

Joshua Harris

joshuaharrismw@gmail.com

12/29/2015

NCDOT" or to the "Joint Legislative Transportation Oversight Committee.

I generally disagree with the short period to respond to this legislation, especially it being over the Holiday season in a seaming attempt to have fewer response to this important item.

Some of the items I agree with:

- Recommend that drivers be able to cross double yellow line when passing a cyclist
- Mandate a 4 foot clearance when passing a cyclist, I would be fine with 3 even.

- No requirement for cyclists to carry ID
- Allow right arm indication of a right turn. Left arm indicator is often misinterpreted. The traditional arm directions are from a completely different era of transportation.
- Bicycles would be on par with motorcycles in terms of vulnerability and liability
- No headphones or any other distracting items.

Things I DISAGREE with in the legislation

- Maximum of two abreast cyclists under any circumstances, exception is an approved bike race.
- Requirement for bright clothing, this is smart for people to do, but does not need legislation.
- Cyclists to ride as far to the right of the right travel lane as possible and safe (There are no current restrictions on where cyclists position themselves, only a best practice recommendation to ride in the area where the right wheel of a motor vehicle would track.)
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Brett W. Fisher

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Asheville, NC 28806

(828) 782-7828

12/29/2015

I am a cyclist writing to register my concerns about potential changes to North Carolina's bicycle laws pursuant to H232's bicycle safety study. I ride about 3,000 miles a year on North Carolina's roads, mostly in and around Carrboro, Durham, and Raleigh. My cycling club, On Draft, does a quarterly cleanup of a 1.5-mile section of Fayetteville Road, just south of Southpoint Mall in Durham, part of NCDOT's "Adopt-a-Highway" program. Our entire season is organized around the annual BikeMS ride in New Bern. We raised more than \$100,000 for multiple sclerosis treatment and services this year, the bulk of which is being spent right here in North Carolina.

I have concerns with three potential changes that have apparently been raised in the course of these meetings.

1. Restricting cyclists to the right half of the lane. I believe this would interfere with defensive cycling. In my experience, cyclists usually ride in the right-most one-third of the right lane when we ride single-file and usually in the right half of the right line when we ride double file. When we deviate from this, it is almost always for a specific safety-related reason, either to avoid potholes, cracks, and other road hazards; which are more common near the shoulder or road edge; or because cars are parallel-parked and we want to avoid a crash caused by a careless motorist suddenly opening a door. Some cyclists ride toward the center of the lane to keep motorists from feeling tempted to try to pass by squeezing between the cyclist and the lane divider. I practice a more modest version of this, riding three to four feet from the right edge of the lane, and then, once I can see that an approaching driver has seen me and taken me into account appropriately, moving over to within two feet of the lane's right edge.
2. Restrictions on riding abreast. Recreational cyclists frequently ride one behind another to cut wind resistance and increase speed. This technique is especially effective when we ride double-file. Such "double pace lines" are of course half as long as single lines with equal numbers of riders, which can make it easier for cars to pass them safely and expeditiously.

Restricting double pace lines would interfere with a popular cycling practice with no net benefit to drivers' convenience or cyclists' safety.

3. Permits for group rides. Allowing individual municipalities to create and enforce varied regulations and permitting procedures would encourage a bureaucratic monstrosity. My group, for example, rides three to six times a week during the summer, typically with fifteen to forty riders. We typically pass through two to five different municipalities in the course of a one- to three-hour ride. Having to obtain a permit for each would quite possibly lead us to eliminate one or two of our regular rides.

Thank you considering my comments and for including them as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Best regards,

Chris Bagley bags2007@yahoo.com

213 Cedarwood Lane

Carrboro, NC 27510

(760) 473-3915

12/29/2015

Dear NCDOT an Joint Legislative Transportation Oversight Committee –

There is much in the HB232 recommendations that I am happy to see. However, I am very concerned about the lane placement recommendations. There are occasions where remaining to the far right in the travel lane can be dangerous to both the bicyclist and the motorist and riding in the center of the lane is an important defensive maneuver. The bicyclist can be placed in a dangerous situation when a motorist passes in situations where there is inadequate space for both to share the travel lane or where there is limited visibility. It is important to avoid the door zone of parked cars and, to prevent from being squeezed into a space that is too narrow to share or to ensure that the bicyclist is visible in a potentially unsafe situation. Often the bicyclist is in a better position to assess where it is unsafe for a car to pass because of oncoming traffic or obstructions in the road.

As a bicycling instructor, I am especially concerned by less experienced riders. I often see a novice bicyclist “hug” the right only to find themselves in unsafe situations where they are not very visible or their behavior is less predictable. Bicyclist are the safest when they act like any other vehicle on the road and are capable of maneuvering in a manner that is the safest for all on the road.

While I recognize that a bicyclist would likely not be cited for a defensive maneuver that prevented an accident, it does increase the likelihood that a bicyclist doing so is more likely to be harassed or endangered by motorists who only understand “stay to the right”.

Thank you for careful consideration of what keeps us all safe!

Sincerely,

Terri Zimmerman March, MPH

Health Improvement Specialist – Healthy Living

Division of Regional Services

Mountain Area Health Education Center

121 Hendersonville Rd. Asheville, NC 28803

Cell (828)768-6333 - (828)771-4231

Terri.March@mahec.net

12/29/2015

As a cycling enthusiast, I urge the NCDOT and the North Carolina Legislature ensure cyclists' safety on the roads. I urge the NCDOT to consider allowing cyclists the full use of the lane and

not just the right-side, as that allows for potential crashes and defensive driving by motorists; not limiting side-by-side riding within a single lane because group riding tends to offer safe group riding practices; and lastly, not enforcing that group rides of 30+ riders be registered and permitted, as most group rides cross between many municipalities and that will deter ride organizers to be able to safely plan for and execute these group rides. Thank you for your consideration of these amendments to your report to be reviewed by our Legislature.

Colin Kalescky ck157808@gmail.com

12/29/2015

I have been riding bicycles for nearly 50 years, and the proposals included in HB 232 are unbelievable. The idea of restricting bicycle rights in order to gain minimal time for a few dissatisfied motorists (and don't forget that we are ALL motorists) is dangerous, insulting, and ill advised.

Promote education, cooperation, and the benefits to all of us if bicycles are used more often.

Daniel Fisher

danfisher81@gmail.com

12/29/2015

I disagree with suggested changes to the NCDOT laws regarding cyclists. It is disappointing that committee recommendations and input from cyclists were ignored. The proposed changes will make it unsafe for cyclists to use their legal rights to use the roads. Cars will try to pass at unsafe speeds. I will be contacting my congressman to express my concerns.

Tim Brookie cycle7man@gmail.com

12/29/2015

Dear NCDOT:

Regarding the H232 proposed bill, I support the feedback provided by BikeWalk NC:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Sincerely,

Mike Addabbo mjaddabbo@gmail.com

Asheville, NC

12/29/2015

As an older cyclist using rural roads,I feel that being limited to the right side of the travel lane

creates a real hazard for the cyclist. If it is necessary to make a left hand turn, I use the entire lane to turn and place myself in front of motor vehicles if necessary. I always ride to the right of the lane, but if restricted by law to this space, I have no room to maneuver if an obstacle presents itself that I need the whole lane to avoid. I am thinking of debris and road kill in particular. Also in an urban setting, confinement to the right of the lane will make it impossible to avoid opening car doors and result in serious injury. I have also found that on many rural roads, there are significant ruts and cracks near the right shoulder, making riding very difficult and dangerous. It will also give impatient drivers another excuse to pass without much care since they will be "in the right". I feel it would be much better to omit any mention of lane restriction.. Thank you for the opportunity to comment on H232 .

Bernie Fox berniefox82@gmail.com

12/29/2015

NCDOT

I agree with the proposed cycle rules to require them to keep to the far right side of the road, they are no different than any other slow moving vehicle and should keep to the far right according to the law. Also I agree with letting motorist pass cyclist by crossing the double yellow line when it is safe to do so. I also agree that they should not be allowed to travel in packs. 30 is too large of a number. even 10 cyclist in a group can be impossible to pass safely. they should not be allowed to ride 2 abreast unless to pass another cyclist. I see many riders doing this along the rural Guilford Co. roads on Saturdays just to keep cars from being able to pass them safely. If any other car or motorcycles were to practice this behavior they would be ticketed for impeding traffic. I would not be opposed to requiring cyclist to have there bicycles licensed and insured. Not all car, bicycle accidents are the fault of the car.

Best regards,

Jerry Wright nc.jcwright@yahoo.com

7514 Somersby Dr.

Summerfield, NC 27358

12/29/2015

I am a cyclist and long-time NC resident. Regarding the H232 Bicycle Safety Law Study, I'd like to thank the committee for their hard work drafting this. Several suggestions such as allowing crossing the double line for safe passing by motorists seem reasonable and likely to improve safety for all road users. However several suggestions were added to the final draft that are of great concern to myself, other cyclists, and most road users. Specifically these are:

- (1) Restricting Cyclists to the Right Half of the Lane. This counters safe cycling best practices in many situations, such as avoiding opening of car doors in urban areas, avoiding sudden right turns by motorists coming from the left, and positioning of cyclists for left turns.
- (2) Allowing local regulation for cycling could potentially create a quagmire of different rules for cyclists using adjacent locales. Organized group ride and charitable cause events would be especially negatively impacted.

I participate in several local group cycling rides and events, primarily these charitable cause fundraisers and their associated training rides. Besides their main goals of financial support of worthy causes such as the American Diabetes Association and the National Multiple Sclerosis Society, events like these bring many visitors to enjoy our state's scenic roadways and provide significant economic benefits across the state.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

James Bruce Pitner
bpitner@mindspring.com
2903 Quincemoor Rd.
Durham, NC 27712

12/29/2015

1. The lack of revenue to provide additional safety products for riders could be helped by requiring each bike to have an annual NC plate (like others using the highways frequently). This revenue could be distributed to the counties specifically for bike safety in their county.
2. The report mentions public "angst" when encountering "large group rides" ... more often the public is "angry and frustrated". It's like approaching a swarm of bees ... on the highway ... how to get around them safely. Sometimes, this "group" seems to be intent on "taking over the entire road" and DARING anybody to try and go around them. I've seen (and been behind of) a group of bikers approaching an intersection (with a red light for them) and find the cross lanes of frightened cars fully stopped (although they have a green light) waiting for the convey to pass (through their red light). It's exactly like a funeral procession ... except no police. There are also motorists who are AFRAID to pass a large group of riders and simply "hang back" and keep "tons" of cars backed up going 5 to 10 miles an hour. It's similar to snow covered roads at rush hour traffic time ... everybody just tiptoes along.
3. Finally, you describe these Bicycle Riders as a "GROWING SPORT". Could you name another legal "SPORT" we play/practice on the Highways of North Carolina ?

Barry B. Cooper, Sr.

barrycoopersr@bellsouth.net

Raleigh, NC 27606

12/29/2015

Please share my comments below with the NCDOT team responsible for H232. I am terribly concerned that NCDOT is promoting legislation being designed by some General Assembly troublemakers and not by the balanced committee that DOT appointed to study this matter. It seems to be an attack on bicycling rights and permissions clothed in safety legislation.

(1) Restricting solo cyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. I find that with two abreast we form a much more compact group, like a slow-moving tractor, which is easy to pass when compared with a few hundred yards of skirting the middle line to pass a single-file group. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Permitting or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers and government staff. Many long rides can easily pass through several different municipalities and counties. Inserting this component to the H232 was insensitive to those on the committee who worked diligently together to produce a sensible and practical permitting process at the state

level.

Personally, I do not see the value in registering a group of amateur riders at all. There are many such rides now and the influx of registration requests will over-whelm these small government organizations. It seems the hope here is that small towns and counties may opt to halt cycling on their roads altogether.

Thanks!

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12/29/2015

Bill Bass

106 Glen Cairn Court

Apex, NC 27502

To whom it may concern (with regards to HB232):

I was recently made aware of the following regarding cycling in North Carolina: NCDOT recommends new laws restricting bicycling, including where bicyclists may ride in a travel lane, limiting riding abreast, and requiring permits for group rides, counter to committee recommendations. Example: "The General Assembly may consider enabling legislation for local governments to register informal group rides. Any such legislation should apply to groups of more than 30 cyclists riding for recreational purposes, in a continuous formation, and causing significant delay to traffic flow or preventing safe passing."

1. Staying to the right of the lane

I disagree with NC DOT's recommendation that people riding bicycles must stay to the right of their lane. This will get you killed.

In numerous situations, it is much safer for the person on the bicycle to be in the middle, or even the left side of their lane — to improve their visibility and be conspicuous to people driving vehicles.

Research and experience has made it very clear that limiting people on bicycles to any particular place in their lane make it more dangerous for them, as well as dangerous for people driving vehicles.

Examples of this include curvy roads in the Western North Carolina mountains, where the sightline ahead is restricted for the person driving the vehicle. A person on a bicycle "hugging" the right side of their lane is less visible, even if wearing high-visibility clothing and flashing lights activated in the day time. By riding in the middle of the lane, or the left side of the lane, the person on the bicycle can improve the sightline (lengthen it) for the person driving the vehicle.

Perhaps the most egregious aspect of the NC DOT recommendation... is the behavior it encourages in people driving vehicles. I have seen people driving vehicles pass people on bicycles in a very unsafe manner countless times, both when I was driving a vehicle and when I was riding a bicycle. It is obvious to me that when a person on a bicycle "hugs" the lane to the far right, people driving vehicles are somehow encouraged to attempt to pass whether or not it is safe. In other words: to "squeeze" by.

When I ride my bicycle in the middle of the lane, rather than the far right of my lane, approximately 19 out of 20 people driving cars will follow me at my speed, and wait until they have a clear sightline, and then pass me safely.

If I ride on the far right of my lane, it is the opposite: only 1 out of 20 people driving cars will wait for a safe passing opportunity... the other 19 will "squeeze" by... even with absolutely no sightline (in a curve, coming to a rise in the road, etc).

I come by these numbers from first-hand experience.

In my experience, the NC DOT recommendation, if implemented, will actually cause more poor behavior by people driving vehicles, not less.

2. Riding Two Abreast

Second, I disagree with NC DOT's recommendation that people riding bicycles not operate more than two abreast. Even in a "small" group of 5 to 10 people riding bicycles, there are times when it is more safe and more efficient for the group to gather closely together, say to wait at a stoplight and then to proceed through on the green light.

If made to line up in sets of two, or worse, single file... there may not be sufficient time when the light turns green to even get the whole group through the light — which in turn will cause even more frustration for people driving vehicles behind the cyclists.

There are numerous other examples of why this isn't a good idea.

The Working Group provided a recommendation: that education be used to improve behavior and techniques, to minimize danger and increase the safe flow of traffic. NC DOT is off the mark by recommending a specific number of acceptable bicycle positions.

3. Local Government Supervising Rides

Third, I disagree with NC DOT's recommendation requesting legislation so that local governments in North Carolina would "register" informal group rides as small as 30 people on bicycles (again, NC DOT's recommendation is in opposition to the Working Group's recommendation).

While this recommendation may have been well-intended, supposedly to ease the "angst" between people who drive vehicles and people who ride bicycles, it is too vague to be helpful to legislators — particularly those legislators with little or no experience with informal group bicycle rides.

The legislators deserve specific recommendations based on deep experience with the problem at hand. Asking the legislature to enable any local government to "register" (presumably these means regulate, control and administer) group bicycle rides further places responsibility for bicycle events on local officials who may be poorly equipped to take the responsibility.

Why invite local government to take a deeper role in attempting to "improve" something they don't know much about, are not funded to administer, and for which vague guidance is offered from NC DOT?

In an era of heightened scrutiny on the cost of government, this NC DOT recommendation seems headed in the wrong direction: towards bigger government, attempting to do more and spend more, not less.

In summary, I do not agree with the recommendations that are counter to the original working group recommendations.

Sincerely,

Bill Bass fgump@bellsouth.net

12/29/2015

Thanks to you and NCDOT for the opportunity to comment on the draft recommendations from NCDOT and the H232 Study Group. I sincerely hope that NCDOT and the NC Legislature will reopen the public comment period at a later time when much of the community is not in the midst of holiday celebration. I believe the Department and the Legislature will benefit from the additional citizen commentary that is likely to be provided if there is an expanded opportunity to do so at a time that is not so traditionally hectic.

I am a cyclist living in Durham who has been traveling the state by bike since 2001. Most of my cycling is transportation, predominantly commuting around the Triangle. Additionally, I enjoy recreational rides with family and friends, weekend bike tours and bike camping.

I am a Traffic Cycling Instructor, certified in the American Bicycling Education

Association's "Cycling Savvy" program. I have served as a member and officer of Durham's Bicycle and Pedestrian Advisory Commission, and I am currently a board member of Bike Durham.

My biographical information is provided for context. My comments below are my own and not those of any organization with which I have affiliation, either now or in the past. I will comment on the recommendations in order.

1) How faster moving vehicles may safely overtake bicycles...

Comment: This is a very positive step. While a full lane change pass is the safest, some motorists are uncomfortable with crossing a double yellow line because it is currently illegal. Implementation of this recommendation would facilitate safe and legal passing that can be clearly communicated as "Change Lanes to Pass."

2) Whether bicyclists on a roadway should be required to ride single file or allowed to ride two or more abreast.

Comment: The Working Group's unanimous recommendation on this item should be heeded - no additional statutes are needed in this regard. The nature of marked travel lanes is such that operating width of a group of cyclists is already managed by the travel lines and operation outside of those boundaries is already illegal. NCDOT's recommendation creates a needless restriction that provides no additional benefit to the safety of any road users or to the efficient use of the roadway.

3) Whether bicyclists should be required to carry a form of identification

Comment: The recommendation by both the Working Group and NCDOT that no requirement should be implemented pertaining to identification is good. Most cyclists do indeed travel with identification, whether government-issued or a private ID with medical information such as the popular RoadID brand ID bracelet. While carrying identification is clearly a best practice, as noted in the draft, there is no demonstrated need for there to be a governmental requirement in this regard.

4) Visibility (clothing or other reflective gear) and lighting requirements

Comment: While it may be worthwhile to consider increasing the required visibility of a tail light to match that of a headlight, in general this recommendation is good.

5) Options for hand signals for turning

Comment: This recommendation is good and, like crossing a double yellow line to pass, sanctions a smart practice that is already in use.

6) 2-foot or other passing distance requirements

Comment: NC statutes currently require 2-foot passing by any vehicles, and bicycles are included in this. NCDOT's recommendation for 4-foot or lane change passing is a recommendation that will be understood by motorists, even while it may be difficult to enforce in practice.

7) Operating position in roadway

Comment: It's curious that NCDOT chose to provide a recommendation on this topic when the Study Group explicitly opted not to discuss it based on their shared opinion that no changes are needed in this regard.

NCDOT's recommendation that bicyclists operate only in the right half of the roadway restricts cyclists' opportunity to maximize their conspicuity at many conflict points, and restricts their ability to operate safely to the left of cars parked on the roadway that may contain passengers who may disembark.

A left of center lane position currently allowed under NC law increases cyclists' safety in the following situations:

- Narrow lanes: In narrow lanes, a left of center position provides a clear and unambiguous message to overtaking motorists that the safest way to pass is by crossing the center line. Left of center helps motorists by enabling them to read the situation well in advance of reaching the

cyclist, thus having ample time to execute a safe pass with no interruption to the flow of traffic.

- Increasing visibility to motorists entering a roadway. A left of center lane position improves the viewing angle of motorists entering the roadway from a driveway or parking lot making it easier for motorists to see and safely operate around a cyclist in the left half of the lane.
- Preventing a left cross. By traveling in the left or center left of a travel lane, a bicyclist is more visible to oncoming motorists turning left and this increased visibility improves safety by mitigating left cross collisions.
- Preventing a right hook. By traveling in the left or center left of a travel lane, a bicyclist is more visible to motorists approaching from the rear to turn right. A motorist who sees a cyclist in the travel lane is better able to judge the situation and will slow briefly to execute the right turn after the cyclist has safely cleared the intersection or driveway.
- Preventing "dooring." As noted above, the safest lane position for cyclists operating on a road with on-street parking is left of center. If a motorist inside a parked car suddenly opens the door while a cyclist is in the right half of the lane, the motorist will either a) directly hit the cyclist, causing injury and damage, b) throw the cyclist into traffic, causing injury and damage or c) startle the cyclist, causing them to swerve into traffic risking injury and damage. A left of center lane position mitigates the risk of all three of those events by allowing cyclists to operate outside of the reach of car doors and outside the "startle zone."

Again, it is curious and unclear why this section was included in NCDOT's draft recommendation when it was not actually a part of the Study Group's discussion. NCDOT should remove this recommendation and pursuant to the result of the Study Group, no recommendation should be made in this regard.

8) Informal group rides on rural roadways

Comment: NCDOT's comment specifically notes, "It is unknown the extent to which group rides without special event permits have prevented safe passing or caused unreasonable traffic delay." For this reason, NCDOT's recommendation should be for additional study to identify to what extent, if any, such group rides negatively impact the traffic network. No new legislation should be recommended based on a scenario that NCDOT specifically describes as "unknown."

9) Use of headphones or texting while cycling

10) Aggressive driving, harassment, and distracted driving laws

Comment: The recommendations for items 9 & 10 are appropriate.

11) Vulnerable road user protection

Comment: This is a smart recommendation that acknowledges the physical similarities between motorcycle operators and bicyclists.

12) Formal group event permitting and regulations

Comment: The recommendation to review permitting is appropriate.

Thank you again for the opportunity to provide comment about these items. As noted above, I sincerely hope NCDOT and the NC Legislature will reopen and expand the public comment period.

Kind regards

Jack Warman jack.warman@gmail.com

Durham, NC

12/29/2015

I appreciate the North Carolina Department of Transportation's continuing concern for the safe operation of vehicular traffic on North Carolina roads and the need for a common sense approach to handle increased volume and vehicular diversity on our roads. I am a licensed driver and a cyclist living in Harnett county in central North Carolina.

I believe all vehicles using public roads should be covered - as much as practicable - by

the same laws. This simplifies the learning of applicable laws by citizens like myself, as they are easily transferable from one vehicle type to another, and it simplifies enforcement for our police as there are fewer exceptions, provisions, and unique applications they need to learn when assessing potential violations and investigating accidents.

With that basic approach in mind, I think - much like there are regulations covering agricultural equipment on roads and allowances for motorcycles - making allowances unique to bicycles is reasonable. It is that understanding that compels me to share my thoughts regarding H232, the study group recommendations, and the recommendations from the North Carolina Department of Transportation.

* On allowing cars to pass cyclists even if that requires crossing a double yellow line - when it can be safely accomplished - is a reasonable accommodation. As I mentioned, I live in Harnett County and this is already common practice for those navigating around tractors as well as cyclists.

* On requiring cyclists to stay to the right side of the lane. I think the better objective and appropriate wording may already be in place. I ride to the right as far as practicable and safe. There are times when I move to the center of the lane when approaching an intersection or even to the left when I am making a left hand turn. This allows me to be seen more readily by other vehicle operators and it gives me a bit of freedom to exercise sound judgement to address circumstances as they arise on the road.

* On limiting people to riding two abreast (two cyclists side by side). I think this is reasonable as a best practice - but may be unwieldy as applicable law. For example, I think we would have to have allowances for up to four abreast cycling as a faster group of cyclists riding two abreast pass a slower group of cyclists also riding two abreast. This occurs frequently enough that I am in such a situation about a dozen times a year. I think we would also need to allow for a group of two abreast cyclists to cross the double yellow line as part of the passing maneuver - when it can be safely accomplished - just as we would for motorized vehicles. Finally, there would also need to be allowances for what I will call 'bunching up' at traffic lights and intersections where the group needs to stop before continuing. For example, a group of 20 cyclists riding two abreast are - front to back - around 70 feet long (or about three car lengths). With the need - for safety reasons - to reform as quickly as possible once riding resumes, it is useful for cyclists to 'bunch up' into a more compressed and wider group so they can more readily navigate the intersection as group. In this case, I think safe group riding habits are best advanced through education and encouraging safe practices - along with a bit of law enforcement when cyclists are violating applicable laws (like running lights, Stop signs, failure to yield, etc.).

* On using the right arm to indicate a right turn. I believe it best to use the left arm for two reasons. The first is it is common usage for cars without working electric signals and is therefore something most likely familiar to all vehicle operators and keeps the practice consistent across vehicle types. Second, by using the left hand to indicate a right turn, a cyclist makes their intentions more visible to vehicle operators behind them (motorist and cyclist alike) because the signal is more in the line of site of those behind them than their right arm.

* On recommending registering for rides with 30 or more cyclists. I think that unless the road is closed to traffic for the duration of an event, the policing of registration and subsequent enforcement would be unworkable. I ride with The Spiritual Spinners, a cycling ministry of the Fuquay Varina United Methodist Church, and there are times when our training rides (we ride out of both Angier and Fuquay Varina) take us through two or three counties and several municipalities. We also host two or three rides a week - depending on the season - on different days of the week using different routes throughout the season. Where would we register? How would we demonstrate we are properly registered? We go out on our training rides grouped by different average speed over the ride and - because we are time constrained -

the different groups use different routes. Would each group then need to be registered as a separate ride? Anyway, I will stop here as I believe I have demonstrated it would be both an unwieldy regulation to write and unworkable in practice.

The fundamental premises is consistency of law regardless of vehicle type, the creation of concisely worded legislation, and the means to interpret and enforce the laws with minimal ambiguity.

As I mentioned previously, I appreciate the NCDOT and our legislatures attention to the safety of vehicular traffic on North Carolina roads and it is encouraging to me that we are - as a state - proactively trying to assure we all share the roads safely.

Kindest Regards,

Jim Casper

1.919.349.0038

jamesecasper@gmail.com

12/29/2015

To NCDOT and the Joint Legislative Transportation Oversight Committee:

Restricting solo bicyclists to the right half of the lane will endanger cyclists (especially in urban settings), while offering little benefit to motorists. There are several real-world scenarios where cyclists may need to ride in the left side of the travel lane for safety reasons; these are the most critical scenarios in my opinion:

- To control the lane through an intersection in order to avoid being right-hooked by an overtaking & right-turning vehicle
- To improve visibility when approaching a low-visibility side street or driveway;
- To stay out of the door zone of parked cars.

In 2013, North Carolina's Bicycle and Pedestrian Plan (WalkBikeNC) was adopted by the NCDOT Board of Transportation. The adoption concluded an 18-month planning process that included comprehensive stakeholder and public engagement across the entire State. Restricting bicyclists movements would run contrary to the vision of WalkBikeNC, which is for our state to be a place that incorporates walking and bicycling into daily life.

Legislating lane position would take rights away from those who need them to stay safe - mainly cyclists in more urban settings - while adding questionable benefit to rural motorists. Please consider revising the H232 report to address the concerns outlined above.

Jason Reyes, AICP

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Associate,

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12/29/2015

As a long time road cyclists I am happy to see some of the new proposals, but a couple of them I have a see as a problem. I certainly disagree with requiring cyclist to always stay to the right side of the road. The words "unless it is practical and safe" would be a good addition to that idea. It often becomes necessary in traffic negotiating around curves, double parked cars and other instances for the cyclists to move towards the center of the road to temporarily prevent cars from passing to close and squeezing us into an unsafe position. Requiring by law for cyclist to always be to the far right also makes it very tempting for cars to try and pass a cyclist and stay in the lane thus basically squeezing the cyclist to the curb, or the shoulder, or off

the road altogether.

Often times an informal group ride can be called with very short notice, and sometimes those rides could become a big group, and securing a permit would not be practical nor possible. Requiring a permit would easily kill fun and healthy activities around communities that have been in existence for as many years as I can remember.

Some large cycling events around the area where I live create a huge economic impact for the community. I am speaking about such as the Blood Sweat and Gears, the Beech Mountain Metric, and the Blowing Fall Classic, the rides of which I am most familiar. These rides also donate large amounts of money for charitable causes within the community besides the economic impact they generate. Your proposals would likely end these community events because of these unnecessary rules.

I, like most cyclists, appreciate all attempts to make this sport safer, but limiting our access to the full road (as the current law allows), requiring the acquisition of a permit for an informal group ride, and making it illegal to ride more than two abreast will accomplish little in making roads safer for cyclists and motorists, and it will cause the cycling community unnecessary hardship and harm.

North Carolina is becoming more and more a destination for cyclists from all over the country and beyond. The economic impact related to cycling is growing and it needs to be allowed to continue to grow. I have visited other states and a few large cities in the past two years where cyclists are a huge part of the traffic system. These are cyclists of all types and they have very good access to roads and use of roads, and I hope to see North Carolina move toward that purpose. Some of the new proposals do not do that, and although I do appreciate your attempts, I would like to see some revision to some of the new proposals such as I have mentioned.

I urge you to please take a different look at some of these new proposals that I have mentioned, and please make some adjustments.

Thank you for taking the time to read this.

Sincerely,

Gil Adams

BEECH MOUNTAIN RESORT, INC.

gadams@skibeech.com

www.beechmountainresort.com

PO Box 1118 Banner Elk, NC 28604

828.387.2011 x 232 (work) or 800.438.2093

12/29/2015

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations

and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.
AnnieLloyd W. Nesbitt | Project Manager | 864.404.9172 cell
annielloydnesbitt@me.com

12/29/2015

Good afternoon. I am writing regarding the proposed DOT report on the HB232 study committee.

The Bike Law link below connects to information regarding my professional affiliations. Additionally, I ridden a bicycle on North Carolina roads for over 20 years. I have ridden both recreationally - solo and in groups - and for transportation. I have ridden with various groups around the state, but especially in Raleigh and Charlotte where I have lived.

These issues are personally very important to me and to my friends and family. When you regularly ride a bicycle yourself, you see the benefits of bicycling to the community. Bicyclists often travel throughout the state together and socialize in local establishments, benefiting the economy. We help to alleviate traffic congestion by taking our cars off the road and reduce our carbon footprint. Also, as a mother of a six year old boy who also loves to ride a bike, safety - both mine and his - and respect are of primary concern.

Below are my comments on the report:

1. I support the recommendations in the report that will help promote safe bicycle/motor vehicle interactions. These include:

Allowing cars to cross the double yellow line. Many cars already cross the double yellow line to safely pass bikers. This would make that practice legal. Most cyclists have had drivers sit behind us, tying up other traffic, because of the double yellow line even though a safe pass could be accomplished by crossing over it. Hopefully, this will take care of that issue.

Requiring cars to give cyclists four feet of clearance. Although difficult to enforce, this provision would help drivers understand the space necessary to safely pass and would send a message to give cyclists (and other vehicles) safe clearance.

Vulnerable road user protections as motorcyclists. Such laws give law enforcement officials and courts options between the small fines handed down for a driving infraction and the serious penalties under criminal law. North Carolina currently has no VRU laws for bicyclists, so this is an encouraging start.

2. I oppose the recommendations that are detrimental to bicycling and bicycling safety. These include:

Prohibiting cyclists from riding more than two abreast. North Carolina law is currently silent about two-abreast riding. That style of riding is standard operating procedure for most cycling groups, and for that reason the law doesn't need fixing. The working group voted unanimously to recommend no change to existing statutes regarding riding abreast. The DOT report overrides that recommendation. New regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

Restricting solo bicyclists to riding in the right half of a marked travel lane. There are many safety reasons that cyclists move into the center position of the travel lane. For example:

- To improve visibility when approaching a location where a driver may pull out from a side street or driveway;
- To improve visibility when approaching a location where an oncoming driver may turn left in front of the bicyclist ;
- To avoid being right-hooked at a location where right turns are permitted;

This change, if passed into law, would be a serious step in the wrong direction for North

Carolina bicyclists by outlawing that practice, with a few exceptions.

Restricting solo bicyclists to the right half of the lane. This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. In my opinion, a far right rule is unnecessary because 99.9% of cyclists on rural roads, which is what lawmakers are really concerned about, ride in the right half of the lane. Legislating lane position would take rights away from those who need them to stay safe – mainly cyclists in more urban settings – while adding no benefit to rural motorists.

Requiring cycling clubs of 30 or more to be required to secure permits. The working group proposed that the NCDOT develop a program for best practices of cycling groups. The NCDOT went well past that proposal, noting in the report that the General Assembly might consider laws to allow local governments to register informal group rides. This legislation could have the effect of killing larger club rides and many of the weekly group rides common in North Carolina's larger urban and suburban areas. Those rides have been instrumental in bringing out new riders, boosting overall ridership and creating a sense of community. Requiring permitting for informal road usage could draw a constitutional challenge.

Thank you for taking my comments into account. I applaud the hard work of the Committee and question why the report in some instances strays from the Committee's recommendations. I hope the final report will follow them more closely.

Ann Groninger ann@cjglawfirm.com

(704) 200-2009

www.cjglawfirm.com

www.bikelaw.com

12/29/2015

As a member of the North Carolina cycling community, motorist, taxpayer, and employee of a business that invites people from around the world to come ride our beautiful roads please add my name to the list of individuals who support:

1. Allowing cyclists to have full access of a lane and NOT just the right side which allows for potential crashes and defensive driving by motorists.

2. NOT limiting side-by-side riding within a single lane because group riding enhances overall visibility of the group of riders by motorists and encourages safer passing practices by motorists.

3. NOT enforcing group rides of 30+ riders be registered and permitted because most group rides cross multiple municipalities which will greatly hamper ride organizers' abilities to safely plan and execute these rides.

Thank you for your consideration and assistance in adding my voice to your report to be reviewed by our Legislature.

Best regards,

Nina Laughlin nlaughlin@trainright.com

Expert Coach

Carmichael Training Systems

(865) 386-7761

12/29/2015

Joint Legislative Transportation Oversight Committee,

I would like to submit several comments regarding the draft report of recommendations for the H232 Bicycle Safety Law Study:

Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked

cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended.

Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

In closing, bicycling is an increasingly important recreation and tourism resource for the rural areas in our state who have suffered great losses to manufacturing and other industries over the past few decades. Bicycling is also a necessary mode of transportation to many people on a daily basis in areas all across the state. I encourage changes to bicycling laws only if they promote safe riding conditions for all bicyclists and continue to treat bicycles as legitimate transportation.

Thank you,

Kelly Larkins, AICP

kellylarkins@gmail.com

12/29/2015

Dear NCDOT and Joint Legislative Transportation Oversight Committee,

I'm writing to express concerns about recommendations outlined in the H232 Bicycle Safety Law Study. Specifically:

- Restricting bicyclists to the right half of marked travel lanes. This contradicts established best practices for bicycle lane positioning, will reduce the visibility of cyclists, and make them more vulnerable to common types of motor vehicle-bicycle accidents.
- Changes to the law governing riding abreast are unnecessary and will cause enforcement problems, and were unanimously opposed by the committee. The committee's recommendations against new regulations for riding abreast should stand.
- Allowing each municipality to enact its own regulations and permitting process for group rides will place an undue burden on ride organizers whose rides pass through multiple jurisdictions. Many of these rides – which provide economic benefits to charities and local economies – will cease to exist. A state level permitting process is more sensible and practical.

Thank you for considering my concerns.

Ian Joyce

ian@augustcommunication.com

August Communication Consultants

Greensboro, NC

o: 336.854.7007 | m: 336.207.0440

t: @ianjoyce

12/29/2015

Dear Sir,

I am writing to lend my voice to the hundreds of others that will undoubtedly be writing regarding the proposed draft of H232.

Please include the specific recommendations of the committee that studied this issue. They had good ideas and made safe, practical recommendations for bicyclists. But it is my

understanding that many of these provisions have been left out of the draft proposal for some reason. Please put them back in.

These proposals that should be included are, among others, the specific right to ride two abreast (this is sooo much safer for us), and the right for vehicles to cross a double yellow line to pass a cyclist.

There are many other worthwhile provisions that should be reinstated to the draft proposal but I wont include them herein for the sake of brevity. Nor will I include all the precedents and documentation that supports these ideas as that is readily available to anyone looking and I'm sure you are already informed.

Thank you,

Jeff Stilber, President

j_stilber j_stilber@yahoo.com

Ampla Apex, Inc.

12/29/2015

Dear Joint Legislative Transportation Oversight Committee,

I strongly oppose DOT recommendations in H232 that will actually make bicycling less safe in North Carolina. I am an avid cyclist who believes this new legislation would make the roads less safe for cyclists by requiring us to stay in the right half of the lane at all times. Data shows that allowing cyclists to use the full lane is safer, particularly at intersections. I am requesting our NC House and Senate members vote against this bill.

Sincerely,

Angela Carroll acarroll005@gmail.com

Raleigh, NC 27608

12/29/2015

NCDOT and Joint Legislative Transportation Oversight Committee,

I am writing with concerns about House Bill 232. I applaud the recommendation of a minimum distance. I believe it is an excellent strategy for keeping both cyclists and motorist safe.

However, regulating the ability to ride two-abreast and restricting lane use to the right half greatly impacts cyclist safety. In urban and suburban areas, restricting lane use puts cyclists in higher danger of car door collisions in areas with street parking. It also increases the likelihood of a driver attempting to pass a cyclist in the same lane of traffic instead of crossing into a lane to the left and passing as they would another vehicle.

Moving to the center of a lane is something I do on my commute through downtown regularly, as I often have to cross several lanes of traffic to make left turns while traveling down multi-laned one way streets. Restricting my travel to the right-side of a lane would hinder my ability to communicate my intentions with motorist around me.

Also, riding two-abreast has been proven in numerous studies to increase visibility of cyclists and to reduce crashes.

I hope that the committee will reconsider these portions of the house bill.

Kathryn Rende knrende@gmail.com

Visual Journalist

katerende.com

12/29/2015

To the NCDOT:

This letter concerns proposed changes in laws governing bicycle use on public roads in NC.

I have been using a bicycle for transportation since well before the year 2000, commuting to work and hauling groceries, etc. on a daily basis. I rode on the public roads for fun and fitness before that since about 1988. I have ridden alone much of the time, and at this time am riding frequently with a bike club in the Chapel Hill area. I am concerned mainly with two proposed legal changes.

The first is the requirement that cyclists stay in the right half of the lane. Although I believe that this is a good idea in general, I do not think it is appropriate in all situations. Typically, if I am at a stop light and am going straight, I will pull over to the left side of the lane so that those behind are able to turn right on red. It is easy to see that this is a courtesy which is appreciated by motorists. This courtesy would become illegal. When I am back in the line of cars, I typically move to the center of the lane and proceed through the light to prevent cars from turning right across my path, which can frequently happen. I then move to the right of the lane before reaching the other side of the intersection. This seems to make it easy for the motorists to tell what I am doing. I have very little trouble riding in traffic when using these methods, as well as other practices which are basically derived from courtesy.

The second concern is the requirement which would require county permitting for any group rides, based on rules to be set by individual counties. This would understandably be a huge problem for the two or three weekly group rides in which I presently participate, and of course, for the larger statewide sanctioned rides which are so popular. Most of our weekly rides hit 2 to 3, and sometimes 4 counties. These rides are very important to me and to many others, both for social and health reasons, and it would be sad to lose access to this enjoyable outdoor activity.

Finally, I would like to thank those of you involved in this process for your work on this situation, and especially for the opportunity to comment on the proposals. I would also request that these comments be included in the appendix to the report.

Again, thanks.

Sincerely,

Jimmy Benton
kmjb2@att.net
Chapel Hill, NC

12/29/2015

Thank you to NCDOT for putting time and resources into evaluating the safety of our roads for all users.

Every time I get on my bike my husband says to me, "Be safe and remember...cars always win." Meaning that no matter what a 3,000+ lb mass of metal barreling along dominates all that is around it. A person on a 40 lb bike doesn't stand a chance if the driver of the car decides to speed, swerve, or is distracted.

It is imperative that NCDOT enact laws that protect bicyclists, pedestrians, and all others that use the road FROM cars. Drivers of cars will get where they are going; having to slow down for just a few seconds won't make a difference to them - but it could mean saving a life of someone on a bicycle.

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law. This simply does not make sense when it comes to our roads being safe for all.

Riding Abreast: There are many instances when riding abreast is the safest option for

cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Meg McGurk <mamzar@gmail.com>
108 Dublin Road
Chapel Hill, NC 27516

12/29/2015

Joint Legislative Transportation Oversight Committee,

This note is to share with you my concerns about recent discussions related to H232. As an active cyclist, I am concerned that proposed changes to bicycling related laws in NC will have a negative impact on my safety and the safety of other cyclists and drivers.

As a Wake County tax payer and owner of 3 NC-registered automobiles I also want to insure that any proposed changes to the laws take into account all viewpoints and do not bypass proper discussion and analysis.

I have written to my representatives to request that they vote to insure that North Carolina and Wake County continue to be safe and attractive areas for all legal users of our roadways.

Thank you for your attention and consideration.

Regards,

Jeff Banham jbanham@gmail.com
6228 Lake Terrace Dr.
Holly Springs, NC 27540

12/29/2015

Thanks for handling comments from cyclists on this matter. In my experience riding primarily with the MSing Links Cycling Team out of Apex every Saturday, one of the biggest benefits to allowing cyclists to ride at least two abreast is it's actually much easier and safer for motorists to pass. When 20 or more riders are in a long line, people get more frustrated and tend to make riskier decisions about when to pass, often forcing on coming cars off the road to avoid wiping out cyclists. It would be more useful, in my mind, to draft laws that would encourage group rides to maintain tight clumps, similar in principle to a slow car or tractor on the road, and to encourage drivers to recognize the benefit.

Thanks for your help on this.

John Thomas frog.pond@mindspring.com
MSing Links Charity Cycling Team
Don Belk, captain

12/29/2015

NCDOT,

The recommended changes to HB 232 proposed by NCDOT are unnecessarily restrictive, and are dangerous for cyclists. Road and traffic conditions often require that a cyclist use the entire lane in which he/she is riding. Trash in the lane, breaks in the road surface, parked cars, people exiting parked cars, and other obstructions often require that a bicycle use the entire lane. Automobiles also often have to drift left to safely avoid similar conditions.

Riding two abreast in car traffic is a matter of courtesy, not one requiring legal intervention. Most cyclists fall back into single line when a car approaches from the rear. For safety reasons, cars should not pass cyclists until there is a clear lane to their left, giving both the car and the bicycle a safety zone between them.

Bicycles are vehicles, often used for commuting. Not everyone can afford a car, and some use bicycle travel to help reduce the effects of air pollution. NCDOT should do what it can to encourage bicycle traffic and to make bicycling safe.

The NCDOT's comments to HB 232 would make bicycle traffic less safe and will merely make necessary safety maneuvers illegal.

Dennis Duncan dennis50c50@gmail.com
8 Town Square Blvd. #205
Asheville, NC 28803

12/29/2015

NCDOT/Joint Legislative Transportation Oversight Committee:

H232 was conceived not to provide a safer environment for cyclists, but as a means to satisfy a few rural drivers who are too impatient int to share the road with cyclists.

(1) The changes proposed will make road less safe for cyclists by requiring cyclists to stay in the right half of the lane at all times. Data shows that allowing cyclists to us the full lane is safer, particularly at intersections. Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Jennifer Armen jenn@thearmengroup.com
206-484-0793

12/29/2015

NCDOT and Joint Legislative Transportation Oversight Committee,

I am concerned and oppose many of the DOT recommendations in H232. It is important to remember that the vast majority of cyclists are also motorists while very few motorists have

ever experienced riding a bike on the road in the midst of traffic. Living on both sides of the windshield, I have experienced a multitude of auto/cyclist situations and there are still many more to come. Although a person that enjoys riding bikes on trails and roads, I too have been on a tight schedule and in a hurry while driving and come upon cyclists on the roadway. What seems like a major inconvenience usually turns out to be but a hand full of seconds that do not even make a difference at the next traffic light or intersection. My experiences in similar situations when on the bike have not always been so benevolent. I'm sure that most anyone can imagine the type of encounters that occur in these situations, so I will not go into details from years of cycling. The very fact that you can imagine what those encounters might be like proves that laws need to protect cyclists on the road not restrict them. On a bike or in a car, I take measures to make all passes a safe one. Being seen is the first measure to be taken. Bright clothes and flashing lights help, but in residential or some urban situations if no cars are behind me it is more safe to ride closer to the yellow line or center of road to be more visible to drivers. If a car approaches from behind, I move close to the shoulder to make the pass easier and more safe. This scenario is why keeping cyclists right of center is a bad idea and dangerous to all. Rural roads don't usually require such positioning and riding closer to the shoulder is the norm. On another note, it is a good idea to allow vehicles to cross a double yellow line when passing and may encourage a wider birth. In fact, on two lane roads a safe pass cannot be made unless it is clear from the opposite direction and the passing vehicle can get one set of tires across the center lines. I ask; How else can a (8 ft) wide vehicle give a (4 ft) birth to a (2 ft) wide cyclist riding just (1 ft) from the very edge of the road? It should be the law that to pass a cyclist you must cross center lines with the left side set of wheels. If it's not safe to do so, then that is a sure indication that it is not safe to pass. That is the way I have taught my children to pass cyclists, and it takes the guess work and indecision out the most difficult pass situation. A similar law is the requirement of the Highway Patrol when they have a vehicle pulled over to the side of the interstate. The difference being they require vehicles to move completely over to the far lane when possible, and I am suggesting part way into the other lane but not until it is safe to do so. The main difference is that in passing cyclist from behind the driver of the vehicle is in complete control of the situation. They decide when and how to pass the unprotected rider. This after all is the single most dangerous pass made. In this situation, the cyclist is completely at the mercy of the vehicle driver's discretion. Think about it; At that moment the driver holds the life of the cyclist in their very hands. In all other situations, the cyclist can see the motor vehicle and can make some kind of defensive maneuver. If this study was indeed in regard to cyclists' safety then cyclist experience and input should way heavy in subsequent recommendation.

Roger F. Payne

tanya.payne@bcsemail.org

Living Water Cycling

payner@wiilsonart.com

12/29/2015

To the NCDOT:

As a avid cyclist since 2004, on the NC roads from coast to coast, and the beautiful trails, it is disturbing that I have to send this email to again fight for our cycling rights.

However, I must for we have gone to too many friends funerals and sent too many get well wishes for bones to heal fast.

Please don't take our rights away by pushing us to get permits, falling in ditches, and being trapped by cars crossing over double yellow lines, group riding provides safety and more response to protecting our enjoyable riding experiences.

We appreciate the attention cycling is getting for road safety, awareness for drivers, but we do

not need more restrictions and regulations, being currently proposed. We need cycling education @DMV centers!!, more billboards, not just TV slide shows or a pamphlet.

Thank you

Np Scott

np scott nspat3@gmail.com

12/29/2015

In regards to H232, you will find some detailed comments below regarding my thoughts on the draft bill. Bottom line is that new laws and regulations are not necessary and in fact could likely cause an increased risk to both drivers and cyclists as they are proposed. I would like to see the state work with cycling groups and high schools to educated drivers and cyclists on defensive tactics. I have seen this work in other communities very successfully -

<https://www.sites.google.com/site/2014dr100/>

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. Thank you for your efforts in making NC roads safe for all users.

Regards,

Chris Kearnes

Wake Forest, NC

kearnesy06@aol.com

12/29/2015

To: Joint Legislative Transportation Oversight Committee

I recently read an overview of NC DOT recommendations for cycling laws and regulations that are being sent to the General Assembly for inclusion in House Bill 232. I wanted to add my comments in regards to these recommendations.

* Maximum of two abreast cyclists under any circumstances, exception is an approved race.

How do you plant to enforce this? What if a group of four is riding two abreast and comes along (and passes) a single rider? If they are riding at some point three abreast, who is in violation of the law?

* Cyclists to ride as far to the right of the right travel lane as possible and safe.

All current best practice recommendations encourage riders to ride where the right tires of a vehicle would track. The lane positioning requirements would lead to an increase in car/bike accidents as it would encourage more unsafe passing (as many drivers already do today) and

would reduce the visibility of cyclists (as many drivers barely notice us anyway). In addition, in many urban areas where cycling is prevalent, it would lead to an increase in cyclists being "doored" - being hit by a parked vehicle opening their doors.

Restricting solo cyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter cars from turning in front of cyclists) and avoiding right-hook crashes. Taking away half of cyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides create a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a practical permitting process at the state level.

Thank you for reviewing my comments and including them with the report to the General Assembly.

Regards,

Jeff Busch jmbusch@gmail.com

12/29/2015

To the Joint Legislative Transportation Oversight Committee:

Thank you for the opportunity to comment on the HS 232 Bicycle Safety Study Report. I agree that most of its recommendations are good, I urge you to reject proposal # 7, " Operating Position on Roadway." If enacted, this rule would prevent bicyclists from using the basic defensive driving techniques that are necessary to operate a bicycle in traffic safely. These defensive driving techniques are taught by the League of American Bicyclists and every other national bicycle safety organization. The current law works well to ensure that all road users can operate in safety. Please do not change it.

Sincerely,

Robert Turner rturner17@suddenlink.net

Member, Greenville Bicycle and Pedestrian Commission

12/29/2015

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

np scott nspat3@gmail.com

12/29/2015

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. Very Concerned,

Jeff Parker jeffparker@hendersoncountync.org

12/29/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Laura Webb ms.laura.webb@gmail.com

Durham, NC

12/29/2015

To the Joint Legislative Transportation Oversight Committee:

Thank you for the opportunity to comment on the HS 232 Bicycle Safety Study Report.

While most of its recommendations are very good, I urge you to reject proposal #7, "Operating Position on Roadway." If enacted, this rule would prevent citizens from using the basic defensive driving techniques that are necessary to operate a bicycle in traffic safely, and which are taught by the League of American Bicyclists and every other national bicycle safety organization. The current law works well to ensure that all road users can operate in safety. Please do not change it.

This is particularly important on rural roads like those I ride routinely here. There is often no shoulder and the roads are often minimal in width. This change, which would encourage drivers to "squeeze by" cyclists, often results in the driver then being pushed over into the cyclist when someone comes in the opposite direction.

Sincerely,

Andrew Morehead andrewtmorehead@gmail.com

409 S Harding St

Greenville, NC 27858

12/29/2015

My husband and I are both cyclists and safety is always a first priority. Along with my fellow cyclists, we wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Allison Brown

allison_a_brown@yahoo.com

3407 Carriage Trail

Hillsborough, NC 27278

919-732-5458

12/29/2015

Stan and I agree with BikeWalk NC's Lisa Riegel 's Concerns as expressed below:

“(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's

contributory negligence law.

Links for more information:

Cycling Savvy

BikeWalkNC

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

Links:

Riding Two Abreast Discussion

Why Ride Two Abreast

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Link:

Special Event Ride Permitting

Thanks for your help,

Lisa Riegel

BikeWalk NC"

durham watch newhopefordurham@yahoo.com

12/29/2015

Dear NCDOT,

Thank you for your concern with updating motor vehicle and bicycle laws for safety and increased ease of transportation.

As a driver I can understand the frustration of cyclist slowing motor traffic. There still seems to be some issues with the new House Bill 232.

Limiting cyclists to the right half of the right lane seems to be a good choice and most cyclists already limit themselves to the right half of the right lane, but there are a few cases where it is safer for cyclists and motor vehicles for a cyclist to be in the middle of the right lane.

A. When a cyclist is traveling in an area where there is low visibility of the cyclist from side streets. For example, when traveling a high speeds on a downhill where driveways meet the road and the driveway would have low visibility of a cyclist. I was hit by a car in this situation because the car did not see me while I was riding on the right side of the right lane.

B. When there are lane changes, left turns, or roundabouts it is safer for motor vehicles and cyclists for the cyclist to establish a lane to continue traveling in so that there is not a poor pass by the motor vehicle.

Thank you for your concerns,

Josh Payne

paybike@gmail.com

12/29/2015

To: NCDOT

I oppose the current DOT recommendations for the following reasons:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars,

improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Sincerely,

James E. Bound Jr.

greenraft.jb@gmail.com

President

Greenraft, Inc.

www.ashevillegreenbuilder.com

Former President, HBA of Asheville

Gold Craftsman Recipient, AVL POH

828.273.0128 cell

828.707.9493 fx

12/29/2015

First, I am a life long NC citizen, taxpayer and avid cyclist. Cycling became a passion at an early age, I carried the Williamston Enterprise to customers via bicycle, I road my bicycle to NC State as a college student and have stayed an avid cyclist for over 50 years. Cycling in NC brings in tourist dollars and people move here for the climate and ability to enjoy their passion of riding a bicycle.

As an avid cyclist I do have some concerns with H232 legislation. The most important thing I find in the recommendations as they currently stand is to have a cyclist stay as far to the right as possible. Current cycling experts suggest that the cyclist ride where the right tires of a car would go. This logic is sound because it causes the driver and car to pass the cyclist as a vehicle instead of slipping by the cyclist within the same lane. This type of behavior I fear will lead to greater car/cyclist interactions and more cyclist deaths.

Another concern is the permit for groups larger than 30. There are many local rides where more than 30 individuals show up to participate in a group ride. This requirement puts a burden on the leaders and participants. Is this a requirement for group runners, group walkers, and other outdoor enthusiast that use our state road system?

As a cyclist I am willing to pay insurance on my bike as well as an additional tax to license my bicycle in order to use the roads of NC and have the same rights as all users of the state highway system.

I thank you for your effort to help protect drivers and cyclist that both use our state roadways.

Respectfully,

William T. Gray

tomgraycycles@aol.com

1401 Heatherbrook Dr.

High Point NC 27265
336-869-0161

12/29/2015

I am writing to provide my feedback on recommended changes to bicycling laws made in the draft H232 report. Specifically there are three NCDOT recommendations that will reduce cyclist safety and infringe on the rights of cyclists.

The first NCDOT recommendation I take issue with is limiting cyclists to riding two abreast. The fact is that there are many cases in which it is safer for cyclists and drivers for cyclists to be 2 or more abreast. This does two things to improve safety. First it increases the visibility of the cyclists, so drivers are aware they are on the road. Second, it decreases the time for drivers to pass the cyclists. It is much faster for a vehicle to pass 12 cyclists who are 3 abreast than a single line of 12 cyclists. There is also improved safety at stop lights. It is safer if the group of cyclists can pass through a light together than it is to potentially break the group up because they have to be in a single file.

The NCDOT recommendation on bike position (item #7) poses safety risk to cyclists. In many cases, it is safer for a cyclist to ride further out in the lane than is recommended by the NCDOT. Depending on the characteristics of the road, it is safer for a cyclist to ride further out in the lane in order to be more visible and to avoid dangerous road conditions. Limiting where cyclists can ride only puts us in more danger.

Finally, I also take issue with the recommendation in Item #8 to infringe upon my right to ride with other cyclists on roadways. As a cyclist it is my right to use the roadways to ride upon. Other users of the roads are not required to get permits when they ride in groups (i.e. motorcyclists). Cyclists should not be discriminated against. This recommendation does nothing to improve cyclist safety.

I appreciate the opportunity to provide my opinions on this subject and your time in reviewing my feedback.

Best regards,
Paul Minor
pdminor@gmail.com

12/29/2015

Cyclists should have more than just the right half of the lane. I have a ton of friends including the love of my life and myself that cycle and we continue to hear about friends and acquaintances that get hit while riding their bikes. Car riders have begun not to care anymore and there needs to be a change and it needs to happen now!!!! We cannot ride on greenways alone as we take away from pedestrians out with their families but we do so in fear of riding on the streets. I know you will get a ton of emails regarding this subject but this must begin somewhere! Thank you! If you should need a voice or representatives to come stand in person and voice our opinion I can conjure up a number of cyclists more than willing to do so.
Andy Schleich Andy@stallsmedical.com

12/29/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Cynthia Shimer clshimer59@gmail.com
Durham
919-493-3038

12/29/2015

I would like to echo the sentiments below. In particular, I support following the process and recommendations from the Working Group. In support of the comments below I too have experience both as a cyclist and a motorist and have found that lane positioning is crucial for safety and that often times the safest position is not the far right hand side of the lane and that riding two abreast can actually provide a better experience for the motorist.

Sincerely,
David Roberson droberstonc@yahoo.com
Motorist and cyclist

12/29/2015

My comments regarding the draft working paper from the "Working Group Actions and NCDOT Recommendations" are as follows:

1. Restricting solo bicyclists to the right half of the lane can lead to dangerous situations for the cyclists and the wording should be changed. For example, on a climbing curve to the right with limited sight distance, the cyclist should be in the center of the lane or even in the left wheel track to make him/herself more visible to cars approaching from behind. Staying to the right side of the lane can cause the cyclist to be hidden by terrain. For example, climbing East Franklin Street in Chapel Hill as you ride into town is done on a curvy, steep hill with rising terrain and buildings on the right. A cyclist staying on the right side of the lane will be hidden by the buildings and terrain and car drivers approaching from the rear would have shorter reaction times to see and avoid the cyclist.

2. The study committee recommended against new regulations that would limit riding side by side and that is where the recommendation should end. NCDOT's recommendation, written after the study committee had closed the meeting, should be discarded. Their recommendation was created without input from committee members. The "Working Group Action" for this issue is stated correctly in the report and should be left as is.

3. The study committee did not move forward with recommendation for further discussion about larger group rides and enabling legislation for local governments to register informal group rides. This would create hardships on local governments to coordinate with other local governments when the rides may, and usually do, pass through several counties and communities.

In closing, NCDOT created new recommendations that were not part of the study

committee's meetings. Their recommendations should be stripped from the report where they differ from the Working Group Actions.

Respectfully,

Ray Lovinggood raylovinggood@gmail.com

12/29/2015

This email is meant for both NCDOT and the Joint Legislative Transportation Oversight Committee.

House Bill 232 as currently written has two provisions that will increase the dangers of cycling in North Carolina, plus, adversely impact the economy of the state and in particular the economy of the counties in the Outer Banks. The two provisions in 232 that will cause this adverse consequence are:

- All cyclists in North Carolina would be forced to ride their bikes in the right hand side of the lane and could be ticketed for using the full travel lane.
- If a group ride has more than 30 riders, they might be required to get a special permit from local government.

The first would significantly increase the dangers of cycling in North Carolina while making North Carolina one of the least progressive states in the union in the widely understood need and consequent planning to make the US surface transportation system a multimodal system. This would be a huge step back for our state who for decades has been one of the leading states in the country to make highways safer for all users.

The specific danger created by mandating that cyclists have to ride down the right hand side of the lane would be to encourage motorists to pass when there is limited sight distance or when vehicles are approaching from the opposite direction. That concept is totally wrong-headed as it will get cyclists and motorists hurt and killed. What actually happens when a group of cyclists do this is that motorists are fooled into thinking they can pass without adequate sight distance, because they don't need all of the oncoming lane; they can straddle the centerline. Unfortunately, in most cases there is still not room for two fairly wide motor vehicles and the bicyclists to all safely clear each other abreast. What happens then is that a motorist with a wide vehicle attempts to pass the formation of cyclists, gets halfway past, encounters another motorist with a wide vehicle coming the other way, and only then realizes there isn't going to be enough room. The overtaking motorist then has to choose between rear-ending or sideswiping a cyclist, or having a head-on with another motorist or forcing another motorist into the ditch. At this point some sort of crash becomes inevitable.

The second provision would turn law abiding and often leading citizens who ride bicycles into law breakers plus it is completely impractical in many locations including the Outer Banks. We frequently have rides of more than 30 cyclists (and sometimes all of them are in their 50s, 60s, 70s, and 80s) who ride through six municipalities and two counties. Would they be required to get special permits from all 8 governmental bodies? Further, cyclists from other locations including out-of-state often contact locals stating they would like to travel to the Outer Banks to ride with locals. They'll be much less inclined to do so when they realize cycling here is much more dangerous than in their home areas.

As you are undoubtedly aware the economic impact of cycling upon the Outer Banks & NC State economies is well documented at many millions of dollars. Based upon research done in 2003 and published in 2004 in the report "Pathways to Prosperity" the NCDOT estimated that not less than \$60 million was generated annually by bicycling visitors to the northern Outer Banks. In the 12 years since that research was done the economic impact has at least doubled. If these provisions were passed into law we would see a substantial reduction in the number of cyclists or visitors with bicycles coming to the Outer Banks. People are not fools they're not going to come to an area where it is not safe to ride their bikes or impractical to do

so.

Further, our area is significantly dependent upon bikes for transportation because of the number of people -- both student guest workers and locals-- who are dependent on bikes for basic transportation. These laws would significantly increase the dangers of cycling in the Outer Banks.

I thank you for your attention to this matter and fervently hope our state government will reject these ridiculous and adverse provisions within the proposed law.

Jack McCombs, Chief Master Sergeant, USAF (Retired)
Founder OBX Silver Riders
917 Cedar Dr.
Kill Devil Hills, NC 27948
jackkdh@hotmail.com
252-480-9263 home
252-216-7760 mobile

12/29/2015

Please get input from bicycle safety experts prior to enacting legislation that will make it even more dangerous for tax paying citizens to bike on NC roadways.

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.
Tony Clark ynotclimb@aol.com

12/29/15

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Ann Koerber ann.koerber@gmail.com

309 Kinsale Drive

Chapel Hill, NC 27517

630-609-4036

12/29/2015

I write this email as both an experienced police officer with 15 years of service and traffic experience and as a experienced cyclist. From my experience as a advanced traffic accident investigator and instructor, I find that the first two points addressed below will create more hazardous conditions for both cyclists and motorists if passed as recommended. Most all experienced riders follow basic safety principles when riding. Regulating cyclists to follow these recommendations will expose cyclists to needless hazard and potential harm.

I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law. I was recently hit by a car because I attempted to stay to the right rather than take the middle of the lane. The vehicle attempted to pass me with on coming traffic even though there was not enough room for it to do so safely. The vehicle then left the scene and did not stop to even see if I was injured. I was very lucky and received no serious injury, but with this provision accidents like this will be more prevalent, many times with disastrous consequences.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

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Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Your time and consideration is appreciated.

Sincerely,

J. Scott Hourigan

houriganscott0617@gmail.com

Sergeant Raleigh Police Department

12/29/2015

Comments on H232 ...

I've learned through various sources that the NCDOT is proposing a number of things, some in addition to and some altering, the committee recommendations about the cycling laws in NC.

I don't desire to discuss the merits of each of those in my comments -- I'm sure others will do a much better job of that than I.

However, I want to ensure that the NCDOT has the appropriate consensus for change, if changes are to be implemented.

My experience:

I have road cycled for the past 22 years, a portion of those years in CA, IL, and NC (I'm from NC originally) - having lived in each of those places at least 4 yrs. I've also cycled in SC, VA, WV, OH, and WI during that span - at the coast, the piedmont, the mountains, in major cities, in all types of weather including snow storms. I've seen the good and bad of drivers - both on a bike and in vehicles.

I expect the NCDOT to have SAFETY as their number one concern for all involved on the roadways. It seems to me that all-in-all, the current laws are sufficient for all involved. NC drivers are much more aware of cyclists now-a-days and the condition of using the roads together has gotten much better over the past decade. Even though I know of incidents, I've seen much better adjustments by both cyclists and motorists in relation to each other. The safety of motorists mostly relates to right-of-ways, intersections, and speed limit. The safety of cyclists, in my opinion, besides the same ones mentioned for motorists, mostly relates to passing distance -- how far to the left of the cyclist does a vehicle "need to be" to provide reasonable safety assurance. Let me offer this: passing a single cyclist or line of single cyclists should require the vehicle to at least symmetrically straddle the centerline of the roadway. If there are two-abreast, then the vehicle should be fully in the oncoming lane to do so. I also suggest this passing be allowed over a yellow or double-yellow line when there is NO VISIBLE oncoming traffic on straight-a-ways. These suggestions should be more easily enforceable if necessary than a "3 foot" or "4 foot" requirement. I believe an enforcement officer would need a camera picture to be successful with those actual limits. But, a centerline or other lane requirement would be safe and enforceable.

It is paramount that certain rules be applied equally for cyclist and motorist. We, as cyclists, are motorists too -- never forget that. We go to work too, usually driving. I could see certain road restrictions during rush hours in major cities (e.g. 0700-0830, 1630-1800); I don't ride on certain roads during these times based on common sense -- it is just too dangerous. Allowing cities to restrict cycling traffic on a limited number of roadways would not be a concern for me and likely many other cyclists provided they (city officials) don't go overboard. Just ask a cyclist which roads are most dangerous during those times and you'll have your list to restrict. Thus, cyclists, for the most part, are already accepting the fact that we shouldn't (and don't) use certain roadways during critical times (I know there are exceptions and that is unfortunate -- but we don't need laws for those handful of people, just awareness). What we, as cyclists, do need is a way to report egregious acts by motorists, something similar to how the report-a-litter-bug form is available on the 'net. I think a letter sent from the governor relating to some incident and providing a summary of the rules for motorists and cyclists, unworthy to summon a law enforcement official, would help to raise the bar of awareness for motorists.

If there are to be changes to the law/regulations by the NCDOT, it is paramount to have a hearing whereby community members can physically represent themselves and their concerns. If you don't cycle, you don't know the issues of a cyclist. It is likely each NCDOT member is a driver - you must know those issues. Make sure you represent all parties before making changes. You must hear out both sides to understand the issue of safety. Creating restrictions on cyclists based upon, what I hear, "delay" by cyclists is absurd. If one were to

calculate the delay time against the trip distance and elapsed time, in most all cases we're talking about a delay of seconds. Ask a driver that was delayed for 15 sec what s/he had planned to do with those 15 sec had those cyclists not been there. As a tutor-mentor in the Communities in Schools program I've used essentially the same analogy for speeding ... going from I-40/US70 intersection in Garner to 40/42 area at 80mph instead of posted 70mph ... what do you gain? 38 sec is the answer. What do you plan to do with those 38 sec? Is it worth the RISK of getting a ticket or having an accident at that speed for a mere 38 sec? The same is true for a 15 sec delay due to cyclists ... is it worth the RISK of killing someone for you to retain those 15 sec?

I ride with the Selma Cyclepaths. We ride to raise funds to find a cure for MS. We have raised over \$1 million in funds since 1991 by using road cycling to draw people into our cause -- and its healthy too. We ride every Saturday morning in Johnston County from April to early September. We ride two abreast on mostly country roads. We have issues with dogs. We hold up traffic sometimes ... but for seconds, not minutes. We fully plan to continue to support MS and the laws of the road. We must work together to ensure the roadways are safe for all involved without catering to a few motorists or cyclists.

Adrian Buie

Johnston County

Selma Cyclepaths - <http://www.selmacyclepaths.org/>

919.413.6174

adrian@buie.us

12/29/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Sara Legrand sara.legrand@gmail.com

2331 Huron St.

Durham, NC 27707

919-438-0448

12/29/2015

I am writing this morning to express some of my concerns regarding the H232 Bicycle

Safety Law study. I have read through the study recommendations and believe that while some of the recommendations are logical and will help improve cyclist safety in NC, others do not make sense and will actually endanger cyclists. I speak from over 30 years of road cycling experience - in Missouri, Georgia, Tennessee, Texas, Ohio and North Carolina.

The suggested provisions that make sense to me are:

a) Allowing cars to cross the double yellow center line to safely pass cyclists. Based on my last decade of experience in rural Wake, Chatham, Harnett and Lee counties, as well as my experience near Boone and Asheville, making this legal helps with a practice that many drivers already follow.

b) Requiring cars to give cyclists 4 feet of clearance when passing. Again, many drivers already do this, but I've had plenty of encounters with drivers who do not - either through ignorance or arrogance. Changing the law won't help with the latter, but it can help with the former - and improve both cyclist and driver safety.

c) Giving bicyclists the same "vulnerable road" protection as motorcyclists. This recognizes that we (bicyclists) are subject to the same protections as motorcyclists in the event of an accident where the automobile driver committed an infraction. Honestly, I was surprised to hear that this wasn't already part of the law in NC.

The areas where I disagree with the proposed law changes are:

a) Restricting solo bicyclists to the right half of marked travel lanes. Most of the time, we already do ride in the right half, and will continue to do so as long as it is safe. However, there are plenty of times where we have to get into the left half of the lane - obvious cases are potholes, debris, or other road condition hazards. Other less obvious situations - approaching an intersection, for example, to increase visibility for approaching drivers to avoid left-cross collisions and to avoid right-turn / right-hook collisions. In addition, in urban areas, we have to get into the left half the lane to avoid the door zone when passing parked cars. Most drivers are respectful of cyclists, but I fear that legally requiring us to stay in the right half of the lane in all circumstances poses a significant risk to cyclist safety.

b) Requiring groups of cyclists to ride no more than two abreast. In my experience, most group rides already do this, especially once the "peloton" is established and the ride splits up into ability groups. The times when this isn't happening - at a ride start, for example, before the group gets to its separation point - actually increase cyclist safety and discourage irresponsible driver behavior. A good example is the summer Thursday night ride from Inside Out Sports in Cary, NC. This ride draws between 50-100 riders consistently, and during the first ~3 miles of the ride, the group is riding 2-3 abreast (taking up the right lane). This allows the group to safely navigate through western Cary to the rural routes of western Wake County without putting cyclists in a dangerous situation. Requiring a 2-abreast maximum will encourage some aggressive drivers to attempt to pass where it is not safe to do so (e.g., westbound on High House Road between Cary Parkway and Hwy 55) and will create potentially hazardous situations and an enforcement problem for local police. I've used a specific example from my city here, but I'm sure group riders in Raleigh, Charlotte, Burlington, Fayetteville, Wilmington, etc. could cite similar circumstances. I believe this can be better handled by cyclist education on safe group riding practices (as the H232 study committee recommended) rather than additional legislation.

Thank for you listening to my feedback, I appreciate it.

Sincerely,

Jim Pullen

jim@tlg.com

(919) 323-5958

Cary resident since 2005

Road cyclist since 1980

12/29/2015

I have reviewed the NCDOT draft report regarding the study on how North Carolina laws might be revised to better ensure the safety of bicyclists and motorists as authorized by House Bill H 232. I understand that the final NCDOT report is due to the legislature by December 31, 2015.

I am disappointed that NCDOT is not presenting the recommendations to the legislature as recommended by the H 232 working group. By doing so, NCDOT appears to be going against the intent of the legislature which passed H 232 to include a working group. NCDOT should adopt the full recommendations made by the working group. I note that NCDOT's recommendations in some cases are contrary to the working group's recommendations and established safe bicycling practices.

I am particularly disappointed with Item Nos. 2, 7, and 8 in the report.

NCDOT's recommendations for Item 2 limits operation of bicyclists to no more than two abreast. Although I am not a fast-riding cyclist who rides in what are known as double pace lines, I know people who do. The leader in in each line sets the pace and breaks the wind for those following. Typically this leader has to work harder than the rest of the pack and gets tired and then allows another to take the lead. The original leader pulls to the side of the line and drifts (relative to the pack) to the back of the pack. This "recycling" activity would necessitate that that riders in double pace lines ride more than two abreast on occasion. I believe it would be less of a hindrance on motorists trying to pass such a pack of bicyclists if the pack were able to efficiently maintain its speed through these maneuvers. Furthermore, a pack of bicyclist riding 2 abreast is half the length of a line of the same number of bicyclists thereby making legal passing easier for motorists. There is also an issue with restricting the number of bicyclists riding side by side at traffic signals. More bicyclists can through a signal sequence if they are riding 2 or more abreast than a line of single file bicyclists. If bicyclists are restricted to 2 or less abreast, it is less likely that all bicyclists in a group will make it through a signal sequence which will in turn further frustrate motorists who are behind the group.

NCDOT's recommendations for Item 7 requires bicyclists to ride in the right half of the right most traffic lane under most conditions. Enacting such a requirement will decrease safety for bicyclists and is contrary to the stated purpose of H 232 which to "better ensure the safety of bicyclist and motorists". There are definitely times when it is advantageous for a bicyclist to be in the left half of the travel lane. Travelling left of the center of the travel lane increases visibility and minimizes the possibility of collisions due to right hook turns, left hook turns, and drive outs. Travelling left of center minimizes the possibility of a bicyclist colliding with the door of a parked car which might be opened suddenly by an inattentive person. I have attached a PDF file titled "Lane Control Slide Show" which graphically illustrates these points. I understand Working Group Member Steven Goodridge requested 15 minutes to present these graphics to the committee but was denied this request. Page 5 of the attachment illustrates a right hook collision. Page 10 of the attachment illustrates problems of associated with riding right of the center of the travel lane when a door zone is present. Page 19 of the attachment illustrates a left hook (or left cross) collision. Furthermore, this requirement will generate harassment from law enforcement and motorists against bicyclists who are practicing safe practices.

NCDOT's recommendations for Item 8 would require a permit to be obtained from local municipalities when more than 30 bicyclists ride as a group. This requirement, if enacted, would be a bureaucratic nightmare. There are many undefined issues with this proposed recommendations. For example, I am certain that there are more than 30 individuals who commute each day to downtown Charlotte around the same time - are they a group subject to this provision? There is language in the recommendation which is "causing significant delay to

traffic flow or preventing safe passing". Who determines what is "significant" or if the bicyclists are "preventing safe passing"? If there are two groups of bicyclists with 20 in one group and 15 in another and they happen to meet at an intersection and decide that they wish to ride together, they would be prevented under this recommendation. In my opinion, persons on bicycles should be considered normal users of the roads and no permit should be required unless these persons are expecting some special treatment (such as having police direct them through red traffic signals).

Thank you for your attention to this matter.

Joseph P. Nestor, P.G., P.E.
Nesco Environmental, P.L.L.C.
PO Box 78222
Charlotte, North Carolina 28271
704 442 1365 (Office)
704 737 4046 (Mobile)
nescoenv@carolina.rr.com

12/29/2015

I appreciate efforts to increase traffic safety but based on my experience as a cyclist and a driver, I disagree with the idea of limiting riders to the right side of the lane and riding only two abreast. Sometimes, especially on narrow roads I ride my bike closer to the center of the lane so that the car attempting to pass from the rear won't squeeze by me dangerously. For the same reason group bike riders riding two or more abreast increase their visibility as well as shorten the length of the line for cars to pass when it is safe to do so. Thanks for your consideration.

Chris Mueller bikeslave@icloud.com

12/29/2015

Dear NCDOT and Joint Legislative Transportation Committee

I wish to have included as public comments the following in response to the NCDOT recommendations regarding "bicycle safety":

1., Regardless of whatever opinion on "people on bikes (bicyclist)" or "people in cars (motorists)" someone has, a fair, unbiased and transparent process for public input is necessary and important. In this case TRANSPANCY HAS GONE OPAQUE.

Excuse the metaphor, but putting this out during the Christmas Holiday, when every major stakeholder and organization is closed, (including NCDOT) is like putting out bad news over Super Bowl weekend.

2. Dr. Steven Goodridge and BikeWalk NC have provided data, technical information, and points of information that I want to add my support.

3. NCDOT has couched and framed their recommendations as "bicycle safety", but are really trying to ignore the facts and make this a "car" vs "Bike" issue and incite any anti-bike attitudes that exist.

4. Given the new federal legislation, FAST, just passed; NC's Complete Streets and Vision Zero; eco-tourism; the biking and tourist biking being promoted at ski resorts and parks to bring people to NC; that NC at one time lead the nation in pro-bike issues, SOME OF THESE RECOMMENDATIONS SHOW A CLEAR MISUNDERSTANDING OF THE ISSUES REGARDING THE SAFETY OF "PEOPLE ON BIKES" AND "PEOPLE IN CARS" .

5. Lights, reflective wear, allowing safe passing over a double yellow line, considering safe passing separation (2-3-4 feet), all these make sense

6. The other parts are problematic and do not truly address safety for all modes of transportation, but rather add to the confusion; raise enforcement issues; dampen the recreational and transportation initiatives; and add layers of government control

If anyone is truly interested in giving every side, pro or con, a forum, than this "public comment period" is not it. Rural and urban areas see this differently and each should have the chance to present their points.

Ted Silver

Chair, Banner Elk Bike/Ped Committee

Adjunct Professor Bicycling Minor, Lees-McRae College

Board Member, BikeWalk,NC

12/29/2015

To the Joint Legislative Transportation Oversight Committee:

Thank you for the opportunity to comment on the HS 232 Bicycle Safety Study Report. While most of its recommendations are very good, I urge you to reject proposal #7, "Operating Position on Roadway." If enacted, this rule would prevent citizens from using the basic defensive driving techniques that are necessary to operate a bicycle in traffic safely, and which are taught by the League of American Bicyclists and every other national bicycle safety organization. The current law works well to ensure that all road users can operate in safety. Please do not change it.

Sincerely,

Adele Grier perfecttaste2002@yahoo.com

12/29/2015

I'd like to add a comment to the NCDOT draft report recommendations:

I'm requesting following the committee recommendations, which were based on a careful consideration of evidence.

I noticed several points that NCDOT disagreed with the H232 committee and added recommendations with no evidence of research or data to support those additions.

This is a dangerous precedent for NCDOT. For safety and engineering standards it's imperative to consider scientific evidence when recommending changes. To restrict cyclists in their own lane could endanger their safety. As well as the safety of drivers who really need to ensure the oncoming lane is clear before passing on most NC roads. It's easy to conclude it's only political to claim, with no evidence, that restricting minority roadway users is for their own safety.

Far worse, ignoring established research endangers the safety of those using our roadways.

Patrick Mortell patrickmortell@gmail.com

408 Morgan Creek Rd

Chapel Hill, NC

12/29/2015

Please do not endanger the health and safety of us bikers by allowing new laws that will restrict the bikers to using only the right side of the lane when safety experts have shown that we are safer using the whole lane.

I am a road biker and I personally feel that the state should pass laws to encourage bikers rather than restricting them.

Most of us are law abiding, voting citizens to the state. We ask you to support this progressive and tourism promoting activity.

Thank you so much for your attention and consideration,

Dr. Mary Ellen Brown

Asheville, NC

maryellenbrown821@gmail.com

828-280-7254

12/29/2015

I hope that the misrepresented study will not be used as the basis for laws that restrict bicycle riding in North Carolina. I feel the way this bill is designed is not a correct way to make laws. The people that are represented are have no other agenda than to restrict bicycle use. I feel the Governor whom I helped elect should look at this situation closely. There need to be no dramatic changes that will put the bicycle world in a bad situation. There is no need to take these privileges from bikers.

Thank you

Sean Harney Phone: (919)889-3220 Email: sean_harney@yahoo.com

12/29/2015

Please consider adding provision to House Bill 232:

For vehicles passing bicycle in the same lane where the bicycle and vehicle share the same lane, the vehicle shall not exceed 20 mph above the speed of the bicycle. This requirement does not apply when the vehicle uses an adjacent lane and does not share the lane with the bicycle.

Intent: It is fine to have vehicles share the same lane. Often a vehicle intends to give the full 4 foot clearance but then an unseen oncoming vehicle forces the passing vehicle to share the lane. In these situations the space might become tight and the passing vehicle should of previously reduced their speed to not more than 20 mph above the speed of the bicycle.

George Sagar Phone: (336)255-6687 Email: george.sagar@alcatel-lucent.com

12/29/2015

Consider adding to House Bill 232

Just for consideration:

When bicyclists riding two abreast in groups of five or less, the bicyclists shall shift to a single abreast formation when a car approaches from the rear. This does not apply to groups larger than 5. This does not apply to bicyclists stopped at or approaching a red-light or stop sign. This does not apply to groups larger than 5.

Intent: Often groups as small as two will maintain their two abreast position whereas shifting to a single line formation would greatly facilitate the ability for a car to pass. Those Bicyclists maintaining a two abreast formation in small groups of 2-5 with no intent to shift to a single line formation causes one of the most annoying situations for the motor vehicle operator. This would go a long ways to offset some of the frustrations of the two abreast problem.

George Sagar Phone: (336)255-6687 Email: george.sagar@alcatel-lucent.com

12/29/2015

In Support of the "Right half of Lane"

I support the H232 recommendation of Right Half Lane.

For all those opposed making claims of the Car Door problem, the right half of lane normally provides ample width for the cyclist to ride well clear of the normal door width issue and still be within the right half lane. Maybe under some super narrow streets in dense urban environments, this might be a problem and as such if the travel lane is less than a certain dimension, then perhaps an exclusion could apply.

Intent: The requirement of right half lane goes a long way to remove the super annoying situation where the cyclist refuses to get over even in practical situations. This has been one of the huge annoyances to many motor vehicle operators.

For those arguing reduced visibility, this requirement is not requiring that cyclist ride at the furthest most right edge of the lane. Cyclist can maintain good visibility position while still

being in the right half of the lane.

This right half lane requirement goes a long ways towards reducing the tension between bicyclists and motor vehicle operators.

I support this requirement.

George Sagar Phone: (336)255-6687 Email: george.sagar@alcatel-lucent.com

12/29/2015

I have read the HB232 and agree with the recommendations. I am concerned about the provision allowing municipalities to change certain aspects. I know the number of riders allowed to ride together (20) could be made as low as 3 or 5 by a municipality. That would open small groups of cyclists to being stopped and fined by local law enforcement.

Tanya Arbogast Phone: (919)699-3712 Email: taarbogast@gmail.com

12/29/2015

Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.
Anonymous

12/29/2015

Dear NCDOT,

I have recently heard about the recommendations from the NCDOT in HB 232 regarding cyclists. As both a cyclist and motorist, I'm concerned that the new recommendations were not very well thought out and will end up being more dangerous for both cyclists and motorists. I find that the recommendations of the HB 232 working group are better for everyone, and urge the NCDOT to reconsider the new recommendations.

In particular, I find the suggestion that cyclists should be restricted to the right half of marked travel lanes (recommendation 7) to be a dangerous one. This recommendation runs contrary to nationally accepted bicycling practices that encourage lane control, staying out of the door zone of parked cars, and improving visibility of the cyclist at junctions (to deter left-cross and drive-out collisions). I am a bicycling instructor, certified by the League of American Bicyclists, and I routinely teach cyclists that it is often safer to "take the lane", which it is. Requiring cyclists to ride on the right have of a lane makes cyclists less visible and lets motorists think there is room to safely pass a cyclist when there really is not sufficient space.

I am also opposed to the recommendation 8 that suggests each municipality should have its own regulations for group rides. It simply makes no sense for each municipality to have

its own, different rules and laws for traffic and cyclists. North Carolina is a state that is well-positioned to bring in millions of bicycle tourism dollars, but making it extraordinarily difficult for group rides to occur, especially those that cross several jurisdictions, could send all of those cycling dollars to other states. North Carolina should be embracing and encouraging this healthy form of recreation rather than imposing confusing, restricting, and cumbersome regulations on it. There are already state regulations in place that have been carefully worked out and that are sufficient.

Please consider these laws from the standpoint of making cycling safe. The recommendations of the working group kept the safety of the cyclist in mind. I fear the revisions made by the NCDOT now favor the motorists' speed and convenience over the safety of the more vulnerable cyclist. The state's Complete Streets policy, adopted by the NCDOT, specifically states that the roads policy should "encourage the use of alternative forms of transportation" and "improve safety for pedestrians, cyclists, and motorists." These should be the starting points and the guides for any new legislation.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Hal Schnee Phone: (919)593-7865 Email: hal@schnee.com
Chapel Hill, NC

12/29/2015

Please follow the recommendations of the HB232 Committee, WITHOUT modification. The SAFETY OF CYCLISTS is my primary concern with the NCDOT's modifications. I also question the reasons for allowing each municipality to enact and enforce its own regulations and permitting process for group rides.

I'm disappointed that the NCDOT chose to request comments during the Holidays when many of those who may otherwise comment are enjoying time with their families.

Tom Sheffield Phone: (919)847-8479 Email: tom.c.sheffield@gmail.com

12/29/2015

I recommend that all of the HB232 Committee recommendations be followed for future law. Otherwise cyclist safety will be jeopardized, not improved. NCDOT and the State of NC will be discouraging bicycle commuting/riding with the present proposal, resulting in more, not less, cars on the road.

K Schuster

12/29/2015

Dear NCDOT,

I am very concerned about the recommendations from the NCDOT in HB 232 regarding cyclists that differ from the recommendations of the HB 232 working group.

In particular, I find the suggestion that cyclists should be restricted to the right half of marked travel lanes (recommendation 7) to be a dangerous one. This recommendation runs contrary to nationally accepted bicycling practices that encourage lane control, staying out of the door zone of parked cars, and improving visibility of the cyclist at junctions (to deter left-cross and drive-out collisions). I am a bicycling instructor, certified by the League of American Bicyclists, and I routinely teach cyclists that it is often safer to "take the lane", which it is. Requiring cyclists to ride on the right have of a lane makes cyclists less visible and lets motorists think there is room to safely pass a cyclist when there really is not sufficient space.

I am also against recommendation 8 that suggests each municipality should have its own regulations for group rides. North Carolina is a state that is well-positioned to bring in

millions of bicycle tourism dollars, but making it extraordinarily difficult for group rides to occur, especially those that cross several jurisdictions, could send all of those cycling dollars to other states. North Carolina should be embracing and encouraging this healthy form of recreation rather than imposing confusing, restricting, and cumbersome regulations on it. There are already state regulations in place that have been carefully worked out and that are sufficient.

I am a motorist as well as a cyclist. My taxes pay for public roadways, and I should be able to use them for transportation and recreation as a cyclist, motorist, and pedestrian.

Please consider these laws from the standpoint of making cycling safe. The recommendations of the working group kept the safety of the cyclist in mind. I fear the revisions made by the NCDOT now favor the motorists' speed and convenience over the safety of the more vulnerable cyclist. The state's Complete Streets policy, adopted by the NCDOT, specifically states that the roads policy should "encourage the use of alternative forms of transportation" and "improve safety for pedestrians, cyclists, and motorists." These should be the starting points and the guides for any new legislation.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Jeff Eng Phone: (910)395-6146 Email: jeng@ec.rr.com

12/29/2015

Dear NCDOT,

I am very concerned about the recommendations from the NCDOT in HB 232 regarding cyclists that differ from the recommendations of the HB 232 working group. In particular, I find the suggestion that cyclists should be restricted to the right half of marked travel lanes (recommendation 7) to be a dangerous one. This recommendation runs contrary to nationally accepted bicycling practices that encourage lane control, staying out of the door zone of parked cars, and improving visibility of the cyclist at junctions (to deter left-cross and drive-out collisions). I am a bicycling instructor, certified by the League of American Bicyclists, and I routinely teach cyclists that it is often safer to "take the lane", which it is. Requiring cyclists to ride on the right have of a lane makes cyclists less visible and lets motorists think there is room to safely pass a cyclist when there really is not sufficient space.

I am also against recommendation 8 that suggests each municipality should have its own regulations for group rides. North Carolina is a state that is well-positioned to bring in millions of bicycle tourism dollars, but making it extraordinarily difficult for group rides to occur, especially those that cross several jurisdictions, could send all of those cycling dollars to other states. North Carolina should be embracing and encouraging this healthy form of recreation rather than imposing confusing, restricting, and cumbersome regulations on it. There are already state regulations in place that have been carefully worked out and that are sufficient.

I am a motorist as well as a cyclist. My taxes pay for public roadways, and I should be able to use them for transportation and recreation as a cyclist, motorist, and pedestrian. Please consider these laws from the standpoint of making cycling safe. The recommendations of the working group kept the safety of the cyclist in mind. I fear the revisions made by the NCDOT now favor the motorists' speed and convenience over the safety of the more vulnerable cyclist. The state's Complete Streets policy, adopted by the NCDOT, specifically states that the roads policy should "encourage the use of alternative forms of transportation" and "improve safety for pedestrians, cyclists, and motorists." These should be the starting points and the guides for any

new legislation.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Zach Terry Phone: (919)260-8710 Email: zach.d.terry@gmail.com

12/29/2015

As someone who has been hit by a motorist who thought they could squeeze between me and an oncoming car, I echo Heidi Perry's (Carrboro Bicycle Coalition) comments that restricting cyclists to the right hand side of the lane is dangerous. She states that it is often safer to "take the lane", and in my case it certainly would have been. While the driver might have harassed me by honking the horn or yelling, I doubt she would have hit me.

JoAnna Younts Phone: (919)641-5922 Email: theyountsfamily@yahoo.com

12/29/2015

I recommend that all of the HB232 Committee recommendations be followed for future law. Otherwise cyclist safety will be jeopardized, not improved. NCDOT and the State of NC will be discouraging bicycle commuting/riding with the present proposal, resulting in more, not less, cars on the road. Thank you.

Paul Santrock Phone: (919)803-3300 Email: pdsantrock@mindspring.com

12/29/2015

I am dismayed that NCDOT's report regarding HB232 deviated significantly from the report of the working group established by that legislation.

In particular, I am concerned by the recommendation that cyclists be required to ride far to the right of the lane. This requirement would make cyclists less safe, because it removes them from the eyeline of drivers, and it encourages drivers to try to pass when it is not safe to do so.

I have other concerns as well that I am sure have been covered by other commenters. The biggest of those is, as I stated initially, that NCDOT chose to ignore the work of a group of thoughtful individuals and make recommendations that would make cycling more dangerous in a state whose beauty can be greatly enjoyed while cycling.

Thank you for your consideration.

John Boger Phone: (919)489-2705 Email: jboger@nc.rr.com
Carrboro, NC

12/29/2015

Bike Safety Law Report (HB232)

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling

and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. Maciej Tyrlik Phone: (919)522-0335 Email: mattytyrlik@yahoo.com

12/29/2015

I recommend that all of the HB232 Committee recommendations be followed for future law. Otherwise cyclist safety will be jeopardized, not improved. NCDOT and the State of NC will be discouraging bicycle commuting/riding with the present proposal, resulting in more, not less, cars on the road.

Anonymous

12/29/2015

I recommend that all of the HB232 Committee recommendations be followed for future law. Otherwise cyclist safety will be jeopardized, not improved. NCDOT and the State of NC will be discouraging bicycle commuting/riding with the present proposal, resulting in more, not less, cars on the road.

Viline Phone: Email: lvmysons@gmail.com

12/29/2015

In reference to HB232, while I applaud some of the proposed improvements to help provide additional safety to bicyclists, it seems you took several steps backward with other safety initiatives as well as accepting bicycling as part of the community and part of a healthy lifestyle.

For starters, I am having a hard time understanding how forcing single riders to ride as far right of the lane as possible makes for a safer environment for both the cyclist and motor vehicles. Allowing the motor vehicles to cross a double-yellow and to provide 4-ft of space provides the necessary safety for everyone, but by forcing the cyclist to the right of the lane counters those 2 measures and will naturally force motor vehicles to try and squeeze past the cyclist without trying to cross the double-yellow line. You are creating a natural hazard by forcing the cyclist to the far right, while conversely if the cyclist is allowed to have full access to the lane as they do today, it will force the motor vehicle to pass with more care, including using the other lane across the double-yellow.

Additionally, the requirement of a permit for groups over 30 is outrageous. This goes back to my comment about community and healthy lifestyle. This is very personal for me as I started cycling to help make gains on my health. The first place I went is where I can ride with a group of people to learn how to ride safely, as there are safety in numbers for cyclists, and efficiently to reap the healthy benefits of cycling. That was 10 years ago, and over those 10 years I've made so many great personal relationships and improved my health, but more importantly it has helped me get involved in charitable organizations and events that use cycling to help our fellow citizens and community members. These large groups are crucial to the success of those larger charitable events.

Lastly, and this is the most disturbing thing of all, is that the NCDOT decided to ignore the committee as a whole and essentially override unanimous committee votes, and make their own decisions. The point of the committee is get the perspectives from all parties and make decisions that are in the best interest of all the parties involved. The fact that the NCDOT ignored the process altogether and made decisions on their own doesn't speak to the

democratic process, and shows that they really don't care about the community's inputs, or the community at all.

Scott Moore Phone: (919)231-7153 Email: smoore0414@yahoo.com

12/29/2015

I am dismayed by the actions of the NCDOT regarding the report produced by the HB232 committee. That group represented a diverse set of concerns and perspectives with the shared responsibility of examining the subject and agreeing on recommendations. Why does the NCDOT feel compelled to override the committee recommendations, especially when their changes appear to have a strong bias toward motor vehicles?

I cannot state my objections any more clearly and concisely than has been done by BikeWalk NC, so I simply quote their sentiments here:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

I am a tax-paying resident of NC. I use the roadways as a cyclist and as a motor vehicle operator. I have seen objectionable behavior by cyclists. I repeatedly have been physically threatened by aggressive behavior of drivers. I clearly understand the position of both sides. However, I am acutely aware that a collision between vehicle and cyclist rarely results in debilitating or life-threatening injury to the driver, as is routinely the case for the cyclist.
Kenneth Ottavi Phone: (919)651-9254 Email: kbo-rider@ottavi.com

12/29/2015

H232 Comments. I'm a bike commuter in rural and urban areas. I occasionally group ride (official and unofficial rides). I've read the 232 draft report and BikeWalk NC rebuttal. I'm in favor of the report as written. Thank you for looking out for the cyclist and motorist!
Dan Shaltanis Phone: (919)906-4791 Email: dshaltanis@twc.com

12/29/2015

Please follow the HB232 Committee recommendations - Actions and changes should encourage cyclist activity to grow, not stifle it.

There are so many beneficial recreational and charity cycling events each year, raising millions of dollars to help diverse causes. It would be a shame to see special event activity decrease or stop due to challenges and shortcomings in House Bill 232

Gordon Email: gbfedoriw@yahoo.com

12/29/2015

As a frequent bike rider, I support HB232 for my safety and the safety of other riders.
Jill Anderson Phone: (919)673-5969 Email: jillanderson3039@gmail.com

12/29/2015

Dear NCDOT,

I am very concerned about the recommendations from the NCDOT in HB 232 regarding cyclists that differ from the recommendations of the HB 232 working group.

In particular, I find the suggestion that cyclists should be restricted to the right half of marked travel lanes (recommendation 7) to be a dangerous one. This recommendation runs contrary to nationally accepted bicycling practices that encourage lane control, staying out of the door zone of parked cars, and improving visibility of the cyclist at junctions (to deter left-cross and drive-out collisions). There are bicycling instructors, certified by the League of American Bicyclists, who teach cyclists that it is often safer to "take the lane", which it is. Requiring cyclists to ride on the right have of a lane makes cyclists less visible and lets motorists think there is room to safely pass a cyclist when there really is not sufficient space. This same approach is taught in motorcycle safety courses to ensure visibility.

I am also against recommendation 8 that suggests each municipality should have its own regulations for group rides. North Carolina is a state that is well-positioned to bring in millions of bicycle tourism dollars, but making it extraordinarily difficult for group rides to occur, especially those that cross several jurisdictions, could send all of those cycling dollars to other states. North Carolina should be embracing and encouraging this healthy form of recreation rather than imposing confusing, restricting, and cumbersome regulations on it. There are already state regulations in place that have been carefully worked out and that are sufficient.

I am a motorist as well as a cyclist. My taxes pay for public roadways, and I should be able to use them for transportation and recreation as a cyclist, motorist, and pedestrian.

Please consider these laws from the standpoint of making cycling safe. The recommendations of the working group kept the safety of the cyclist in mind. I fear the revisions made by the NCDOT now favor the motorists' speed and convenience over the safety of the more vulnerable cyclist. The state's Complete Streets policy, adopted by the NCDOT, specifically states that the roads policy should "encourage the use of alternative forms of transportation" and "improve safety for pedestrians, cyclists, and motorists." These should be the starting points and the guides for any new legislation.

Anonymous

12/29/2015

I am writing to respectfully express my concerns about three proposed changes to biking laws contained in the recommendations for HB232. First and primarily, I am concerned about the proposed language allowing passing of bicycles on double yellow lines "in otherwise safe conditions." This seems to me to be an oxymoron. If there were safe conditions for passing, there would not be a double yellow line. I ride bikes regularly, and have witnessed numerous situations where impatient drivers of automobiles tried to pass bicycles approaching the top of a hill with limited visibility or on blind curves. What often happens in such situations is another car will unexpectedly appear in the first car's passing lane, and the passing car will then swerve back into or crowd the bicycle, sometimes causing an accident or running the bicycle off the road, in order to avoid a head-on collision. The double yellow line is meant to inform drivers of whether safe driving conditions exist. I am concerned that if this portion of the law is passed, it

will legitimize and encourage unsafe and risky passing behavior that will endanger bicyclists, rather than increasing safety.

Second, I am concerned about a blanket requirement for riding right when riding single abreast or independently. I would argue that common sense needs to rule in these cases. Certainly, it is often the case that riding right is safe and a recommended practice. However, there are other times, e.g., when there is broken pavement on the right of the road, when cars are parked on the right and doors could open, and when there is limited visibility, where not riding right is actually the safest option for the bicyclist.

Last, I am concerned about the provision that may allow requirements for additional permits for group rides, including charity events. We are blessed in the Triangle NC area to have many group rides - rides which encourage safe bicycling techniques and education - as well as many charity events that raise funds for the UNC Kidney Center, MS research, diabetes research, cancer research, a memorial police foundation, and other excellent causes. I am very concerned that this provision potentially hinder the ability of ride organizers to host events, and would make it difficult for group rides to organize, rides which encourage safe bicycling behavior. Thank you very much for your consideration of these concerns.

Respectfully, David Goldston

David Goldston Phone: (919)968-8531 Email: david-goldston@nc.rr.com

12/29/2015

I request that the HB232 committee recommendations be followed, otherwise cyclist safety will be jeopardized, not improved.

Andrew Stershic Phone: (410)916-2448 Email: ajs84@duke.edu

12/29/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Adrian Fletcher Phone: Email: adrian@sevenstarscycles.com

12/29/2015

December 29, 2015

Kevin Lacey, Traffic Safety Engineer
N.C. Department of Transportation

Transportation Building
1 South Wilmington Street
Raleigh, NC 27601
Hello Kevin,

I'm writing today in regards to the Bike Safety Law Report HB232. I hope my comments will be included as an addendum to the appendix.

I want to applaud the NCDOT for taking up the charge of looking at our bicycle and traffic laws within the state and for forming the Bicycle Safety and Traffic Law Study Committee to ensure that the topic was reviewed and vetted thoroughly. Cycling is very important to the tourism industry within the state.

When looking through the committee's recommendations in the report, one stood out to me as possibly discouraging rides in our state. Under the topic of formal group event permitting and regulations, I believe allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides would create an unnecessary barrier for ride organizers.

What makes our state so appealing to many cyclists is our natural beauty and scenic roads. Many of these cross municipal boundaries several times within even a few miles, let alone over several dozen miles or more like many organized rides. This would mean that organizers would possibly have to work with several different municipalities to organize their ride and each one could have its own processes and timelines for approval, putting many organized rides in jeopardy of ever getting started.

In 2014, approximately 37 million overnight trips were taken in North Carolina, which ranked us #6 in the US in terms of domestic overnight visitation. Our research shows that an estimated 740,000 visitors taking overnight trips to the state go cycling while here. It's worth noting the average household trip expenditure for out-of-state overnight visitors was \$745. The League of American Bicyclists recently conducted a study that reported bicycle tourism generates \$60 million of economic activity in the Outer Banks area alone.

Visit North Carolina believes we can grow the number of visiting cyclists and thus total visitor spending given the appealing terrain and scenic roads North Carolina offers cyclists. As a matter of fact, we're seeing great traction in the Canadian market with more and more Canadian cyclists coming to ride and train in our state every year. Annually more than half a million Canadian visitors come to North Carolina so this market alone has great potential for growth in cycling tourism.

What makes cycling in our state even more important is its effect on rural areas. Many of them are Tier 1 and Tier 2 counties, which the NC Department of Commerce identifies as being in most need for economic development. With tourism being such a large part of our state's economic development plan, cycling and organized rides in these parts of the state bring significant and needed visitor spending to these local economies. A great, proven example of this is Cycle NC, which according to a study conducted by Methodist University generates more than \$1 million in direct spending by its participants each year, not to mention \$65 million in North Carolina taxes and more than \$46 million of federal taxes annually. Organized rides often generate some of the largest sales days of the year for local coffee shops, restaurants, ice cream shops, art galleries and furniture stores in these Tier 1 and Tier 2 communities they travel through.

I hope the committee will take into consideration the logistical ease of organizing rides like these and draw up logical legislation that allows for an increase in and not a deterrence from such rides in the future. We feel the future of tourism in the state is very bright, and cycling tourism can play a key role in the growth of the visitor economy across our state if allowed to grow.

Thanks you for your time and consideration,

Wit Tuttell Phone: (919)447-7740 Email: wit.tuttell@visitnc.com
Executive Director
Visit North Carolina
A Unit of the Economic Development Partnership of North Carolina

12/29/2015

I request that the HB232 Committee recommendations be followed, as otherwise cyclist safety will be jeopardized, not improved.

Sid Harrell Phone: (919)418-6210 Email: sidharrell@yahoo.com

12/29/2015

Dear NCDOT,

I am very concerned about the recommendations from the NCDOT in HB 232 regarding cyclists that differ from the recommendations of the HB 232 working group. I strongly oppose any legislation that impedes bicycle traffic and makes it more difficult to travel by bicycle whether for recreation or commuting. When are we going to make our cities and towns more accessible for bicyclists? What kind of response do you need from the public to make you realize that this is important and necessary? Proposals such as this make me realize NCDOT does not support the safety of bicyclists and that is both unfair and an indication that NCDOT is not fulfilling its duties.

In particular, I find the suggestion that cyclists should be restricted to the right half of marked travel lanes (recommendation 7) to be a dangerous one. This recommendation runs contrary to nationally accepted bicycling practices that encourage lane control, staying out of the door zone of parked cars, and improving visibility of the cyclist at junctions (to deter left-cross and drive-out collisions). The League of American Bicyclists teach cyclists that it is often safer to "take the lane", which it is. Requiring cyclists to ride on the right have of a lane makes cyclists less visible and lets motorists think there is room to safely pass a cyclist when there really is not sufficient space.

I am also against recommendation 8 that suggests each municipality should have its own regulations for group rides. North Carolina is a state that is well-positioned to bring in millions of bicycle tourism dollars, but making it extraordinarily difficult for group rides to occur, especially those that cross several jurisdictions, could send all of those cycling dollars to other states. North Carolina should be embracing and encouraging this healthy form of recreation rather than imposing confusing, restricting, and cumbersome regulations on it. There are already state regulations in place that have been carefully worked out and that are sufficient.

I am a motorist as well as a cyclist. My taxes pay for public roadways, and I should be able to use them for transportation and recreation as a cyclist, motorist, and pedestrian.

Please consider these laws from the standpoint of making cycling safe. The recommendations of the working group kept the safety of the cyclist in mind. I fear the revisions made by the NCDOT now favor the motorists' speed and convenience over the safety of the more vulnerable cyclist. The state's Complete Streets policy, adopted by the NCDOT, specifically states that the roads policy should "encourage the use of alternative forms of transportation" and "improve safety for pedestrians, cyclists, and motorists." These should be the starting points and the guides for any new legislation.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Ms. Sarwat Khattak Phone: (919)335-6857 Email: sfkhattak@yahoo.com
108 Oak Hill Loop
Cary, NC 27513

12/29/2015

I would like to voice my displeasure with the overruling of the H232 committee recommendations by a single individual.

As a cyclist who commutes to work, shopping and pleasure, safety on the roads is something that should be maximized for cyclists. In particular I strongly disagree with these items that were rewritten by the author in the final report:

1.) Restricting Cyclists to the Right Half of the Lane. As a cyclist who rides many thousands of miles per year, it is sometimes very important for my safety to have full control of the lane.

2.) Riding Abreast: Clearly riding abreast will create a more compact and visible group. Any one who gives it some thought can easily see that a compact group will allow for quicker safer passing than a long single file group.

3.) Local regulation. How is an individual who visits areas with friends, spends money on food, lodging visits local stores and shops, supposed to know what constitutes an informal group ride and what laws apply or don't apply at each small community? I could start with a small group of friends in one town and find myself breaking the law one town over.

Please ensure that my comments are attached to the report.

Thank you,

William Marcheck Phone: (919)489-8902 Email: wtmarcheck@gmail.com

12/29/2015

Thank you for providing an easy way to submit comments. I wouldn't have known about the public review period if it weren't for a friend who told me. I am disappointed in the short review period of one week, during the Christmas holiday, because it looks as if someone is trying to slip a fast one. That's not a good way to conduct government business. I do realize these are only recommendations and it's up to the Legislature to act, if they choose to.

I recommend action by our Legislature on all recommendations except NCDOT's wayward idea of restricting cyclists to the right-half of the right-most travel lane. There are instances / situations that would render me in harm's way if I had to abide by such a law.

Lastly, I fully support cyclists wearing bright clothing and/or installing high-powered red lights on the back and white lights on the front. I recently bought a low-end Trek bike from a store in Raleigh and the cost of adding lights was 40% of the cost of the bike. That doesn't make sense, but I did it because I could AND because I want to be seen. I'd like to see a recommendation from NCDOT and action by our Legislature to remedy the situation of costly lights. Perhaps the option of wearing a highly visible reflective vest is the way to go, but I can only imagine some people opting out because it's not fashionable. How can we get the message out there that dorky is better than dead?

Roger Henderson Phone: (919)426-6575 Email: completestreetsroger@gmail.com

12/29/2015

I request that the HB232 Committee recommendations be followed, as otherwise cyclist safety will be jeopardized, not improved.

Lisa Zukowski Phone: (512)417-5232 Email: zukowskila@gmail.com

12/29/2015

To whom it may concern,

I would like to congratulate the committee on their recommendation to grant bicyclists vulnerable road user status and increase motor vehicles' passing distances from 2 feet to 4 feet. These are excellent suggestions that will improve the safety of both cyclists and motor vehicle drivers.

There are three potential problems with the current resolution:

First, by split decision, the committee voted that bicyclists should NOT have to carry a form of identification - however, the summary of the final H 232 draft resolution proposes to require bicyclists to carry a form of identification. Such a proposal goes against the recommendation of the committee. I support the decision of the committee and hope that the final resolution goes with the committee's suggestion to NOT require bicyclists to carry a form of identification.

Second, the H232 resolution is ambiguous about the requirements for bicycle lights and/or reflective jackets and when they are required. Are lights required at all times or only during darkness or low-visibility conditions? Is a reflective vest required at all times, is it a required supplement to lights, or is it a required alternative to lights? Hopefully the committee will clarify this. My and my colleagues' recommendation is that front and rear lights should be required only during darkness or low visibility conditions and that a reflective jacket is a recommended - but not required - supplement to lights.

Third, the threshold for group ride permits should be higher than 30; this number seems too low. A permit should be required for groups of 40, or perhaps 50 cyclists; anything less than that should not require a permit.

Brent Curdy Phone: (480)823-3778 Email: curdy_brent@hotmail.com

12/29/2015

The proposed NCDOT legislative restriction for cyclists to ride on the edge of the right lane is contrary to the noted safety need for greater passing distance by cars. It is contrary to the recommendations of the advisory ad hoc committee. As a cycling commuter for the past 18 years and a recreational cyclist for many more, I have attempted to ensure my safety by riding conspicuously in the right lane. The proposed DOT change is not in the interest of cyclists' safety.

Susan Ennett Phone: (919)428-6275 Email: sennett@email.unc.edu

12/29/2015

With regards to HB232, as an active cyclist in NC, please find my comments below.

As municipalities encourage more pedestrians and bicycles, with bike lanes, laws need to be reasonably adjusted to serve the larger population. There are several pieces of the draft I believe are positive additions to creating an environment safe to both motor vehicle operators and bicyclists.

1-The safe passing measures in the committees draft report are a positive. The provision to allow motor vehicles to safely pass bicyclists by crossing over the yellow line is welcome.

2-The provision providing for four feet of clearance by motor vehicle operators is also a welcome provision. While I understand this is largely unenforceable it does send a message to motorists. Much like the analogy of would you stand inside the yellow line at a train station if a train was whizzing by at 50MPH?

3-Including bicyclists as a "vulnerable road user" under the existing statute gives law enforcement officials and courts options between small fines and serious penalties for the serious injury of a cyclist or other vulnerable road user.

Other pieces of the draft are confusing, have the potential to create a greater legal quagmire and seem to be aimed more at motorist convenience than actually road safety for

both the motorist and cyclist.

4-Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left cross and drive out collisions) and avoid right-hook crashes. Taking away half of the bicyclists existing travel lane encourages motorists and police harassment of safe cyclist and invites legal problems for cyclists via the State's contributory negligence law. I have to assume this is aimed at rural roads, where 99.99% of cyclists ride to the right, where is the benefit to either motorist or cyclists by limiting space?

5-The ride abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

6-Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers whose rides can easily pass through several municipalities and is insensitive to those who worked diligently to produce sensible and practical permitting process at the state level.

The deeper concern is, I feel the sentiment behind the study was more in response to minor inconveniences on rural roads than to actually addressing cycling safety. This most clearly illustrated by the draft recommendation to make bicyclists ride on the right half side of the travel lane. This subject was not even an issue identified in the HB232 to be studied. The NCDOT has flat out ignored the recommendations of the very committee it commissioned. A large percentage of cyclists are also motor vehicle operators, why then are their views and concerns not given the same weight? Do the same motor vehicle operators who want convenience also want vehicular manslaughter on their conscience, which in light of some of the NCDOT's recommendations is a possible outcome? Has anyone at the NCDOT, on this committee or the legislature interviewed those motor vehicle operators to see how killing another human being, however inadvertently, has fundamentally changed their life?

When reviewing any changes, please consider the practical side of the motorist and cyclist.

Rachel Stephenson Phone: (919)345-9607 Email: remstephenson@att.net

12/29/2015

Dear NCDOT,

This email serves as a reply to your request for comments regarding House Bill 232. I am in favor of the following recommendations made by the committee and NCDOT, as they will serve to protect both cyclists and motorists, which was the original focus of H232:

- Allow vehicles to cross the double yellow line in order to safely pass a cyclist.
- Require motor vehicle operators to provide a minimum of four feet of clearance when passing a cyclist.
- Cyclists will be added to an existing statute which will provide additional protections to both cyclists and motorcycle operators involved in a crash.

I am opposed to and do not agree with the following recommendations made by NCDOT, which work against the original intent and focus of the bill, which is to ensure the safety of bicyclists and motorists:

- Cyclists would not be allowed to ride more than two abreast. This creates unnecessary and unreasonable enforcement problems, specifically when groups of cyclists rotate and where they

stop at traffic signals.

- Solo cyclists would be restricted to the right half of a marked travel lane. This would severely limit a cyclist's defensive bicycling practices such as lane control, avoiding the door zone of parked cars, on-road improvement of intersection visibility and avoiding right-hook vehicle-bicycle crashes.

- Cycling clubs of 30 or more could be required to secure permits. This requirement will severely impact weekly group rides in NC and will serve to negatively impact cycling participation as a whole, not to mention it is simply unreasonable to require a permit for a loosely-knit group of cyclists without requiring the same for a loosely-knit group of motorized vehicles. Using this logic, you would need to require a permit of the thousands of motorists who choose to travel I-77 south or Highway 115 every morning from the Lake Norman area at the same time of day, thus clogging the travel lanes and causing a travel delay.

Please consider my above comments during your review of H232.

Richard Kirkman Phone: (704)363-9136 Email: rkirkman@blythedevelopment.com

12/29/2015

Dear NCDOT,

I am very concerned about the recommendations from the NCDOT in HB 232 regarding cyclists that differ from the recommendations of the HB 232 working group.

In particular, I find the suggestion that cyclists should be restricted to the right half of marked travel lanes (recommendation 7) to be a dangerous one. This recommendation runs contrary to nationally accepted bicycling practices that encourage lane control, staying out of the door zone of parked cars, and improving visibility of the cyclist at junctions (to deter left-cross and drive-out collisions). I am a bicycling instructor, certified by the League of American Bicyclists, and I routinely teach cyclists that it is often safer to "take the lane", which it is. Requiring cyclists to ride on the right have of a lane makes cyclists less visible and lets motorists think there is room to safely pass a cyclist when there really is not sufficient space.

I am also against recommendation 8 that suggests each municipality should have its own regulations for group rides. North Carolina is a state that is well-positioned to bring in millions of bicycle tourism dollars, but making it extraordinarily difficult for group rides to occur, especially those that cross several jurisdictions, could send all of those cycling dollars to other states. North Carolina should be embracing and encouraging this healthy form of recreation rather than imposing confusing, restricting, and cumbersome regulations on it. There are already state regulations in place that have been carefully worked out and that are sufficient.

I am a motorist as well as a cyclist. My taxes pay for public roadways, and I should be able to use them for transportation and recreation as a cyclist, motorist, and pedestrian.

Please consider these laws from the standpoint of making cycling safe. The recommendations of the working group kept the safety of the cyclist in mind. I fear the revisions made by the NCDOT now favor the motorists' speed and convenience over the safety of the more vulnerable cyclist. The state's Complete Streets policy, adopted by the NCDOT, specifically states that the roads policy should "encourage the use of alternative forms of transportation" and "improve safety for pedestrians, cyclists, and motorists." These should be the starting points and the guides for any new legislation.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

James Dodson Phone: Email: rocks_and_flies@hotmail.com



Comments H232

12.29.15

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Dear Joint Legislative Transportation Oversight Committee:

Thank you for your hard work and efforts in advising NCDOT on recommendations for the House Bill 232. Bicycling in Greensboro, Inc. (BIG), as an advocacy group for cycling in the Triad, is encouraged to see progressive action in establishing legal rights for our bicyclists. Our membership is a vast array of bicycle commuters, recreational cyclists, competitive athletes, advocates for public health and safety, and those committed to bicycling as a viable transportation option to improve our communities.

We are so pleased to see your decisions regarding no requirement for cyclists to carry ID, allowing cyclists to signal a right turn with their right arm extended, and adding bicycle operators to vulnerable road user category to provide additional protections in terms of vulnerability and liability.

The mandate for a 4-foot clearance is excellent but unfortunately the practice of any passing standard distance is not generally observed by motorists or cyclists in North Carolina. A plan for educating motorists and cyclists on the reasons behind the standards and enforcement of the passing width distance is needed to ensure the successful implementation of the clearance mandate.

We understand your intent behind the recommendation in requiring a red rear light or bright clothing visible from the rear of the bicycle and support education of cyclists to increase their visibility to other road users. There are concerns within our organization that the recommendation could lead cyclists to interpret the use of "bright clothing" as superior to the current NCGS code requirement of a red rear reflector. In addition, these requirements could place financial hardship on underserved populations. We would recommend that enforcement measures have no punitive consequences and only serve to provide education and resources to offenders.

We have over 70 active members and have heard from many who are deeply concerned about the negative impacts of some of this proposed legislation.

The most dangerous and misguided recommendation is a law to limit a bicyclists' position on the road. By requiring a cyclist to ride as far to the right of the right travel lane as possible you are in direct conflict with the foremost experts on safe riding skills. Bikes fare best when they act and are treated as cars. It is our concern this law does not serve to protect cyclists but insteads provides additional convenience to vehicles and justification to drivers who fail to observe and respect the rights of cyclists. Educating the public regarding why cyclists should be allowed to use the lane in the same way as motor vehicles is vital.



The maximum of 2 cyclists riding abreast and permit requirements for group rides are actively repressive requirements of cyclists. One cyclist has the right to occupy an entire vehicle lane so there should not be any limitations on the way multiple cyclists occupy a lane. Motorists must be prepared at all times to accommodate an unlimited number of motorists, pedestrians, and cyclists. Barriers to large populations of cyclists occupying their place in our transportation system is in direct opposition of the stated goals of the NCDOT Complete Streets policy.

Thank you for taking our comments seriously into consideration. We look forward to seeing the revised House Bill 232 and future legislation that protects the right of North Carolina cyclists.

Sincerely,

Chandler Hagen
Executive Project Manager
Bicycling in Greensboro, Inc. (BIG)
(336) 949-ROLL (7655)
bikegso.org



Leading the movement to create a bicycle-friendly America for everyone

1612 K STREET NW, SUITE 308, WASHINGTON, DC 20006 | *phone* 202-822-1333 | *fax* 202-822-1334 | WWW.BIKELEAGUE.ORG

December 29, 2015

RE: H 232 Bicycle Safety Laws Study Report

Dear NCDOT and Joint Legislative Transportation Oversight Committee,

Thank you for the opportunity to comment on North Carolina's H 232 Bicycle Safety Laws Study Report. As a national organization representing our members in North Carolina, the League of American Bicyclists shares the concern of the North Carolina legislature in ensuring the safety of bicyclists and motorists.

Below are our comments on the Working Group Actions/NCDOT Recommendations found in the Report:

- 1) We agree with the Report that a defense to crossing a double-yellow line would promote bicycle safety and that bicyclists can be more easily passed than other vehicles, making crossing a double-yellow line to pass a bicyclist likely more safe than doing the same to pass a motor vehicle. In our [Model Safe Passing law](#) we embrace this approach and include a provision authorizing passing a bicycle in a no passing zone.
- 2) We agree with the Working Group Action and disagree with the NCDOT Recommendation regarding the need to change North Carolina's current statute governing riding two abreast.
- 3) We agree with the Report that bicyclists should not be required to carry identification.
- 4) We disagree with the language suggested by NCDOT regarding lamps on bicycles. While visibility is very important it is not clear why clothing or a vest is preferable to the reflex mirror currently provided for in North Carolina law. Twenty nine states currently require only a reflex mirror for rear bicycle visibility and only one state currently mentions reflective clothing in its bicycle visibility law. The proposed language makes one of the most cost effective rear visibility options, which is often included with a bicycle, insufficient to satisfy North Carolina law. While high visibility lights and clothing may be preferable and should be encouraged, most states, including states with high rates of bicycling and low fatality rates, have found a rear reflector to be sufficient.
- 5) We agree with the Report that bicyclists should be allowed to signal a right turn with their right hand.
- 6) We agree with the NCDOT Recommendation that motor vehicles overtake bicycles by a minimum of four feet of passing distance. In 2014 we published a report called "[Every Bicyclist Counts](#)" which reviewed public accounts of bicyclist fatalities and publicly available data from the National Highway Traffic Safety Administration and North Carolina's Pedestrian and Bicycle Crash Data Analysis Tool database. Our analysis was consistent with those data sources, finding that a motorist overtaking a bicyclist was the most common crash scenario in bicyclist fatalities. Safe passing laws provide an educational and enforcement tool that can address dangerous behavior and ensure bicyclist safety while a motorist is overtaking.
- 7) We disagree with the language suggested by NCDOT regarding a bicyclist's operating position in a roadway. The proposed language is unlike any other states law regarding a bicyclist's operating position in that it restricts a bicyclist to the right half of the right most lane. This restriction removes a bicyclist's ability to ride defensively and ensure that they are visible absent a condition listed in §20-146. Furthermore, §20-146 does not currently address many of the issues that other states address in their operating position laws, such as hazardous roadway conditions, lanes too narrow for a motor vehicle and a bicyclist to safely operate side by side, one-way streets, and proceeding straight when there is a right turn only lane.

- 8) We agree with the Working Group Action and NCDOT Recommendation to develop a resolution directing NCDOT to create an education and outreach program concerning best practices for groups of bicyclists. We disagree with the NCDOT Recommendation that the legislature considers enabling legislation for local government to register informal group rides. If any informal group ride registration law is considered then it should be considered at the state level to ensure clear understanding for bicyclists throughout the state.
- 9) We agree with the Report's recommendation that NCDOT create a program to inform all users of the transportation system about the elements of distracted driving.
- 10) We agree with the Report that existing statutes likely address concerns regarding aggressive driving, harassment, and distracted driving. However, it would be appreciated see an examination of how often these existing statutes have been used.
- 11) We agree with the NCDOT Recommendation that "bicycle operators" should be added to G.S. 20-154 a1 and a2, which currently provides additional protections to motorcycle operators involved in a vehicle crash. Many states are addressing the safety of users of the transportation system that do not use motor vehicles by creating "vulnerable road user" laws that provide additional protections when those users are involved in a crash, seriously injured, or killed. Nineteen states currently have laws that provide some addition penalty for certain crashes involving bicyclists.
- 12) We agree with the Report's recommendation that NCDOT review their permit and management process for road closures to reduce the impacts of events on local residents and businesses.

Thank you again for the opportunity to comment and for the concern regarding the safety of bicyclists and motorists in North Carolina. If you have any questions about the laws governing bicycles in other states our website provides a variety of resources, including comparative law articles, citations to state laws, and model legislation: <http://bikeleague.org/bikelaws>.

Sincerely,

Ken McLeod

Legal & Policy Specialist
1612 K Street NW, Suite 308
Washington, DC 20006



Joint Legislative Transportation Oversight Committee

North Carolina General Assembly
Legislative Building
16 West Jones Street
Raleigh, NC 2760

SUBJECT: H232 Comments

Chairmen Iler, Torbett and Rabon, and Committee members,

As incoming President of the NC Section of ITE and on behalf of our members, I thank NCDOT and your Committee for the opportunity to provide comments on draft recommendations of the H232 Bicycle Safety Law Study. NCSITE was established in 1965 to promote sound engineering practices in the planning, design, operation, and management of transportation facilities and equipment. In doing so, our members work daily to ensure the prosperity of the State and its communities through the safe, convenient, and efficient movement of people and goods. Our 600+ members represent a broad range of transportation personnel—engineers, planners, educators, administrators, and technicians—from the private, municipal, state, and academic sectors.

NCSITE is a strong supporter and partner of NCDOT and its Complete Streets Policy, and we believe that cycling is a viable, attractive, non-polluting travel mode that should be assured safe and convenient access in the state's communities. Like the Committee, we also realize that we have to focus on ways to eliminate bicycle crashes across the State through improvements in design, operations/enforcement, and education.

I have reviewed the study report and commend the H232 Working Group, including past NCSITE presidents Jim Westmoreland and Kevin Lacy, on their time and efforts developing the recommendations. I would like to submit comments on those recommendations as you consider any changes to state traffic laws. Please note though that these comments are not the official view of NCSITE, primarily due to the timing of their release and review. I find it troubling that it was deemed appropriate to release these recommendations immediately preceding a holiday weekend, and that the review time was limited to a single week with three business days. Given that the findings and recommendations could not be reviewed by our full Board or policy council, these comments represent my personal and professional review based on previous actions and policy guidance by NCSITE:

1) How faster-moving vehicles may safely overtake bicycles on roadways where sight distance may be inhibited

- **SUPPORT Working Group Action/NCDOT Recommendation:** Motorists trying to pass cyclists while staying in the same travel lane does indeed create a major safety concern. The recommended guidance addressing a minimum clearance of 4' or completely entering the left lane, cyclists' turning intentions, and motorist inference with cyclists provide more clarity and predictability to traffic interactions.

- Consider changing the terms “bicycle or bicycles,” “operators of bicycles,” and “bicycle(s)” in subsections 1, 4, and 5 of the recommended language to “cyclist(s)” or “operator(s) of the bicycle(s)”.
- 2) **Whether bicyclists on a roadway should be required to ride single file or allowed to ride two or more abreast.**
 - **SUPPORT Working Group Action:** The Working Group’s unanimous recommendation recognizes that the riding abreast issue is best addressed through public education on safe group riding practices. The NCDOT recommendation for new regulations on cycling abreast within a single lane would create unnecessary enforcement problems.
 - 3) **Whether bicyclists should be required to carry a form of identification**
 - **SUPPORT Working Group Action/NCDOT Recommendation:** While carrying identification is a best practice, it can present a barrier if regulated based on issuance and the diversity of cyclists in age.
 - 4) **Visibility (clothing or other reflective gear) and lighting requirements**
 - **SUPPORT Working Group Action/NCDOT Recommendation:** Enhancing visibility is key to the safety of cyclists. I applaud the efforts of the Watch For Me NC campaign in providing localities and citizens front and rear lamps for their bicycles.
 - 5) **Options for hand signals for turning**
 - **SUPPORT Working Group Action/NCDOT Recommendation:** While the proper right turn signal of a left arm extended upward does provide greater visibility for cyclists riding on the right side of the roadway, lack of education on the proper cycling turn signs by cyclists and motorists mean the signal is misunderstood at times.
 - 6) **2-foot or other passing distance requirements**
 - **SUPPORT NCDOT Recommendation:** The four-foot minimum passing distance should provide a safer and more sufficient buffer for passing cycling than the current 2-foot distance for all vehicles.
 - Consideration should be given to placing stronger emphasis on passing in another lane as the best practice, perhaps by listing it first in any language.
 - 7) **Operating position in roadway**
 - **Recommend no change:** As voiced by NCSITE partner organization BikeWalk NC, restricting solo bicyclists to the right half of marked travel lanes negates campaigns for cycling safety that teach defensive bicycling such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. These practices help cyclists navigate in areas hostile to cycling or where motorists themselves act hostilely towards cyclists. Taking away half of bicyclists’ existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state’s contributory negligence law.
 - 8) **Informal group rides on rural roadways**
 - **SUPPORT Working Group Action:** The Working Group’s unanimous recommendation again recognizes that group cycling situations are best addressed through public education on safe group riding practices. Enabling legislation for local governments to register informal group rides is onerous to recreational riders and organizers, and would pose an arbitrary restriction on cyclists who have the same rights to the road as motorcyclists or motorists that would not be required to file such registration.

9) Use of headphones or texting while cycling

- **SUPPORT Working Group Action/NCDOT Recommendation:** The proliferation of smart phones and similar devices with music and streaming media applications have made it increasingly important to provide programs to inform and remind all roadway users about the dangers of distracted driving and operating vehicles while wearing headphones.

10) Aggressive driving, harassment, and distracted driving laws**11) Vulnerable road user protection****12) Formal group event permitting and regulations**

- **SUPPORT Working Group Actions/NCDOT Recommendations:** The actions and recommendations for these three items are all appropriate.

Thank you for your consideration of these comments. Due to the timing of the recommendations, please consider other comments that may come in after the December 29th deadline, and I hope you and NCDOT will review your policies on public comment in the future to allow the voice of NC residents and businesses to be adequately heard on future issues.

Sincerely with the wish of a prosperous New Year,



Todd B. Delk, PE

2016 President, Institute of Transportation Engineers – NC Section (NCSITE)

514 Daniels St., Box 169, Raleigh NC 27605

president@ncsite.org

December 29, 2015

To: Joint Legislative Transportation Oversight Committee

We are very concerned about changes to HB232 that represent significant deviations from the recommendations of the HB232 Committee. As the Founder and Executive Director of Sustain Charlotte, a 501c3 nonprofit organization that works toward a sustainable future for the Charlotte region, there are several recommendations in this report that are especially concerning:

- 1. The group ride permitting process would unnecessarily burden local ride organizers, municipal governments, and law enforcement.** Group rides are a great way to introduce people to cycling in a safe and supportive environment. Before people can feel comfortable riding a bicycle for transportation and/or commuting, they need to develop skills as recreational cyclists. NCDOT should be doing whatever it can to make group rides safer for both cyclists and motorists, but the current version of HB232 includes an unnecessary provision that would allow each municipality to create and enforce its own local regulations and permitting process for larger rides.
- 2. The right half of a marked lane is not always the safest or most visible place for a cyclist to ride.** Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.
- 3. The ban on riding more than two abreast within a single lane is unnecessary.** The committee voted unanimously against recommending a new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

Regardless of intent, releasing this controversial report during the holiday period and allowing only one week for public comments has been perceived by Charlotte's cycling community as reflecting a lack of concern for genuine public review and input.

We thank those staff and legislators who work to make North Carolina's transportation network safe and accessible to all people, including those who cannot or choose not to drive. Please modify the recommendations in the NCDOT report so the final version of HB232 will support transportation choices of *all* North Carolinians now and in the future.

Sincerely,



Shannon Binns

Founder and Executive Director



TOWN OF CARRBORO

NORTH CAROLINA
TOWNOFCARRBORO.ORG

December 29, 2015

Joint Legislative Transportation Oversight Committee
c/o Bryan Poole
North Carolina Department of Transportation
Division of Bicycle and Pedestrian Transportation
1552 Mail Service Center
Raleigh, NC 27699-1552

Members of the Committee:

Thank you for this opportunity to comment on the H 232 Bicycle Safety Laws Study Report, which was prepared by the North Carolina Department of Transportation pursuant to House Bill 232 (Session Law 2015-45), the “Study/Update Bicycle Safety Laws” bill.

I submit my comments both as a regular bicyclist and as a member of the Board of Aldermen of the Town of Carrboro, North Carolina. I also represent the Town as vice-chair of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board. Bicyclist and pedestrian safety and high-quality bicycle and pedestrian infrastructure are important to me personally and to the people of Carrboro and our neighboring communities.

The League of American Bicyclists recognizes the Town of Carrboro as a Silver-Level Bicycle Friendly Community, the only such designation in North Carolina. On March 17, 2015, the Board of Aldermen resolved unanimously to pursue Gold-Level status for the designation renewal date in 2018. The Town’s adopted annual operating budget for fiscal year 2016 includes funds to support this effort. On September 17, 2015, the Board of Aldermen directed town staff to assist the Carrboro Bicycle Coalition, our local cycling advocacy organization, in completing the next application for Bicycle Friendly Community status.

State laws that promote the safety of cyclists are critical to local efforts to expand transportation options, improve accessibility for all residents, encourage active modes of transportation, and enhance recreation, tourism, and economic development efforts. Several recommendations in the H 232 Bicycle Safety Laws Study Report, if adopted, will promote the safety of cyclists.

I am especially pleased to see the following recommendations:

- that motor vehicle operators may pass cyclists by crossing the double yellow center line, when it is safe to do so;
- that cyclists have the option to signal a right turn by extending the right arm outward; and

- that motor vehicle operators overtake cyclists by a minimum four feet of passing distance in all conditions.

The study report also recommends statutory changes that I believe do not promote the safety of cyclists and would, in some cases, place cyclists in danger.

- NCDOT recommends, potentially as a statutory amendment, that solo cyclists ride in the right half of the rightmost travel lane. This recommended restriction will not promote the safety of cyclists. Having the flexibility to “take the lane” enables cyclists to increase their visibility at intersections and in unsafe conditions, to maintain distance from parked vehicles, and to avoid other safety hazards. Restricting cyclists from much of the roadway limits cyclists’ ability to engage in safe cycling practices and encourages other users of the road to see cyclists as having fewer rights and responsibilities in the roadway. I know that I would feel less safe as a bicyclist if such a statutory change were enacted. The H 232 working group did not make a recommendation relating to the operating position of solo cyclists.
- NCDOT recommends that cyclists be prohibited from riding more than two abreast in a single travel lane. This recommended restriction will not promote the safety of cyclists. The NCDOT provides little clear rationale for this recommendation, other than to “address vagueness in the law.” The H 232 working group recommended no changes to existing laws regarding cyclists riding two or more abreast.

I am grateful to the members of the working group and the NCDOT staff who spent the past several months bringing focus to this important issue. As you review their recommendations, please consider the purpose of House Bill 232: to promote safety.

Sincerely,



Damon Seils

Alderman
Town of Carrboro, NC

CC: Sen. Valerie Foushee, North Carolina Senate
Rep. Verla Insko, North Carolina House of Representatives
Rep. Graig Meyer, North Carolina House of Representatives
Board of Aldermen, Town of Carrboro, NC
David Andrews, Manager, Town of Carrboro, NC
Catherine Wilson, Clerk, Town of Carrboro, NC



BikeWalk NC Feedback on NCDOT's H232 Study Report

12/29/2015

Abstract

BikeWalk NC is concerned by some of the NCDOT recommendations in the H 232 Bicycle Safety Laws Study Report that contradict unanimous votes by the Study Committee and will make bicycling in North Carolina less safe and more difficult. We oppose NCDOT's recommendations that

- (1) bicyclists be required to operate in the right half of a marked lane, that
- (2) municipalities be allowed to require permits for informal bicycling groups passing through their jurisdictions, and that
- (3) restrictions be placed on bicyclists riding side-by-side within a single marked travel lane.

We are also concerned that the recommended night cycling requirements are insufficient. BikeWalk NC supports other recommendations in the report, particularly the provision for passing bicyclists in a no-passing zone when conditions make it safe to do so and the requirements for safer passing.

Operating Position in Roadway

BikeWalk NC is concerned by NCDOT's issue #7 recommendation that a bicyclist operate in the right half of a marked lane, because this conflicts with effective defensive bicycling techniques employed by knowledgeable bicyclists to improve their safety:

Where a cyclist is riding independently or single abreast, the cyclist shall ride in the right half of the right most travel lane with exceptions described in § 20-146 or except when the cyclist is travelling within 15 miles per hour of the posted speed limit.

The H232 Study Committee voted unanimously in recommendation against changing existing state law applicable to bicyclist operating position on the roadway. NCDOT's recommendation to restrict this positioning to the right half of the lane conflicts with best practices for safe cycling as taught by all of the major adult bicycling education programs throughout North America and Britain, and conflicts with engineering guidance on placement of Shared Lane Markings (aka sharrows) and Bicycles May Use Markings as discussed in Chapter 14 of the 2013 ITE Traffic Control Devices handbook. Conditions where bicyclist's safety is enhanced by operating in the center or left hand side of a marked travel lane include

- To deter same-lane passing when the travel lane is too narrow for a bicyclist and a motor vehicle to operate side-by-side safely in the same lane
- To improve conspicuity, sight lines and maneuvering space when approaching a location where another driver may pull out into the roadway from a side street, driveway or parking space
- To improve visibility to oncoming drivers preparing to turn left across the path of the bicyclist
- To stay a safe distance outside of the door zone of on-street parallel parking

NCDOT's recommended legal restriction on a bicyclist's ability to choose their preferred operating position within a marked travel lane will discourage safe bicycling practices and promote conflicts between knowledgeable bicyclists and police. Cycling safety experts have strong scientific theories and compelling evidence to support their claim that a centered or leftward lane position can reduce crash rates at intersections and on narrow-laned roads. NCDOT has offered no operational justification or evidence in favor of restricting bicyclists to the right half of a marked lane. BikeWalk NC recommends against changing the existing law and instead encourages NCDOT to promote public education of effective defensive bicycling practices.

Riding Two or More Abreast

BikeWalk NC objects to NCDOT's issue #2 recommendation that new legal restrictions be placed on how bicyclist may operate side by side within a single marked lane.

NCDOT recommends that the legislature consider adopting language similar to the following: Bicyclists shall not operate more than two abreast in a single marked travel lane on public roadways except when overtaking another bicyclist.

The H232 Study Committee voted unanimously to recommend that no new regulation of riding abreast within a single lane be enacted, and that an educational program be developed and deployed by NCDOT to promote best practices for group cycling. The Committee believed that existing state laws, such as the requirement for any driver to operate within a single marked lane and for slower traffic to operate within the right hand marked lane, are sufficient to regulate group formation. NCDOT's recommended law has no operational justification, and will increase friction between police and bicycling groups, who occasionally appear more than two abreast when rotating or when stopping and restarting at intersections.

Informal Group Rides

BikeWalk NC objects to NCDOT's issue #8 recommendation that municipalities be enabled to require permitting for informal group rides that pass through their jurisdictions:

The General Assembly may consider enabling legislation for local governments to register informal group rides. Any such legislation should apply to groups of more than 30 cyclists riding for recreational purposes, in a continuous formation, and causing significant delay to traffic flow or preventing safe passing. A group ride that routinely creates queues of vehicles waiting to pass on higher speed roadways should adhere to existing bicycle racing laws, acquiring the necessary permits issued by local or state agencies.

No proposal for municipal regulation of group rides was ever presented or discussed at H232 Study Committee meetings. The committee recommended that NCDOT examine the state level special event permit process to address complaints about excessive road closure times, public communication and other issues that were raised about special events during the Committee meetings. The Committee recommended that educational programs be developed and deployed to address public concerns with informal group rides.

Enabling local regulation of through traffic would pose serious problems for intra-state travel. Travelers would be required to research the local laws of every municipality through which they would travel, instead of relying on the uniformity of state-wide regulations. NCGS § 20-169, Powers of local authorities, places strict limitations on how local authorities may regulate traffic in order to ensure uniformity of statewide traffic laws for normal vehicle operation and to facilitate practical travel through multiple jurisdictions. Informal group bicycle rides are very popular due to the increased safety, comfort and support they provide to participants. These rides routinely pass through multiple jurisdictions on a single trip. If municipalities were allowed to require local permits for informal bicycling groups, those groups would need to research the ordinances of multiple jurisdictions and obtain multiple permits in order to meet their travel objectives. Such an onerous burden would severely impact and deter bicycling; an effect which conflicts with the state's adopted Complete Streets Policy.

Before undertaking any drastic change to the road environment or traffic laws, the responsible course of action is to study actual traffic conditions and the potential effects of proposed changes. In its report, NCDOT admits that it has no data to quantify motoring delays related to informal groups and is simply responding to motorist complaints about bicycle traffic:

It is unknown the extent to which group rides without special event permits have prevented safe passing or caused unreasonable traffic delay. [...] While the number of crashes and injuries associated with group rides appear to be rare; this issue appears to be the one that creates the most angst among motorists and cyclists. Establishing clearer expectations and informing both motorists and cyclists should help ease the angst.

NCDOT provides no justification for treating congestion delays from high volumes of bicycle traffic differently from that caused by high volumes of motor traffic, and provides no description of how the proposed restrictions on informal group rides would be enforced. What is an unreasonable delay? Would police be required to count bicyclists? If the number exceeds a threshold, who is to blame? Would all of the cyclists in the group be ticketed? The law enforcement officers on the Study Committee testified that group ride size regulations would be difficult and unpopular to enforce.

Participants in informal group rides point out that motorists are usually able to pass them after just a few seconds of waiting for a safe opportunity, and rarely does the delay last more than a minute. BikeWalk NC suggests that the burdensome regulatory approach recommended by NCDOT is highly disproportionate to the minor convenience impacts of group bicycling.

Visibility and Lighting Requirements

BikeWalk NC is concerned that the Study Report recommendations for night visibility do not increase the minimum visibility distance from the rear of the bicycle compared to the existing law. Given the high speed of traffic on many roads used that utilitarian bicyclists need to use to reach their destinations, BikeWalk NC recommends that bicyclists operating at night be required to use

rear lights visible from 1,000 feet away, equivalent to the standard required of bicyclists in Sweden, and which is easily met by most commercially available bicycle LED tail-lamps. Using the 200-foot standard in the law is inadequate considering stopping distances and given that most inexpensive (\$10 to \$20) lights are typically visible for a quarter mile (over 1,000 feet).

Other Provisions

BikeWalk NC supports the other Study Report recommendations, most of which are aligned with the Committee recommendations.

- **How faster-moving vehicles may safely overtake bicycles:** The report recommendation to allow drivers to pass bicyclists in no-passing zones when safe, under clearly limited conditions, brings state law into alignment with existing safe passing behavior employed by prudent drivers on narrow rural roads. Most motorists move across a solid centerline to pass bicyclists at safe distance after waiting until sight distances are adequate and no conflicting traffic is present. Motorists recognize that the sight distance required to pass a bicyclist safely is usually far shorter than that required for passing a motor vehicle traveling near the maximum posted speed limit, and that a solid centerline is an unreasonable restriction against passing a bicyclist when it can be done safely.
- **Whether bicyclists should be required to carry a form of identification:** BikeWalk NC encourages bicyclists to carry identification as a best practice but strongly supports the report recommendation against requiring ID as this would pose a burden for some cyclists who do not possess official IDs.
- **Options for hand signals for turning:** BikeWalk NC supports the recommendation to allow use of the right hand to signal right turns.
- **2-foot or other passing distance requirements:** BikeWalk NC supports the recommendation to increase the minimum distance for passing a bicyclist; the existing two foot distance is inadequate when passing a bicyclist who must maintain balance and is not protected by a safety cage.
- **Use of headphones or texting while cycling:** BikeWalk NC agrees with the report recommendation.
- **Aggressive driving, harassment, and distracted driving laws:** BikeWalk NC agrees with the report recommendation.
- **Vulnerable road user protection:** BikeWalk NC supports the report recommendation to extend the legal protection of motorcyclists to bicyclists.
- **Formal group event permitting and regulations:** BikeWalk NC agrees with the report recommendation to study and improve how special event road closures are implemented.



City of Raleigh *North Carolina*

December 29, 2015

Lauren Blackburn, AICP
NCDOT Bicycle & Pedestrian Division
1552 Mail Service Center
Raleigh, NC 27699-1552

SUBJECT: Comments on Draft Bicycle Safety Laws Study Report

Dear Ms. Blackburn:

I have read the proposed recommendations of the H232 Working Group evaluating North Carolina's bicycle safety laws. I am a registered professional engineer in North Carolina and I am responsible for overseeing the bicycle program for the City of Raleigh. I offer the following comments and recommendations based on my own experience as a transportation engineer and as a system user.

Overall I find many of the recommendations of the workgroup and NCDOT staff to be helpful in clarifying the rights and responsibilities of operating a bicycle as a regulated vehicle on our public streets. However I feel there are several specific recommendations that need to be amended or withdrawn before the final recommendations are presented to the Legislature:

Identification Requirements

The Working Group chose not to require any form of identification for cyclists, which in my opinion should be required for several reasons. Keeping in mind that our laws treat bicycles as vehicles operating in public right-of-way, it's my understanding that it's difficult for police to complete crash reports or issue citations to cyclists for violating our traffic laws if riders lack sufficient identification. Uniform application and observance of traffic laws is frequently cited as a problem with cyclists, and our efforts should consistently align with making enforcement easier. Carrying identification is also worthwhile in the event of a crash that incapacitates a cyclist. If the hesitation on applying a "shall" condition for this need centers around children, this can be overcome by applying a minimum age of 16 years old to such a requirement, which would mirror the current state helmet law for cyclists.

Lighting Provisions

Current state law requirements require a front headlight and a rear reflector on bicycles operating at night. The new recommendations require a rear taillight, but provide an "out" for

this requirement if the rider is wearing reflective/high visibility clothing. This hedge creates an inconsistency for safety and enforcement that is unnecessary and requires too much judgement on the part of police officers. Requiring the use of a rear lamp should be a uniform requirement that improves visibility and safety for cyclists, regardless of choice of apparel.

Operating Provision in Roadway

In the absence of a recommendation from the Working Group, NCDOT staff added a provision that would require cyclists to ride in the right half of the right most travel lane unless operating within 15 mph of posted speed limit. First off, it is incredibly bad form for state employees to override the wishes and directive of a committee appointed by the General Assembly. I discussed this item with members of the Working Group prior to drafting my comments, and it is my understanding that NCDOT staff further declined to hear presentations or data regarding this specific issue. NCDOT should have pursued its concerns and interests via other means and not by unilaterally overriding the opinions of an appointed body.

Secondly, this recommendation fails to address facility context and is actually counter to recommended best practices for lane positioning for cyclists' safety. Where travel lanes are narrower than 13 feet, it is physically difficult for a passenger car to overtake a bicycle attempting to share such a lane. The recommendation is also silent with respect to constraints like on-street parking. Forcing a cyclist to ride in the right half of a travel lane adjacent to on-street parking can be potentially hazardous depending upon the lane width.

The NCDOT recommendation is consistent with the Department's historical "Share the Road" signage approach. Recent work by the Institute of Transportation Research & Education (ITRE) at NC State University indicates that using "Bicycle Make Use Full Lane" signs (MUTCD Sign R4-11) is substantially better at communicating rights and responsibilities to motorists than Share the Road signage. This is consistent with the City of Raleigh's approach of adding shared lane markings ("sharrows") on certain streets posted for 35 MPH or lower based on their physical context. Where on-street parking is allowed, we place our sharrows in the center of the travel lane to raise awareness for drivers and to instruct cyclists on safe lane positioning. Under this proposed rule, existing sharrows placed in the center of our streets would have to be removed and relocated to the right half of a travel lane.

NCGS §20-149 currently requires all slow-moving vehicles to ride "as close as practicable to the right-hand curb or edge of the highway, except when overtaking and passing another vehicle proceeding in the same direction or when preparing for a left turn." This provision is adequate for allowing cyclists to take the full lane when conditions warrant, which I suspect is why the Working Group chose not to make any recommendation regarding this rule.

Group Ride Registrations

This recommendation is problematic for several reasons.

- 1) It singles out a class of operating vehicles and proposes to require special permitting for the lawful use of the roadway. I don't believe any such restriction exists for other vehicle classes; for example, a permit is not required for a funeral procession of passenger vehicles.

2) Many of these rides occur in rural areas outside of municipalities, or cross multiple jurisdictions. Such permitting would either end up as the responsibility of the county or NCDOT.

3) The idea of introducing a new regulatory permit process creates many questions. For example:

- What would be the basis for issuing a permit?
- Who would be required to apply for and hold the permit?
- How would the public be notified of a permit application and its potential impact?
- What would be the basis for denying a permit application?

The idea of requiring permits for group rides is ungainly. At best it attempts to quantify and manage existing group rides, and at worst it appears to be a roadblock with the intention of reducing/restricting the number of group rides that occur. In either case, the current permitting proposal does not represent a meaningful or useful tool for “easing the angst” between cyclists and motorists.

Thank you again for the opportunity to provide comment on the bicycle law recommendations provided by the Working Group and by NCDOT staff. If you have any questions about these comments, please call me at (919) 996-2161 or email me at eric.lamb@raleighnc.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric J. Lamb". The signature is fluid and cursive, with a long horizontal stroke at the end.

Eric J. Lamb, PE
Transportation Planning Manager

12/29/2015

I recommend that all of the HB232 Committee recommendations be followed for future law. Otherwise cyclist safety will be jeopardized, not improved. NCDOT and the State of NC will be discouraging bicycle commuting/riding with the present proposal, resulting in more, not less, cars on the road.

Sheila Riley Phone: (612)558-3676 Email: babsmailblue@yahoo.com

12/29/2015

The NCDOT should abandon its push for restricting bicyclist's and adhere to committee recommendations.

The NCDOT makes its contempt for bicycle drivers very clear when it ignores committee recommendations on 3 separate operating issues and presses for restrictions. Worse, it distorts the current language of 20-146(b), the committee's position on issue (7), and is disingenuous in its framing of issues. Restrictions on bicyclists are based not on data but on perceptions of reducing motorist delay.

Wayne Pein Phone: Email: wpein@nc.rr.com

12/29/2015

Please consider the following:

1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Thank you

Elizabeth Skiba Phone: (603)244-0999 Email: Eskiba@alum.mit.edu

12/29/2015

I am in favor of the new rules. The situation as it currently exists is very dangerous. Dan Sundberg Phone: (919)663-0101 Email: unitedbiospheres@embarqmail.com

12/29/2015

As a cyclist, I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory

negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Hillary Danz

Durham, NC Phone: (724)992-9090 Email: hcdanz@gmail.com

12/29/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Katherine Brown Phone: (919)618-0295 Email: Katypbrown1970@gmail.com

12/29/2015

I am in agreement with most of the proposed law. However, I think cyclists still need an entire lane to ride. Too many drivers already cut it very close and if they no longer are required to treat passing a cyclist the same as any other vehicle, it puts the cyclist at greater danger. Personally I never ride to abreast and I still get clipped once in a while. Please reconsider that portion of the law.

John Hall Phone: (704)360-2634 Email: Halljc00@gmail.com

12/29/2015

Concerning House Bill 232 and the recommendations that are forthcoming, they really seem to me to be aimed in the wrong direction. As a cyclist, I can tell you that giving more rights to

drivers and less to cyclists is the wrong way to proceed. As a cyclist, I can tell you that some drivers are very aggressive, and make it clear that they don't believe bikes should be on the road at all. I've had many drivers yell at me, honk at me, rev their engines as they pass, throw objects at me including bottles. By giving drivers more rights says to them that they should continue to abuse cyclists. Please do not adopt the recommendations being made. If adopted, I believe it result in less care from drivers and more cyclist injuries.

Jon Hoffman Phone: (919)623-4005 Email: jhoffman1212@gmail.com

12/29/2015

House Bill 232, suggestions from an automobile and bicycle driver:

7) Operating position in roadway:

Almost all cyclists ride to the right when it is safe. The proposed NCDOT recommendation of forcing cyclists to ride in the right half of the right most lane is unnecessary and can be problematic. Best practices for bicycle driving dictate that the bicycle driver should take the full lane when the bicycle driver can see that it is unsafe for a car to pass. A safer and better recommendation would be to make it illegal to pass a cyclist that has taken the left hand side of a lane or is signaling the car not to pass (left hand held out).

Draft H 232 Resolution:

Bicycle racing needs to be defined. Is it racing when a group ride does a sprint for a county line? How about a time trial, where it is individuals being timed over a set course? Is it racing if I am timing myself?

I think the best change in the law would be to allow cars to cross a solid yellow line when passing extremely slow vehicles, such as bicycles when conditions allow.

Philip L. Charles Fischer Phone: (919)360-8687 Email: cfischer@modernferrotype.com

12/29/2015

As a cyclist and motor vehicle operator I strongly oppose portions of the new report requiring cyclists to ride only in the right-hand portion of the lane, as well as the restriction requiring permits for group rides. I commute 12 miles each way to work on my bike and know that there are many situations where it is much safer for both me and a vehicle driver when I take the lane. I would encourage anyone involved in drafting this language to go along on a commuting ride to see why that is true.

I also participate in charity rides that provide large amounts of money to very worthwhile causes. These are well-organized with safety as a top priority. These groups are already working with local law enforcement and safety response teams, and the events also bring a large amount of business to local hotel and travel-related businesses. Requiring numerous permits to stage such an event will ruin the benefits for the organizing group.

There are suggestions that do give me hope that the DOT will recognize the growing popularity and practicality of using means of transportation other than automobiles and thank you for including those.

Regards,

Tad Gorenflo Phone: (919)525-5908 Email: tgorenflo@gmail.com

12/29/2015

I adopt the comments offered by BikeWalk NC with regard to the proposed legislation governing bicycling in North Carolina and urge that their analysis and recommendations be given your utmost consideration. Thank you.

Juliann Tenney Phone: (919)967-7554 Email: tenne001@gmail.com

12/29/2015

As a cyclist and a motorist, I believe that the "stay on the right side of the lane" proposal is a recipe for disaster. Simply, this will lead to more collisions where the vehicle driver thinks he/she has enough room to get by a cyclist, but finds out too late that he doesn't. The bottom line here is that there is NO room for error in this situation; the cyclist is going to be in serious, if not fatal, trouble.

Rob Robertson Phone: (919)607-6067 Email: seydlitz@nc.rr.com

12/29/2015

I am a cyclist and believe that cyclist and motorist are equality at fault with the interact problems. I still believe that most of the cyclist death are not true cyclist but people riding a bike. There is a difference. I believe a cyclist should have lights and reflective clothing while riding at Night but not while riding in the day light. Riders should stay to the right but there are times that is just not possible (road conditions). I do not know the answer to large group rides but getting permits is not the answer. While cyclist should stay to the right, when properly riding in a group formation riding three abreast as riding flow from front to back should be allowed.

Carlton Cooper Phone: (919)787-5875 Email: grft2001@hotmail.com

12/29/2015

As a member of the North Carolina cycling community, motorist, taxpayer, and employee of a business that invites people from around the world to come ride our beautiful roads please add my name to the list of individuals who support . . .

1. Allowing cyclists to have full access of a lane and NOT just the right side which allows for potential crashes and defensive driving by motorists.

2. NOT limiting side-by-side riding within a single lane because group riding enhances overall visibility of the group of riders by motorists and encourages safer passing practices by motorists.

3. NOT enforcing group rides of 30+ riders be registered and permitted because most group rides cross multiple municipalities which will greatly hamper ride organizers' abilities to safely plan and execute these rides.

Thank you for your consideration and assistance in adding my "voice" to your report to be reviewed by our Legislature.

Best regards,

Tracey Drews

CTS Premier Coach

147 East Main Street, Suite 101

Brevard, NC 28712

Business Cell: 828.707.8906

tdrews@trainright.com

skype:tracey.drews1

12/29/2015

As a member of the North Carolina cycling community, motorist, taxpayer, and employee of a business that invites people from around the world to come ride our beautiful roads please add my name to the list of individuals who support:

1. Allowing cyclists to have full access of a lane and NOT just the right side which allows for potential crashes and defensive driving by motorists.

2. NOT limiting side-by-side riding within a single lane because group riding enhances overall visibility of the group of riders by motorists and encourages safer passing practices by motorists.

3. NOT enforcing group rides of 30+ riders be registered and permitted because most group rides cross multiple municipalities which will greatly hamper ride organizers' abilities to safely plan and execute these rides.

We already know that the bicycle is the most efficient form of transportation that has been conceived. Traveling in a group, riding two abreast, is both the most efficient way for a group of cyclists to travel, and is the safest and quickest way for other road users to navigate around the cyclists.

Let us not be the generation that is remembered for limiting, hindering or discouraging the use of such a wonderful machine.

Thank you for your consideration and assistance in adding my voice to your report to be reviewed by our Legislature.

Best regards,

Reid Beloni

Carmichael Training Systems, Brevard

rbeloni@trainright.com

Mobile: 704-577-3865

12/29/2015

Dear NCDOT,

My husband is a cycling enthusiast. To ensure the legislature considers both sides of this and the safety of cyclists, I urge the NCDOT and the North Carolina Legislature ensure cyclists' safety on the roads. I urge the NCDOT to consider allowing cyclists the full use of the lane and not just the right-side, as that allows for potential crashes and defensive driving by motorists; not limiting side-by-side riding within a single lane because group riding tends to offer safe group riding practices; and lastly, not enforcing that group rides of 30+ riders be registered and permitted, as most group rides cross between many municipalities and that will deter ride organizers from being able to safely plan for and execute these group rides. Thank you for your consideration of these amendments to your report to be reviewed by our Legislature.

I pray that all parties are represented and the safety of the cyclists are an utmost priority.

Sincerely,

Beverly Starkey bev_starkey@yahoo.com

12/29/2015

Joint Legislative Transportation Oversight Committee:

As a person who walks, bicycles, and drives, I am glad to see that you are considering how to make road circumstances safer. Unlike many bicyclists, I am in favor of limiting the number of bicyclists to riding no more than 2 abreast. That many already makes it difficult to pass safely. I would encourage an exception for school groups of minors, because riding in a group is actually safer for them. I do not approve of bicyclists using headphones in busy situations, but out in the country it shouldn't matter as much. Yes, bicyclists need the designation of "vulnerable road user protection"; otherwise, hitting a biker is always the biker's fault and we die in those situations. I believe in some form of lights for bikes at night, though, reflective clothing could work. If you say bikes get only two feet of passing room, then they will be lucky to get 18 inches when it comes to real life, thus I encourage at least three feet. Identification to bicycle is nonsense: they could ride on the sidewalk and not need it, and that's more dangerous. Would minors have to carry ID? Next, you'll want people walking along the road in the right of way to carry ID. I'm a school teacher, and I know not to make rules that are unenforceable. Bikes should ride within two feet of the right line, unless there is debris causing it to be unsafe. Texting: no way. best--Andrew Weatherly MEd

andrewweatherly@mail2world.com

12/29/2015

Dear sir

We are avid bicyclists and my husband commutes by bike and we are against the changes DOT is proposing. Pls excuse typing from phone.

Clare Reece-Glore and John Strickler crg@mindspring.com

12/29/2015

I have recently taken up bike riding to get exercise and work on establishing a healthy lifestyle. Like most of the biking people I meet I am safety-aware and am respectful of motorists and their need to use roads to get quickly from place-to-place. Yet there are a few motorists who seem to be openly hostile to bicyclists. Even when I am as careful as possible it is to no avail as some motorists tail-gate or pass at excessive speeds very close to me when I am on a bike. It would seem that some of the measures in the bill were written by someone who has never experienced road-rage directed at a bike rider. While I think that the efforts were directed at improving the use of roads and of overall safety, I think that they could have the opposite effect.

Cyclists are very concerned with their own safety and the great majority make decisions to be safe and be visible. They do not want to put themselves in danger. I think that some of the requirements in the bill would result in reduced visibility and reduce safety.

I think that anything that this is being considered should promote the safety of bicyclists as well as improving traffic flow. Cyclists keeping a safe a distance from parked cars, especially ones with visible occupants, enhances both visibility, safety, and minimizes the unexpected movements by cyclists. Just imagine the door of a parked car opening a dozen feet in front of you. A cyclist's instinctive reaction is to swerve out and possibly into moving traffic. Keeping a safe distance is good for cyclists and for motorists, and avoids sudden changes in the relative positions of cyclists and motorists.

It seems to me that the some of the proposed rules make cycling less safe. I am sure that this was not the intent and I am concerned that the way some of these laws are implemented could encourage road-rage against cyclists.

Michael Steer Phone: (919)522-2610 Email: mbsteer@gmail.com

12/29/2015

I've been cycling in NC for over 30 years and although I applaud DOT intention to make things safer for car and bikes I have some concerns about some of the proposed changes.

My greatest concern is that DOT has in several cases ignored or gone in direct opposition to the very working group set to study these issues. This is not democracy, government by the people.

I do agree the passing distance needs to be wider, many times I have been 'blown off' by a car going 60 mph only 24 inches from me. They must think it is funny, but I am a father and my kids need me.

Specific concerns are that while most all cyclists I ride with do ride in the right half of the lane already, there needs to be an allowance for using as much of the road as needed to ride safely, road hazards, traffic entering from the right side and sticking out, parked cars on the right side of the road; sometime you need to use the left half of the road to be safe.

The requirement for groups to register is just extremely impractical to impossible. Often ride leaders have no idea how many people will show up on any given day. Longer rides will go through several counties, much less numerous municipalities.

Please listen to the approved and carefully organized work group and change these

recommendations. Thank you for trying to make cycle safer, but it needs some more work.

Sincerely,

Jim Herman Phone: (919)942-7780 Email: jim27514@gmail.com

12/29/2015

I have observed multiple instances of poor decision making and aggressive behaviors by motorists and/or passengers vehicles towards bicyclists on our rural roads in Cary and Chatham County. I think that motorists need to be given additional education courses on why bicyclists need to be able to move to the center of a lane, or when it may be better for them to ride as a bunch, rather than single file. I find the H 232 Bicycle Safety Laws Study Report to be biased against the lawful use and enjoyment of roadway facilities by bicyclists. The use of bicycles for transportation should be encouraged and protected by the laws of North Carolina. Requiring groups of 50 or more bicyclists to file for a permit prior to riding together would limit the freedom of assembly. Do NC towns require similar permits for large groups of motorcycles, or for old cars, or for funerals? This rule would only act as a discouragement and an additional barrier to people choosing to exercise and commute by riding bicycles both in our cities and on our rural roads. Our roads are shared by many users, and the most dangerous users such as heavy and wide trucks and cars need to take special care to protect those that are most vulnerable, by giving bicyclists enough space when they pass, and by slowing down and respecting their right to be on and share the road.

Elizabeth Adams Phone: (919)678-1513 Email: liz.adams@ymail.com

12/29/2015

Dear NCDOT,

I am very concerned about the recommendations from the NCDOT in HB 232 regarding cyclists that differ from the recommendations of the HB 232 working group.

In particular, I find the suggestion that cyclists should be restricted to the right half of marked travel lanes (recommendation 7) to be a dangerous one. This recommendation runs contrary to nationally accepted bicycling practices that encourage lane control, staying out of the door zone of parked cars, and improving visibility of the cyclist at junctions (to deter left-cross and drive-out collisions). I am a bicycling instructor, certified by the League of American Bicyclists, and I routinely teach cyclists that it is often safer to "take the lane", which it is. Requiring cyclists to ride on the right have of a lane makes cyclists less visible and lets motorists think there is room to safely pass a cyclist when there really is not sufficient space.

I am also against recommendation 8 that suggests each municipality should have its own regulations for group rides. North Carolina is a state that is well-positioned to bring in millions of bicycle tourism dollars, but making it extraordinarily difficult for group rides to occur, especially those that cross several jurisdictions, could send all of those cycling dollars to other states. North Carolina should be embracing and encouraging this healthy form of recreation rather than imposing confusing, restricting, and cumbersome regulations on it. There are already state regulations in place that have been carefully worked out and that are sufficient.

I am a motorist as well as a cyclist. My taxes pay for public roadways, and I should be able to use them for transportation and recreation as a cyclist, motorist, and pedestrian.

Please consider these laws from the standpoint of making cycling safe. The recommendations of the working group kept the safety of the cyclist in mind. I fear the revisions made by the NCDOT now favor the motorists' speed and convenience over the safety of the more vulnerable cyclist. The state's Complete Streets policy, adopted by the NCDOT, specifically states that the roads policy should "encourage the use of alternative forms of transportation" and "improve safety for pedestrians, cyclists, and motorists." These should be

the starting points and the guides for any new legislation.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Jeffrey Lee Bloomfield Jr. Phone: (919)904-2195 Email: jeffbloomfield@gmail.com

12/29/2015

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.
Richard Kuhn Phone: (704)552-2447 Email: dickkn@att.net

12/29/2015

NC DOT should follow the recommendations put forth by the study committee in relation to HB232 (Bicycle Safety). Don't take away our rights to ride.

Stedman Ayers Phone: (919)260-4376 Email: stedyatcarrboro@gmail.com

12/29/2015

I request that the HB232 Committee recommendations be followed, as otherwise cyclist safety will be jeopardized, not improved.

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

John Morton-Aslanis Phone: (919)208-0319 Email: maslanis@hotmail.com

12/29/2015

As an avid cyclist, automobile driver, and Wake County resident, I urge you to follow the recommendations of the HB232 Committee.

Otherwise, I believe cycling in NC will be less safe for motorists and cyclists alike. For example, permitting motorists to pass on a double-yellow line is unsafe. They already do this frequently, and many times it is the oncoming vehicles who are endangered most.

Thanks for your consideration.

Larry Ray Phone: (919)463-3471 Email: lray17@nc.rr.com

12/29/2015

Please be sure to keep cyclist safe. A little patience on everyone's part goes a long way. As a cyclist I try to be aware of my surroundings. When a car or truck passes too close I can't help but wonder what's the point. If I am hit, it will be me that is injured and or killed but it will be them that lives the rest of their life knowing their impatience or bullying caused someone else to suffer.

Please be careful about passing any laws that will empower those that feel they own the road because their mode of transportation is bigger, has an engine and goes faster.

Ann Munn Phone: (919)493-0973 Email: annm27707@gmail.com

12/29/2015

Dear NCDOT,

I am very concerned about the recommendations from the NCDOT in HB 232 regarding cyclists that differ from the recommendations of the HB 232 working group.

In particular, I find the suggestion that cyclists should be restricted to the right half of marked travel lanes (recommendation 7) to be a dangerous one. This recommendation runs contrary to nationally accepted bicycling practices that encourage lane control, staying out of the door zone of parked cars, and improving visibility of the cyclist at junctions (to deter left-cross and drive-out collisions). I am a bicycling instructor, certified by the League of American Bicyclists, and I routinely teach cyclists that it is often safer to "take the lane", which it is. Requiring cyclists to ride on the right have of a lane makes cyclists less visible and lets motorists think there is room to safely pass a cyclist when there really is not sufficient space.

I am also against recommendation 8 that suggests each municipality should have its own regulations for group rides. North Carolina is a state that is well-positioned to bring in millions of bicycle tourism dollars, but making it extraordinarily difficult for group rides to occur, especially those that cross several jurisdictions, could send all of those cycling dollars to other states. North Carolina should be embracing and encouraging this healthy form of recreation rather than imposing confusing, restricting, and cumbersome regulations on it. There are already state regulations in place that have been carefully worked out and that are sufficient.

I am a motorist as well as a cyclist. My taxes pay for public roadways, and I should be able to use them for transportation and recreation as a cyclist, motorist, and pedestrian.

Please consider these laws from the standpoint of making cycling safe. The recommendations of the working group kept the safety of the cyclist in mind. I fear the revisions made by the NCDOT now favor the motorists' speed and convenience over the safety of the more vulnerable cyclist. The state's Complete Streets policy, adopted by the NCDOT, specifically states that the roads policy should "encourage the use of alternative forms of transportation" and "improve safety for pedestrians, cyclists, and motorists." These should be the starting points and the guides for any new legislation.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Larry Gottschalk Phone: (919)381-7283 Email: larryg@gmail.com

12/29/2015

Honorable members of the Joint Legislative Transportation Oversight Committee:

These are comments on the HB 232 Bicycle Safety Laws Study Report.

I submit them from the perspective of a 14-year local elected official, and a bicycle operator for some 56 years, 46 of those on North Carolina public roads. I have represented the Town of Chapel Hill on the western Triangle MPO for my entire time in municipal office, during which I have had an excellent working relationship with DOT Divisions 5 and 7, and with statewide sections such as Congestion Management.

I am a founding (and current) charter member of the statewide organization, BikeWalk North Carolina.

We should all be grateful to Representative Whitmire, Jeter and others for sponsoring legislation to convene this working group.

The working group and/or NCDOT produced 12 recommendations for your review.

The one to which I would particularly direct your attention is number (7), "Operating position in roadway." The working group chose not to recommend any changes in current law. NCDOT, however, did recommend a change. After many decades of safe bicycle operation in a number of NC municipalities (Chapel Hill, Durham, Hendersonville, and some in Carrboro), I see no need whatsoever for any change in the law adopted in 1973. It has been accepted as settled legal practice for over four decades. Our law allows bicycle operators to operate as vehicular operators, with their needs met for making left turns in particular.

In urban areas where major employers have highly constrained parking, bicycling is an important mode for job access. Being able to move effectively on public road systems is absolutely essential. Left turns and other reasonable uses of public roads are carried out by many thousands of bicycle commuters daily.

In regard to #(4), "Visibility (clothing or reflective gear) and lighting requirements: SB 955 from the 2009 session included language very similar to what is shown in the joint recommendation. However, it included language on periods of enforceability, as requested by other BikeWalk NC members and myself. That language was added by the bill sponsor, the late Senator Martin Nesbitt, and the bill passed the Senate with it included.

In regard to #11, "Vulnerable road user protection": I support NCDOT's recommendation for amendment of G.S. 20-154, for additional protection for bicycle operators. I believe this would be supported by many law enforcement officers.

You have presumably heard from a number of bicycle operators on other provisions of the report. In priority order, numbers (7), (4), and (11) are the ones I feel have the most importance for bicycle operators in municipalities where there are large number of bicycle commuters. Thanks for your service to our great State.

Ed Harrison

Council Member, Town of Chapel Hill

(919) 490-1566

ed.harrison@mindspring.com

12/28/2015

The possible upcoming change disregarding the 'working group' recommendations to continue to encourage motorized vehicles operated to yield lane to cyclist and in reference to cyclists 'right' /to use the road way and travel in continually compromised safe conditions, is unacceptable. The simple truth of any legislative, municipal or public appointed group's collective outcome should be adhered without such alteration: especially concerning the actions of motorists that have lead to many incidents and deaths directly related to the inherent designers (dot) past failings to incorporate safer design and promote more tolerance in motorized traffic. Education tutorial for vehicular traffic to accommodate human powered traffic should be the priority in every design: not an afterthought. I was an appointed advisor to municipal design for transitional areas between pedestrian, cycling and vehicular

thoroughfares in the 90's, for over four years. Then, as now, the dot has the singular motive of producing thoroughfares for motorized vehicles and is NOT prone to accommodate other than motorized vehicle movement....in fact the dot especially dislikes these types of decisions to favor any other (cycling and pedestrian) than motorized vehicles moving at predetermined average speeds. In light of the motorized roadway design's of interchanges and lane widths disparity against no motorized movement, it is critical for non motorized Traffic to be allowed to establish line sight and Presence in any given road (and weather) condition. The last, and most significant, point to make- Others less powerful on today's roadway should be offered every advantage possible to accommodate their safety against more powerful on that same roadway: that they are not afforded the same consideration and have the same right to be there is just wrong./ Given the lack of accountability most drivers have to drive, talk on the phone and be a hazard to others is three fold to a cyclist that is traveling the same direction and following the same road cue designs. The cost to a cyclist is. Even a fender bender of movement from a car is devastating to one's body. To establish a separate set of rules for the cyclists is, once again, wrong. The dot and especially any Given municipal authority is not capable of maintaining, enforcing or commanding traffic to abide tolerance other than through education and adherence to the existing rules of the road. The dot is not equipped nor charged with such lofty concerns for the safety of the participants (all participants) on roadway designs; they are charged to just build what they know how to build. We all know this issue of roadway right of way is not designed for cycling as the sole means of traffic. In fact, if every person in the legislature took a bike ride on the last roadway they approved by the dot they might understand more intimately the topic at hand. It is simply a matter of education and right to travel on the public roadway; every cyclist has this right. It should be made possible for every safe consideration within the rules of operation of all roadway traffic to consider all roadway traffic; without discrimination or exception. Legislators are bound to regard ALL citizens not just motorized ones...

akinsway@yahoo.com

12/28/2015

I understand that NCDOT is soliciting comments on the draft Bicycle Safety Law Study.

There are a few recommendations in the study that are beneficial for both bikers and motorists. I strongly favor:

- The 4 foot clearance when cars pass bicycles.
- Allowing cars to cross the double yellow line when passing bikes.
- Use of the right arm to signal a right turn (my bike doesn't have a roof or rear

window so why the left arm? I doubt 98% of motorists even know what the proper hand signals are). Pointing in the direction of the turn simply makes sense.

A few proposals are over prescriptive:

- The requirement for lights and bright clothes is overkill. I do believe either lights, or bright clothes are important for the safety of both bikes and motorists. Requiring the presence of one or the other would be reasonable. When I bike to work, sometimes my wardrobe is dark so I use lights. Other times, bright clothing seems to minimize the need for lights. If safety is that critical, how about requiring cars have running lights on 24/7?

- The requirement for a permit when a group ride is >30 riders is overly prescriptive. Riding with a group is one of the joys of cycling. I do think that there is an upper limit to the size of a ride at which some planning and notification is appropriate - but that should be a number more like >100.

- The proposal for 'no headphones' is intrusive. Until NCDOT is ready to recommend that drivers cannot use cell phones, let bicyclists make their own safety decisions. Some of the proposals are ill informed and harmful:

- The requirement to ride as far right as possible is dubious at best. I ride in the city (bike commuting to save the few parking spaces in our commercial lot). I always occupy my entire lane – parked cars, lost tourists behind the wheel, and daydreaming pedestrians cause a dangerous environment. Being pinned between parked cars and another car trying to ‘squeeze by in the same lane is frightening. I keep up with traffic in town – often going faster. When riding in more suburban areas, it is often prudent to occupy the lane to keep cars from passing then cutting me off at intersections. Whenever it is safe, I move as far right as practical – no interest in irritating motorists, but also no interest in getting killed to save someone 5 seconds.

Thanks for including these comments in the study.

Regards,

Rod Baird

rodbaird@yahoo.com

Asheville, NC

12/28/2015

Dear Committee,

Thank you for your work in consideration of the NC Bicycle Community safety on our roads.

I wish to speak to my concerns for the recommendation that Bicyclists be confined to the right half of the right lane, except when preparing to turn left.

Both times I was hit while riding my bicycle and my close call were the result of my riding to the right of where a car’s right tire normally ran down the lane.

The driver approaching me from behind thought she had sufficient space to pass me while not crossing into the on-coming traffic lane. She was wrong. Her right rearview mirror hit my handlebar. Had I been traveling more to the center of the lane she would have known she could not squeeze past me within the same lane and would have waited to pass me. I know she saw me since her first words to me were, “What could I do, there was traffic coming?” I suggested she try her brakes next time. The police suggested I travel further left in the lane (as I usually do).

Earlier that same week, I was almost hit in a similar situation. In that case I traveled along the lane where a car’s right tire normally passes. A car passed me from behind, her left tires on the yellow line at the crest of a hill where she could not see on-coming traffic. She failed to pass at a safe distance from me. Had I been riding further left in my lane she would have known she would need to cross the yellow line to pass me and would have waited. (I caught up with her at the traffic light and spoke kindly to her, requesting a good 4 feet passing distance.)

Years ago I was hit by a motorist making a left turn. Again, I was riding along the right edge of the lane.

My niece was hit, and broke her pelvis, riding in the right side of a roadway. She was ‘doored’. Had she been riding further left in her lane the driver of that car could have safely opened the door – and likely would have seen her better. It is difficult to see an approaching bicyclist who rides close to parked cars in the right half of a lane.

I strongly disagree with the recommendation that bicycles occupy the right half of a lane.

I would add a suggestion to change the ‘share the road’ signage to ‘Bicycles may use the full lane’. I believe most drivers interpret ‘share the road’ to mean ‘share the LANE’, which, in most cases, is too cozy for bicyclist safety. My experience as a bicyclist is that many motorists believe that if bicycles travel in the right side of a lane, they can pass the bicyclist within the same lane. This is not possible. As a bicyclist travelling to the center or left side of a lane, motorists must pass safely by waiting until they can safely cross the yellow line to pass. I move left in the lane to prevent cars from sharing my lane with me in unsafe situations.

I have some concerns about the proposed regulations of group rides. For the most part I ride my bike at non-rush hour times. Recently I was out at rush hour and pleasantly surprised to see many more bicyclist riding around my town. I saw 6 bicyclists at one intersection, 5 at another. They were not on a group ride. They happened to all be riding the same roads at the same time.

Motorists need to learn to navigate our roads occupied by more and more bicyclists. Motorists need to accept the probability of cyclists sharing the roads. Eventually bicyclists may outnumber cars at times, bicyclists travelling at different speeds and for different purposes.

Please, remove the recommendation to confine bicycle travel to the right half of the lane.

Thank you,
Sarah Howe sarah@houseofclay.net
2934 Ridge Rd
Durham, NC 27705

12/28/2015

My comments are directed towards the NCDOT and the Joint Legislative Transportation Oversight Committee.

While the H232 is directed towards the convenience of motorists it is nice to see a few good ideas being presented towards cyclists. Yet, unfortunately it is still frustrating because this bill actually makes bicycling more of a danger for the common cyclist with it's poor attempt at "protecting" cyclists.

First, motorists already drive across double lines to pass anything, not just cyclists, so this is a mute point. Squeezing into this bill is just a facade to make the appearance of including cyclists in this bill.

Second, 90% or more of motorists resent cyclists for riding on "their road" and forcing - potentially ticketing - them for not giving 4 feet of room will grow the ever widening gap of misunderstand between cyclists and motorists. While it is nice that some attention was put towards cyclists, did anyone think of how this could even be enforced? The probability of a cop seeing a car pass a cyclist too closely is almost impossible to compute. This is a cheap fix for cycling lanes not being a standard in the creation of and maintenance of roadways. Sure it'll cost more money, but it's the right thing to do and saves more lives, helps more people to have confidence to ride their bikes and explore their community. Which in turn strengthens a community in more ways than one. It strengthens the attractiveness of the community, puts more faith in local and state government, diversifies the community, allows for more opportunity, people can improve their health, can spur local and national economies. The list is almost endless. Seriously you need to think and consider these things. They are REAL opportunities and other states have already figured it out.....

Third, it is almost pointless to force permitting for group rides of 30 plus rides except for the statistics it provides. I can tell you already that almost no one is going to do it and can you actually see a cop pulling over 30 plus cyclists? You'd be expecting a cop to check IDs (which most cyclists wont have - but should), issue and deliver tickets for potentially 100 plus people simply because they were riding bikes together. Can you even start to imagine the waste of resources this is? Sure it's simple to say just get a permit or you'll get a ticket, but think about the backend process. The resources needed to process all the issued tickets, the new processes that need to be written, then approved by other departments, then rewritten, revised, then finally in place, next training for employees, additional employees needed, etc, etc. This whole portion is a waste and probably thought up by some prick who even can't ride a bike.

Finally I can't being to tell you the idiocy used to tell a cyclist he/she can only ride on half of a lane, that's a fourth of the whole road. This is the most dangerous part of the bill and it

simple cannot stand. Imagine your riding down the road and some one throws a door out and you the cyclist cannot react in time because you're now required to ride in half a lane, hit and flip over the door where one could be paralyzed or even killed from this hit. Paralyzed or killed is not being dramatic either, cyclists are riding at 15, 20 or even 30 miles an hour down a road. Imagine hitting a door at that speed. Also cyclists have to bike defensively, we are smaller than motorcycles who are already hit a lot. Biking defensively has saved my life and others I've ridden with more times than I can count. Limiting to me to half a lane virtually gives me no ability to bike defensively, let me give you an example. Imagine biking on a 4 lane road with 2 lanes on each side. When I bike, I usually use a whole lane on a 4 lane road because it increases my visibility and if someone doesn't see me, then moves into my lane. It gives me room to move out of the way. If you take away my right to ride in a whole lane and a car moves into my lane (and I'm now limited to half of a lane) it dramatically reduces the area needed to move out of the way and then potentially moving into oncoming threats. Again most cyclists on the road are riding anywhere from 15-30 mile an hour. Try hitting your face into a light pole or sign at 20 mile an hour.....There are a million more examples that could be used to show why this portion of the bill is just ludicrous.

I would like to ad that my opinions are not superficial, it's more than obvious that the NCDOT and Joint Legislative Transportation Oversight Committee have no knowledge or regard to what a cyclist must bare just to ride their bicycle on the road. There are already mountains of fear and trail one must go through to just ride to the store. Have you had a full can of beer throw at your head because you were riding your bike on the road. Or have you been yelled at, forced off the road, or hit by a car while riding your bike? There are thousands of cyclists just in North Carolina that have had this and more done to them because they were inconveniencing the motorist behind them by a minute or two. If this bill was looked at objectively, it is nothing more than a pile of crap written to appease motorists. There is more at stake than just making it convenient for motorists to blow past cyclists with laws they won't actually follow. Seriously, do you even follow the current laws in place to protect cyclists? It's doubtful, I dare you to ask 10 other people you know if they follow the current laws. Chance are only 1 of them do, try doing that math on that one.

I would rather see NCDOT put time and money into planning road ways wide enough for bike lanes, sidewalks, and other greenway projects for multi-use. Sure building them will be dramatically more expensive and won't completely solve all the problems, but it will be setting an excellent example. Isn't that better for our future anyways? I'm not writing all this just because of this silly H232 bill. The fact that this bill is even proposed shows the lack of development, growth, and ignorance NC is facing. It's inability to progress and be diverse from other states. NC is one of the most attractive states in the while country for people to move to and live and this bill shows the lack of thought put into developing and growth needed for NC to be a better state. Sure I might sound crazy or overly passionate about this, but wake up and think about it for yourself. Don't you want to live in a state that wants to change, grow, develop and set the standard for other states? Can't you see that more bike lanes, sidewalks, and road work creates more jobs? Make your neighborhood, city, university a more accessibly place? It is a huge trickle down affect that will benefit us all and that is more important than bending over to impatient drivers on the roadways that have to wait 20-30 seconds just to pass a cyclist. Did y'all even study? The average time waited to pass a cyclist....I bet it's less than 30 seconds. Good grief.

Thanks and sincerely,

Michael Lowther michaeldlowther@gmail.com

12/28/2015

Please do not eliminate a cyclists legal right to control a lane when felt necessary. Restricting a

cyclist to the far right will endanger the cyclist in numerous scenarios that have been well outlined.

Sincerely,
Richard Fellman, MD
rafellman@yahoo.com

12/28/2015

Dear NCDOT:

I am writing to express my concern and great frustration with the BikeWalk NC recommendation. In particular, the recommendation to restrict cyclist to the right half of the lane is very dangerous! This idea will further encourage motorists to squeeze between a cyclist and an oncoming car. This will put both the vehicle motorists in danger and will definitely make cycling in North Carolina more dangerous. Furthermore, it will also make it easier for motorists to harass cyclists. Therefore, I am strongly opposed to this legislation.

I am also opposed to allowing local municipalities to propose more restrictive laws on cyclists as this will create a nightmare for cyclist that may travel throughout the state or ride through several different counties on a single ride.

Brian Mann mannb@mac.com

12/28/2015

I write this email as both an experienced police officer with 30 years of service and traffic experience and as a experienced cyclist. From my experience as a advanced traffic accident investigator and instructor, I find that the first two points addressed below will create more hazardous conditions for both cyclists and motorists if passed as recommended. Most all experienced riders follow basic safety principles when riding. Regulating cyclists to follow these recommendations will expose cyclists to needless hazard and potential harm.

I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Your time and consideration is appreciated.

Sincerely,
Dennis Lane dlane927@aol.com
Major (Retired)
Raleigh Police Department

12/28/2015
NCDOT,

Please don't overlook the non-recreational cyclist when considering new lane restrictions. There are some in the community that rely on or choose to ride a bicycle to get to work. Not all cyclists are racers, some choose to ride for a more utilitarian reason and should not be forced to the right side of the lane where it is often unsafe to do so. I agree with Bike Walk NC when they state,

I urge the NCDOT and the North Carolina Legislature ensure cyclists' safety on the roads. I urge the NCDOT to consider allowing cyclists the full use of the lane and not just the right-side, as that allows for potential crashes and defensive driving by motorists; not limiting side-by-side riding within a single lane because group riding tends to offer safe group riding practices; and lastly, not enforcing that group rides of 30+ riders be registered and permitted, as most group rides cross between many municipalities and that will deter ride organizers to be able to safely plan for and execute these group rides. Thank you for your consideration of these amendments to your report to be reviewed by our Legislature.

Ian Baldwin ian.baldwin828@gmail.com

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Thomas Bland thomas.bland2@gmail.com

12/28/2015
NCDOT,

I am writing you as a concerned bicyclist. I along with many of my friends and co-workers ride bicycles on the roads of the greater Triangle Area. House Bill H232 appears to do very little to protect me the vulnerable rider and goes a long way in set back cyclist rights to safely and legally use public roads. While I appreciate the changes to require a minimum of 4ft for passing and making it legal to pass on a double yellow line I have major objections to most of the other provisions laid out in the NCDOT report. I along with most of my fellow cyclist in my riding club work very hard to obey, educate and enforce safe cycling, but yet we are constantly placed in dangerous situations by impatient motorist who cannot or will not wait for

a safe place to pass a solo or group of cyclists.

In the report the use of the full lane when cyclist safety is questionable, should be reviewed more carefully. Here is a prime example, in many locations on roads in Wake, Chatham and Lee counties left turn lanes are present in order for a cyclist to safely move into a left turn lane they must take over the entire lane of travel to ensure that motorists do not attempt to pass on the left and place the rider or riders in serious danger while trying to turn. Proper hand signals should be given by the cyclist or cyclists to ensure that a motorist understands what is going on, just like a driver should use their turn signals to indicate a lane change action to other drivers. Another instance of this is where traffic furniture (calming medians) are present, these areas are very dangerous for cyclist riding to the right side of the lane because an impatient motorist can easily squeeze a rider off the road since the lane allows for not much shared space for car and bicycle. I had that happen to me twice during the 2015 summer riding season.

Another questionable provision is the "Solo bicyclists would be restricted to the right half of a marked travel lane". This is another extremely dangerous scenario for cyclist especially on the rural roads in your district. In many cases the roads have little to no shoulder and when a cyclist is presented with debris, broken pavement, etc... not being able to adjust for a safe riding position in the road is dangerous and frankly problematic. In truth most solo cyclist do their very best to not hinder the flow of traffic. If you consider this provision, I would respectfully ask that you amend the bill to include appropriate funds to widen or place more asphalt on the shoulders to provide cyclist a safe place to ride.

The final troubling provision is allowing local municipalities the right to require a special permit for groups larger than 30 riders. This change would significantly impact many of the local clubs that have multiple riding groups of 30 or more. These groups hold many charity rides and provide exercise along with social interaction for many people in your district. To force the leaders of these groups to request special permits for the multiple rides that are held each week would place an unknown load on the club leaders and the municipal workers to process requests for up to 6 rides per week per club that want to ride on the roads that cross multiple jurisdictions. The overhead alone for the municipalities would require one or more full time employees to support the request load over the summer.

In conclusion, I ask NCDOT to reopen their study where they have made these recommendations or allow public hearings where the local cyclist can provide real world input on this matter. I guarantee you that the information that would be provided would open your eyes to the challenges that H232 presents to the cycling public. I understand the needs of the motorist as I am one too most of the time, but I also understand and respect a cyclist right to safety as well. There is a fine line to ensure that all public roadway users are safe and I think that all sides should be weighed equally before making broad stroke change that may cause irreparable harm to the cycling community in the greater Triangle Area.

I ask that you think carefully about who this law is protecting here. In my opinion it is for the benefit of the motorist who believe that they are being inconvenienced by the cyclist riding on public roads.

Perhaps the solution is not changing the law but educating the motoring public on how to safely navigate around a solo cyclist or a small/large group of cyclist. There are plenty of advocacy groups here in NC and throughout the US that could and would be more than happy to provide the NCDOT with video that it can post for motorist education.

Regards,

David Byrd david.byrd715@gmail.com

12/28/2015

These are the concerns I have with this bill. Please consider. As an ex bicycle shop owner from

Lincolnton NC, I believe this bill ,as it is written could negatively effect businesses and tourism .

1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Chafin Rhyne

Jennie Rhyne

chafinrhyne@icloud.com

60 North Market Street

Unit#605

Asheville, NC 28801

Skype 704-479-6015

Cell 704-742-0981

Cell 704-740-6299

www.BikeSwitzerland.com

www.MastGeneralStore.com

12/28/2015

I just found out at H233 and would like to send a few comments in regards to the proposal as I am a cyclist in Wake County:

1) I agree that no more than two abreast when cycling on the road. Two abreast makes the cyclist more visible than a single rider.

2) I agree that a cyclist should have some form of reflection on them or their bike.

3) I believe that a cyclist should carry identification for emergency purposes.

4) I am not understanding where it is being recommended for the cyclist to actually ride at. I have heard on the right side of the white lane (shoulder) which would be more dangerous to the cyclist as there is always debris (rocks, limbs, potholes, miscellaneous items).

5) I ride with several different groups because due to the fact it is a safety in numbers for me as a female. Limiting the number of people for a group ride could prevent a few people from getting a ride in because there are too many cyclists.

6) If I read it correctly it stayed to get a permit if you are riding in more than one municipality? I live in the county and depending on how far I need to ride will depend on which direction I go. I could potentially start in Wake County, then in Cary and Apex.

7) I would like to see somehow that the rural roads be required to install bike lanes when new construction is being planned. Example would be on New Hill- Olive Chapel road there is a new subdivision going in and this road is a major road way for cyclist; however Town of Apex is not even looking at it for bike expansion lanes because it is in a rural area. I believe

we should be proactive and not reactive meaning why wait 10 years to put in bike lanes when after a subdivision has been there for awhile, install it when the subdivision is going in. Make the developers pay the infrastructure fees for bike lanes.

I am an active cyclist who does it for enjoyment and exercise. Please take in so of the items I discussed as consideration.

Sincerely

Amy Lindley alindley71@gmail.com

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Jennifer W. Shepherd

jennifer-shepherd@nc.rr.com

403 Governor Drive

Hillsborough, NC 27278

919-816-6380

12/28/2015

Please pass on the following concerns regarding H232 to the Joint Legislative Transportation Oversight Committee. I ride my bike to work daily and I am concerned if H232 is passed that I will not be safely protected as those using cars to commute.

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary

enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. Thank you in advance for protecting me as a commuting cyclist and supporting the above concerns.

Jennie Rhyne jgrhyne@bellsouth.net

60 North Market Street

Unit 605

Asheville ,NC 28801

704-479-6015

Cell 704-742-0981

12/22/2015

I am writing to express DISGUST with NCDOT for adding THEIR opinions to the House Bill 232 and trying to pass this off as the non partisan group made up of 12 volunteers known as "Working Group". Someone, or several individuals took the notion to insert THEIR opinions where the "WORKING GROUP"'s opinions or outcome did not align with theirs. Specifically, those of us that are riders are concerned with the following:

The following were taken from David Billstrom's article and articulate exactly how most cyclist feel. I apologize for the cut and paste job but it gets the point across.

"Staying Right

First, I disagree with NC DOT's recommendation that people riding bicycles must stay to the right of their lane. This will get you killed.

In numerous situations, it is much safer for the person on the bicycle to be in the middle, or even the left side of their lane — to improve their visibility and be conspicuous to people driving vehicles.

Research and experience has made it very clear that limiting people on bicycles to any particular place in their lane make it more dangerous for them, as well as dangerous for people driving vehicles.

Examples of this include curvy roads in the Western North Carolina mountains, where the sightline ahead is restricted for the person driving the vehicle. A person on a bicycle "hugging" the right side of their lane is less visible, even if wearing high-visibility clothing and flashing lights activated in the day time. By riding in the middle of the lane, or the left side of the lane, the person on the bicycle can improve the sightline (lengthen it) for the person driving the vehicle.

Perhaps the most egregious aspect of the NC DOT recommendation... is the behavior it encourages in people driving vehicles. I have seen people driving vehicles pass people on bicycles in a very unsafe manner countless times, both when I was driving a vehicle and when I was riding a bicycle. It is obvious to me that when a person on a bicycle "hugs" the lane to the far right, people driving vehicles are somehow encouraged to attempt to pass whether or not it is safe. In other words: to "squeeze" by.

When I ride my bicycle in the middle of the lane, rather than the far right of my lane, approximately 19 out of 20 people driving cars will follow me at my speed, and wait until they have a clear sightline, and then pass me safely.

If I ride on the far right of my lane, it is the opposite: only 1 out of 20 people driving cars will wait for a safe passing opportunity... the other 19 will "squeeze" by... even with absolutely no sightline (in a curve, coming to a rise in the road, etc).

In my experience, the NC DOT recommendation, if implemented, will actually cause more poor behavior by people driving vehicles, not less.”

Riding Two Abreast

“Second, I disagree with NC DOT’s recommendation that people riding bicycles not operate more than two abreast. Even in a “small” group of 5 to 10 people riding bicycles, there are times when it is more safe and more efficient for the group to gather closely together, say to wait at a stoplight and then to proceed through on the green light.

If made to line up in sets of two, or worse, single file... there may not be sufficient time when the light turns green to even get the whole group through the light — which in turn will cause even more frustration for people driving vehicles behind the cyclists.

There are numerous other examples of why this isn’t a good idea.

The Working Group provided a recommendation: that education be used to improve behavior and techniques, to minimize danger and increase the safe flow of traffic. NC DOT is off the mark by recommending a specific number of acceptable bicycle positions.”

Local Government Supervising Rides

Third, I disagree with NC DOT’s recommendation requesting legislation so that local governments in North Carolina would “register” informal group rides as small as 30 people on bicycles (again, NC DOT’s recommendation is in opposition to the Working Group’s recommendation).

While this recommendation may have been well-intended, supposedly to ease the “angst” between people who drive vehicles and people who ride bicycles, it is too vague to be helpful to legislators — particularly those legislators with little or no experience with informal group bicycle rides.

The legislators deserve specific recommendations based on deep experience with the problem at hand. Asking the legislature to enable any local government to “register” (presumably these means regulate, control and administer) group bicycle rides further places responsibility for bicycle events on local officials who may be poorly equipped to take the responsibility.

I have helped organize bicycle rides for small groups of 5 to 10 people (about 1,000 rides in the past several years) and I have been responsible for safety planning and operations of numerous large bicycle events (300 to 1,000 riders). I think I can speak for all of us who lead bicycle rides and organize events when I say that safety is our #1 priority. And we are all very, very aware that driver-rider frustration is a key component of hosting a safe bike ride and a safe bike event.

Frankly, dangerous events are ultimately unsuccessful. Of all constituencies, we organizers may have perhaps the strongest motivation to conduct safe rides and events.

So why invite local government to take a deeper role in attempting to “improve” something they don’t know much about, are not funded to administer, and for which vague guidance is offered from NC DOT?

In an era of heightened scrutiny on the cost of government, this NC DOT recommendation seems headed in the wrong direction: towards bigger government, attempting to do more and spend more, not less.”

In this day and age, more and more WORLD CLASS STATES are creating Bike Lanes, proposing bike laws that add further protection for cyclist who LAWFULLY use the roads that they already pay taxes on with their multiple vehicles. After all, most cyclist are Type A, Goal Oriented and driven people who typically have higher discretionary incomes to support their hobby of cycling. Please do not circumvent the will of the majority that stood behind the “WORKING GROUP”’s report, to do so would be a travesty to Democracy. It only takes seconds to slow down and safely pass cyclist.

Dan, I would like to speak to you directly about this.

Regards,
Bob Davis rdavisjr@carolina.rr.com
1318 Andover RD, Charlotte NC, 28211
704-236-3483 Mobile

12/28/2015

I have been a resident of North Carolina since 1976 and have over 40 years of riding experience as a recreational, commuter, and competitive cyclist. This year alone I have ridden 11,048 kilometers (6,865 miles). It would be fair to estimate I have ridden over 200,000 lifetime miles throughout the US and in Italy and France. It has given me a fair opportunity to observe motor vehicle and bicycle interaction, sometimes a little bit too closely as I have a collarbone plate as a permanent reminder from a 2010 hit and run incident Harnett County.

I have reviewed the H232 Bicycle Safety Laws Study Draft Report by the North Carolina Department of Transportation. The draft report has some good aspects to it but has other areas that should be struck from the report. Let's start with the good:

- The requirement for motor vehicle to give cyclists 4 feet of clearance is absolutely necessary. Motorists do not realize how much margin riders need in order to safely co-exist. I realize that is un-enforceable but is essential for motorist educational purposes.
- Extending motorcyclist vulnerable user protections to cyclists provides options for law enforcement and the courts when a motorist injures a cyclist or causes property damage.
- Allowing cars to pass bicyclists on a double yellow line when it's safe to do so would alleviate potential traffic issues.

Unfortunately much of the HB232 draft report appears to marginalize cyclists. Reading through the report and the committee minutes, it seems like the impetus for the report has been some rural residents who have complained to their legislators about being temporarily inconvenienced by cyclists. The report itself seems to have disregarded the recommendation of the stakeholder committee. Why even have a stakeholder committee if their research and findings are disregarded. Here are my major concerns about several elements in the report (these items were not recommended by the stakeholder committee):

- Cyclists would not be allowed to ride more than two abreast. In order for motorists to pass safely with a safe amount of clearance, a cycling group should be as compact as possible. Any rule that makes the group longer makes it harder for a motorist to pass safely and increase the risk of exposure to cyclists.
- Cyclists would be restricted to the right half of the travel lane. This is the one of the most onerous aspects of the report. Restricting cyclists to the right half of the lane interferes with defensive bicycle practices such as lane control, staying well out of the door zone of parked cars, improving visibility at intersections, and avoiding right hook crashes. It encourages police and motorist harassment of cyclists and invites legal problems for cyclists via the state's contributory negligence law. Legislating lane position would take away rights from those who need them to stay safe, mainly cyclist in more urban areas, while adding no benefit to rural motorists.
- It would be incredibly onerous to require informal group rides that may attract more than 30 cyclists to secure permits to ride through the various municipalities and counties on a group ride. It's not unusual for a group ride to ride through two to four counties and over five incorporated municipalities on a 60 mile ride. This is a bureaucratic nightmare.

This draft report needs a major re-write as it has disregarded the findings of the stakeholder committee. This report will not make North Carolina roads safer for the most vulnerable of road users - cyclists.

Regards,
Kirk Port kportnc@gmail.com

5015 Simmons Branch Trail
Raleigh NC 27606

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Tonya Roy, CRM

troy@redwoodsgroup.com

Consultant

The Redwoods Group

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www.redwoodsgroup.com

12/28/2015

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Thank you for including my comments as an addendum to the appendix. I understand

the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

I hope you are well.

Christopher Mumford clmumford@gmail.com

12/28/2015

To whom it may concern,

I believe the current HB 232 language is extremely dangerous to citizens whom will be using the roadways with a bicycle. I am very much against this bill and ask that the safety and use of cyclist be considered as opposed to motorist saving 5-10 seconds off of their travels.

Austin Walker, CCIM, SIOR

Whitney Commercial Real Estate Services

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12/28/2015

Dear NCDOT:

I support and applaud the following recommendations of HB232 Bicycle Safety Law Study:

1. Allowing motor vehicles to cross the double yellow line when it is safe. This change would remove the ambiguity currently in the law. The law as written allows motor vehicles to cross the double yellow line if there is an obstruction. Currently, bicycles are classified as vehicles and as such passing when there is a double yellow line is not permitted.
2. Requiring motor vehicles to provide four (4) feet of clearance when passing a bicyclist. Research has shown that 60% of the population would like to ride bicycles, but people do not feel safe and as such do not ride. This new provision in the law would help ease the safety concerns of bicyclists.
3. Providing bicyclists the same "vulnerable road user" [VRU] protection as motorcyclists. Currently North Carolina has no VRU laws for bicyclists. These laws apply when a motor vehicle operator commits an infraction and seriously injures a cyclist, and thus gives law enforcement officials and courts options between the small fines for a driving infraction and the serious penalties under criminal law.

I strongly oppose the following recommendations of H232 Bicycle Safety Law Study:

1. Cyclists would not be allowed to ride more than two abreast at any time. First, let me offer that I believe many bicyclists are their own worst enemy. I have observed some cyclists ride as many as 5 abreast and crossing the double yellow line simply jockeying for position. I fully support and encourage law enforcement officials to ticket these cyclists. The reason I oppose this new provision to the law is it may actually create bottleneck conditions when cyclists are at stop signs and stop lights. "Bunching-up" during these stops allows more cyclists to pass through during a normal traffic light cycle. However, this does not mean that I support cyclists "blowing through" a stop sign or stoplight. An education and law enforcement program would resolve any questions regarding this issue.
2. Solo bicyclists would be restricted to the right half of the marked travel lane. This provision makes the cyclists much more vulnerable at intersections when vehicles pass the cyclists and perform a right turn in front of the cyclist; a maneuver called a "right hook." The compliment to the maneuver is the "left cross" where a motorist makes a left turn in front of a cyclist. These two dangerous maneuvers kill and injure more cyclists than any other cause.

Confining the bicyclists to the far right side of the lane make them less visible. When a bicyclists “takes the lane” they are much more visible. Keeping cyclists confined to the right half of the lane also places them in an area known as the “door zone” of parked cars. Allowing cyclists to take the lane has proven to reduce injuries and deaths of cyclists and has been adopted in several states, along the Natchez Trace Parkway, and was in the early stages of being adopted in North Carolina. Estimates suggest that 99.9% of cyclist on rural roads stay in the right half of the lane. Legislating lane position would take rights away from those who need them to stay safe – cyclists in urban settings – while adding no benefit to rural motorists.

3. Cycling clubs of 30 or more could be required to secure permits. This legislation would have the effect of killing large club rides and many weekly group rides common all over North Carolina. These rides have been instrumental in bringing out new riders, boosting overall ridership and creating a sense of community. In these times of epidemic obesity these group rides help provide life-changing activities for citizens.

These last three provision were not recommended by the study committee, and the bicycle lane positions provision was not even an issue identified in HB232 to be studied. It seems that these recommendations originated with the NCDOT engineer that apparently does not support the “Complete Streets Policy” that has been adopted in North Carolina. If we are abandoning the Complete Streets Policy, then millions of dollars and countless hours have been wasted in North Carolina on this nation-wide project.

My Instructor certification and my awareness of bicycling issues put me in a position that I could help foster a campaign to help motorists and bicyclists understand the issues facing all roadway users. I am more than willing to help in this regard.

Respectfully submitted,

Joe Sanders joesanders0522@gmail.com

206 Ewarts Hill Road

Hendersonville, N 28739

828.243.6732

12/28/2015

Dear NCDOT,

I ride my bike every day, and value my rights as a cyclist. While I think some provisions of H232 Bicycle Safety Law Study will benefit cyclists (and motorists alike), I think some of them will make cycling in NC less safe, and I hope that they will not become law.

Pros

1. Recommend that drivers be able to cross double yellow line when passing a cyclist
2. Mandate a 4 foot clearance when passing a cyclist
3. No requirement for cyclists to carry ID
4. Allow right arm indication of a right turn. Left arm indicator is often misinterpreted.
5. Bicycles would be on par with motorcycles in terms of vulnerability and liability

Cons

1. Cyclists to ride as far to the right of the right travel lane as possible and safe (There are no current restrictions on where cyclists position themselves, only a best practice recommendation to ride in the area where the right wheel of a motor vehicle would track.) See reasons under A below.

1. Maximum of two abreast cyclists under any circumstances, exception is an approved bike race. See reasons under B below why this should not be a legislated issue.

2. Requirement for a front headlight and taillight

3. Requirement for bright clothing

5. A requirement to obtain local permits for groups of 30 or more – see C below.

6. No headphones or any other distracting items.

(A) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(B) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(C) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Thank you for your consideration, and for protecting the rights of cyclists to use the roads of North Carolina safely.

Sincerely,

Evan Raskin emraskin@gmail.com

Asheville, NC

12/28/2015

Hello,

As instructed by the NC Legislature, the H232 Study Committee was filled with a working group of subject matter experts from a wide variety of stakeholders. After hours of meetings and presentations, the group agreed on a number of recommendations of issues for the legislature to consider.

In compiling the H 232 Bicycle Safety Laws Study Report, the NCDOT has added several recommendations that do not agree with the conclusions of the Study Committee, and these recommendations, while seeming benign, would result in increasing unsafe conditions for bicyclists and motorists in North Carolina.

The recommendations that are proposed by NCDOT only in sections #2, #7 and #8 compromise bicyclist safety in the name of reducing temporary inconvenience to motorists. All road users should behave in a legal, safe, and respectful manner, but these recommendations would impact a bicyclist's ability to choose the safest riding position on the road in certain situations.

When considering sections #2, #7, and #8 of the Study Report, please consider only the recommendations made jointly by the Working Group and NCDOT, as the recommendations by only the NCDOT are unsafe for cyclists and ill-considered.

Thanks,

Jeff Montgomerie jdmontgomerie@gmail.com

12/28/2015

RESPECT cyclists! We are happy to share the road but we are of no physical match for a 4-wheeled 2-ton mass of steel going 55mph. Regardless of size or speed we are still a valuable human life who deserves respect just as every other human being!!

Sara

sassyskye@yahoo.com

12/28/2015

I am a long-time cyclist living and working in Ashe County NC and am part of a large community of cyclists here in the high country. I am opposed to the DOT recommendations that will actually make bicycling less safe in North Carolina. Please oppose this HB232.

Thank you,

Beth Sorrell basorrell@gmail.com 2376 Water Tank Rd
West Jefferson, NC 28694

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law. I have actually been nicked by a car passing me while I was hugging the right side of the lane. Had they been an inch closer the car would have caught my handlebars and I would have been seriously hurt. It is simply not safe to hug the right side of a lane and it is a law cyclists would not be able to safely follow.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Laura Swanson alphagam84@gmail.com
214 Wenonah Way, Durham, NC 27713

12/28/2015

Dear NCDOT,

As a cycling enthusiast, I urge the NCDOT and the North Carolina Legislature ensure cyclists' safety on the roads. I urge the NCDOT to consider allowing cyclists the full use of the lane and not just the right side, as that allows for potential crashes and defensive driving by motorists; not limiting side-by-side riding within a single lane because group riding tends to offer safe group riding practices; and lastly, not enforcing that group rides of 30+ riders be registered and permitted, as most group rides cross between many municipalities and that will deter ride organizers to be able to safely plan for and execute these group rides.

Thank you for your consideration of these amendments to your report to be reviewed by our Legislature.

Best Regards,

Barbara Saive runtrails46@yahoo.com

12/28/2015

Dear NCDOT,

I do not agree with many of the new rules and regulations being considered for cyclists on NC roads.

Please note the following:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Please be supportive of cycling. You should create rules and regs that encourage, not discourage cycling.

Sincerely,

Brian Mathews

6516 Forest Ridge Dr

Durham NC 27713

bdm626@yahoo.com

12/28/2015

Joint Legislative Transportation Oversight Committee-

I respectfully request that you reconsider some of the changes that will make cycling less safe in North Carolina. As a NC taxpayer, frequent motorist and infrequent cyclist, I have experienced and witnessed instances where a cyclist staying in the right half of a travel lane would have caused an accident... an accident where the cyclist would now be negligent. Parked cars, debris, or an unleashed dog chasing a cyclist are examples that I have witnessed or personally experienced. The vast majority of cyclists stay to the right for their own safety. Taking away half a lane of safety buffer will do nothing to make cycling safer and making the cyclist liable is catering to motorists' interests.

Motorists and cyclists should have equal access to our roads and and equal respect with our laws.

Respectfully,

Kara Lukehart karaluke@hotmail.com

Denver, NC

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety

Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Jeffrey Pellicani
217 Webb St
Hillsborough, NC 27278
919-260-6486

12/28/2015

As an avid cyclist, I am alarmed by the proposed changes to NC law in H232. While I applaud the recommendations of the H232 committee, I am concerned that NCDOT has unilaterally proposed changes that deviate from the committee's recommendations. First, I do not agree with the two abreast aspect of the proposed change. While riding two abreast is typically safe and appropriate in many situations, certain situations may dictate that a group of riders ride 3 or more abreast may provide for defensive traffic control techniques. When motorists attempt to pass a single rider or two abreast in a double lane situation, the passing motorists often choose to do so with another car in the adjacent lane, resulting in a vehicle passing a cyclist with little to no room for the cyclist(s). Three abreast or more is a defensive measure used to encourage drivers to pass in the adjacent lane where little to no shoulder is available.

Second, responsible cyclists tend to stay to the right side of the right traffic lane; however, there certainly are situations such as damaged or rough pavement dictate that safe riding would be to the left of such obstacles. Mandating that cyclists adhere always to riding to the right of the road limits our discretion to choose the safest possible route.

Lastly, requiring permits from local authorities for organized rides exceeding 30 persons adversely affects those of us who have worked unselfishly to establish local charity rides that benefit our communities and attract tourism. As the organizer of an event that has utilized the wonderful riding opportunities of Caswell County, I would be gravely concerned that our freedom to use local highways may be impeded by a local process for permitting that is not uniformly applied or nationally mandated.

As a citizen of the border city of Danville, VA, and a native of North Carolina, I am shocked to see the NC DOT attempting to establish regulations regarding cycling that negatively affect the opportunity and reputation which NC has a fantastic place to ride. Perhaps the NCDOT needs to discuss the benefits of organized cycling with NC Amateur Sports, who sponsor

and organize the Cycle North Carolina Coastal Ride, Mountain Ride and Mountains to Coast Ride each year. Having returned to my home state to ride in this event, where I spend money in the local communities visited by these events, I would be disappointed to end my participation due to the effect such proposed restrictions would have on cycling in NC.

Thank you for your full consideration,

James Turner, PT DPT

Clinical Director

jturner@doarpt.com

12/28/2015

As a cycling enthusiast, I urge the NCDOT and the North Carolina Legislature ensure cyclists' safety on the roads. I urge the NCDOT to consider allowing cyclists the full use of the lane and not just the right-side, as that allows for potential crashes and defensive driving by motorists; not limiting side-by-side riding within a single lane because group riding tends to offer safe group riding practices; and lastly, not enforcing that group rides of 30+ riders be registered and permitted, as most group rides cross between many municipalities and that will deter ride organizers to be able to safely plan for and execute these group rides. Thank you for your consideration of these amendments to your report to be reviewed by our Legislature.

Sarah Kraxberger sarah.kraxberger@gmail.com

12/28/2015

I would like to express concern over the following proposals related to H232.

1. Restricting cyclist to the right 1/2 of the lane causes potential hazards in not allowing us to react defensively. A few examples would be broken or damaged pavement along the right edge of the road, living in a rural community, this is very common. Another example would be when approaching a stop sign at an intersection, it is safer to stop in the middle of the lane than have someone pull beside of you and hook you.

2. The riding abreast issue should be dealt with in the manner the committee recommended, with education. I personally do not see myself any different than a piece of farm equipment, we are both slow moving and should be allowed to maintain the entire lane. This allows group cyclist to pass and share the "load" while riding long distances.

3. The statement of encouraging municipalities to implement their own regulations creates a major nightmare on organizations that use cycling events to raise funds for worthy causes. My family alone participated in at least a dozen charity events this past year. Some of which passed through up to 4 small towns, if the organizers had to waste time getting through the red tape, they will stop the events and people who depend on these organizations will lose out on the generosity of others.

Sincerely Taxpayer and Cyclist,

Darrell Keith Lambeth

dlambeth127@triad.rr.com

1301 Wright Rd

Lexington, NC 27292

336-250-9040

12/28/2015

I would like to express concern over the following proposals related to H232.

1. Restricting cyclist to the right 1/2 of the lane causes potential hazards in not allowing us to react defensively. A few examples would be broken or damaged pavement along the right edge of the road, living in a rural community, this is very common. Another example would be when approaching a stop sign at an intersection, it is safer to stop in the middle of the lane than

have someone pull beside of you and hook you.

2. The riding abreast issue should be dealt with in the manner the committee recommended, with education. I personally do not see myself any different than a piece of farm equipment, we are both slow moving and should be allowed to maintain the entire lane. This allows group cyclist to pass and share the "load" while riding long distances.

3. The statement of encouraging municipalities to implement their own regulations creates a major nightmare on organizations that use cycling events to raise funds for worthy causes. My family alone participated in at least a dozen charity events this past year. Some of which passed through up to 4 small towns, if the organizers had to waste time getting through the red tape, they will stop the events and people who depend on these organizations will lose out on the generosity of others.

Sincerely Taxpayer and Cyclist,

Sheryl Pugh Lambeth

mom2megnd@triad.rr.com

1301 Wright Rd

Lexington, NC 27292

336-250-6687

12/28/2015

To the NCDOT and to the esteemed members of the Joint Legislative Transportation Oversight Committee,

Thank you for your time to review safe road practices for cyclists. Please consider the comments of the cycling community in your discussions.

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. Please do your best to protect our rights to the road as they stand at present.

Stacey Richardson and Kevin Robertson, Durham NC

Stacey Richardson staceyr3@gmail.com

Owner, TRISTACEY LLC

Professional Triathlete and Coach

USAT level II, USATF I USA Cycling Level II

TRX Instructor

www.tristacey.com

919 423-4361

12/28/2015

Joint Legislative Transportation Oversight Committee

I have the following comments on H232:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Thank you

Keith Gibson

kgib@mac.com

12/28/2015

Dear NCDOT and Joint Legislative Transportation Oversight Committee:

I am extremely concerned about the proposals within HB232, and I urge that this bill is either re-written to address the following concerns, or completely thrown out until an acceptable alternative is composed and reviewed by a committee.

First - why am I concerned? I am an avid cyclist (and a tax-paying licensed driver) who regularly rides for health and for triathlon preparation. But, I am also a music teacher. I am a mother to a three-year-old and five-year-old, I am a wife, a daughter, an aunt and a friend. I am a proud resident of North Carolina and I hope to be for quite some time.

I do not want my safety nor life compromised for a mere thirty seconds of inconvenience.

One of the most troubling parts of the draft is the recommendation to make bicyclists ride on the right half side of the travel lane. Here are four real world scenarios where it's recommended that cyclists ride in the left hand side of the travel lane for safety reasons:

1. To improve visibility when approaching a location where a driver may pull out from a side street or driveway;

2. To improve visibility when approaching a location where an oncoming driver may turn left in front of the bicyclist ;

3. To avoid being right-hooked at a location where right turns are permitted;

4. Where lane width fluctuates.

I ask this bill please be reconsidered with the input of cyclists. On several key safety issues, the NCDOT flat-out ignored the committee's recommendations — recommendations made after lengthy discussion and careful deliberation by experienced bicyclists. Please - as a mother - I strongly request you to reconsider this bill.

Sincerely,

Heather Scott heatherstao@gmail.com

Raleigh, NC

12/28/2015

To NCDOT and the Joint Legislative Transportation Oversight Committee:

I am writing to share my comments on NCDOT's report on H232, the Bicycle Safety Law Study.

I am an experienced cyclist who rides thousands of miles on N.C. public roads each year. As a volunteer, I have worked with NCDOT engineers and local government officials to develop county and regional cycling route systems. I also drive a motor vehicle, and I'm quite familiar with the issues cyclists and drivers face as they coexist on our roads.

First, I would like to commend several provisions in the draft. The four-foot rule, vulnerable road user protections, and the provision that allows motor vehicles to cross the double yellow line to pass cyclists are all sensible changes to existing law and should be enacted.

Unfortunately, NCDOT's recommendations in other areas of the draft diverge from the unanimous recommendations of experienced bicyclists.

I am most concerned with NCDOT's recommendation that cyclists be forced to ride in the right portion of the travel lane.

If you could hop on a bike and join me for a short portion of my commute home from work, you would easily see just how dangerous this recommendation is.

We'd start heading east on NC 268 in Wilkesboro near the large Tyson chicken plant. Here the pavement is buckled from the weight of heavy trucks and several of the storm grates are aligned in parallel to the curb. If we stayed to the right of the traffic lane, as the proposed law would require, our front wheels would enter one of those treacherous grooves and we'd be flipped over the handlebars head first onto the pavement, sustaining serious injuries.

A short stretch up the road, NC 268 slows from 35 mph to 20 mph as it enters beautiful downtown Wilkesboro. Motorists parallel park to visit the post office, shops, and restaurants. If we stayed to the right of the traffic lane, as the proposed law would require, we'd run a high risk of being "doored" by a driver exiting a parked car into the traffic lane. Running into an exiting motorist at biking speed is a recipe for serious injury for both parties.

In the heart of downtown, a left turn at Bridge Street would take us to the lovely Yadkin River Greenway. Currently, we can occupy the full lane in this congested, low-speed roadway, give a hand signal, then enter the left turn lane to turn left onto Bridge. But if the NCDOT recommendation is adopted, we'll be forced to stay to the right, in the danger zone close to the parked cars. To make the turn, we'll have to veer across the entire lane of traffic rather than being positioned for the turn as a motorist would expect. Bikes fare best on public roads when they behave like traffic, but the proposed law would not allow us to do so, putting us at risk of being hit.

Or perhaps we'd like to ride straight through the intersection. Currently, we can occupy the full lane, giving a clear indication that we're not turning. But if the NCDOT recommendation is adopted, we'll have to hug the curb, opening the possibility of the dreaded "right hook." That's a situation where a motor vehicle overtakes a bike, turns right into the path of the bike and hits it. If the bike is positioned in the center of the lane, it can't be "right hooked", but if forced to hug the curb, the bike rider is at high risk.

In just a mile or so on our virtual bike ride through Wilkesboro, we've encountered several stretches where the NCDOT recommendation is dangerous. The situations I've described are not unusual. You could find similar road conditions and traffic patterns in virtually every city and town in North Carolina. From Manteo to Murphy, the lane positioning recommendation would endanger cyclists.

How did such an ill-considered provision make it into NCDOT's recommendations? It was inserted without deliberation or discussion and against the advice of cyclists. It is poor public policy and should never become law.

I appreciate the efforts of the NCDOT to promote all forms of transportation and hope my comments will be taken to heart as the bill advances.

Sincerely,

Tim Murphy tarheeltim76@gmail.com

325 E. Magnolia Rd.

N. Wilkesboro, NC 28659

(336) 927-3168

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

In addition I would like to state that the cycling community I have come to know and love has been one of the most forward thinking, charity supporting, progressive groups of folks around.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Kristy Dominique kdominique88@gmail.com

1625 Sterling Lake Drive

Wake Forest, NC 27587

(919)896-3024

12/28/2015

To the Joint Legislative Transportation Oversight Committee;

I am writing about the proposed changes to cycling laws in House Bill 232. As someone who commutes solely by bicycle in Raleigh these provisions concern me; specifically provisions that prohibit riding two abreast and mandate cyclists riding on the right half of the lane. Both of these will make roads decidedly less safe for cyclists. Cycling two abreast on narrow roads insures that drivers will not try to overtake us until there is enough room-which statistically is much more common than being rear-ended by a car.

Restricting people to riding on the right side of the lane is a very worrisome as there are many times when this is unsafe: when there is debris in the gutter, when there are parked cars, when the lane is too narrow for a car and bike to ride side by side, or when I am worried about visibility. I do not want to be in a position where I need to choose between following the law and keeping myself safe.

Lastly it is disappointing to see that group rides over 30 people may need a special

permit. I have lived in Raleigh for over four years and seen the cycling community here expand, largely by group social rides. These have been so important for learning the roads and getting new people riding in a safe environment as well as creating visibility for riders. Safety in numbers is a huge deal for bike safety, and a city that is used to seeing people on bikes will be much safer than one where biking is rare. Discouraging large group rides, along with the other issues, will only make our streets less safe-for cyclists as well as drivers.

While there are some good parts to HB232 -a 4 foot passing rule and vulnerable road user protection-the rest is short sided and harmful and does a disservice to the people here. I hope these issues are given some more thought.

Sincerely,

Sarah Mills skmills@ncsu.edu

12/28/2015

Dear Legislators,

Please add my comments to the Appendix of the HB 232 Report.

My name is Patti Lawton. I live in Asheville, North Carolina. I am an Occupational Therapist at Mission Hospital, the primary Level 2 Trauma Center in Western North Carolina. I also ride a bicycle for exercise and fun. I would love to ride my bike to work, as I only live 5 miles from it, but it is too dangerous. The majority of people who drive cars and trucks do not understand how to share the road safely with bicyclists and I have seen many "near misses" as I travel to and from work. Riding to and from work would be an excellent way to reduce gas emissions and get exercise, but at this time, it is not safe.

Every week at my hospital we treat bicyclists who have been hit by cars, both local residents and visitors from out of town. The typical accident usually occurs because the person in the car is trying to "squeeze by" the bicyclist: The driver is impatient or not aware of the hazards of attempting to pass on a curve or hill, a car is approaching from the other direction, the car "squeezing by" swerves away from the oncoming car and hits the cyclist. Some of these accidents, tragically, end in death and many end up maiming the cyclist for the rest of his or her life. I am very frustrated that you are siding with laws that give people in cars more protection than the people who ride bikes.

Consider this: When drivers are behind a farmer on a tractor, do they try to "squeeze by" when it is not safe? No. Why? Because they know if a car or truck is coming from the other direction, there will be an accident and if you tangle with a tractor you will lose. What do normally do in this situation? We wait until the farmer pulls over or signals that it is safe to pass. If we allow, and actually require, bicyclists to ride in the middle or left of the lane we will create a much safer situation, similar to the tractor analogy. It will force the drivers to wait until it is safe to pass. Of course, this will take some education to drivers so they understand, but that education is worth it if we can save lives and encourage health and wellness for all. Requiring cyclists to ride on the right side of the lane will increase death and injuries, not minimize them.

Please disregard the recommendation you are receiving from NC DOT on the HB 232 Draft Report on 3 key issues that affect the safety of all, including people that drive cars:
#1 As I stated above, DO NOT require bicycles to be the far right of the lane. This makes it more difficult for them to be seen and tempts drivers to pass them in an unsafe manner. This causes accidents, which is no good for anyone; makes car insurance rates go up, is costly for the cyclists (medical costs and road bikes are very expensive), and of course is traumatic for the injured biker and their family when dealing with death or injuries.

#2 DO NOT require bicycles to ride single file. This stretches out a group. When you have more than 2 riders stretched out, it makes it impossible for cars to pass safely. When bikes are stretched out instead of having to deal with one or two car distances (as when bikes are

packed together), you are forcing drivers to deal with a long line which can be a dozen or more car lengths long.

#3 DO NOT regulate small groups of people who ride bicycles to be regulated and managed by local government. This will lead to inconsistent rules, which will make everything more complicated. Please leave the responsibility for regulating large group bicycle events to the state agencies.

In this day and age, when many of us are encouraging exercise and sustainable living, we need to do all we can to make activities like biking easier and safer for people to do. People travel to Western North Carolina in order to bike and participate in other outdoor activities. It is important to support the tourism industry as well as the life style that many of us love and want to expand. Please take the comments of those of us who live and work in this beautiful community seriously and give us more protection, not less.

Thank you, respectfully, and sincerely, your Taxpayer and Voter,
Patti Lawton plawton@me.com

12/28/2015

To the Joint Legislative Transportation Oversight Committee:
Greetings, and Happy New Year

I am writing to provide advice and feedback on the draft report of House Bill 232. This Bill provides some common-sense ideas, but also some proposals that could seriously affect the safety of both drivers and cyclists on our roadways. Interestingly, the proposals to which I refer were made by the DOT without proper consideration of the input from the study committee that was set up by the General Assembly to consider these issues.

Under one proposal, cyclists would be required to remain in the far right of the lane at all times. Cyclists almost always ride along the right edge of the lane. However, this requirement would pose serious risk due to safety issues near intersections, parked cars, and any place where visibility is limited. It would certainly also increase the occurrence of crashes caused by drivers attempting to make right-hand turns in front of cyclists. Sadly, I can confirm that such a vehicular homicide occurred in my previous hometown due to such an unwise and illegal turn. Cyclists are painfully aware of these issues, and strive consistently to educate drivers and cyclists alike about safe and legal riding and driving practices. To disallow safe movement away from the right edge of the lane would undermine safe riding practices.

Another proposal would limit road usage to a maximum of two cyclists riding side-by-side. The trouble with a strict limit of riding two abreast is that group rides depend on regular rotation of leading cyclists by having them drop to the back of the line after a few miles of exhaustive pulling. This requires carefully-manuevered movement within the lane, to the left of the group of cyclists who then pass on the right to allow the leaders to fall in at the back of the group. Rotation of leaders always occurs with constant feedback from the entire group, ensuring safe riding and driving conditions. Implementation of the restriction would make this essential, longstanding, tried and true practice illegal.

Finally, NCDOT proposes that groups of cyclists obtain permits from local authorities. This proposal would require a separate permit from each municipality through which the group rides. Because even the most humble of rides typically traverses multiple counties, such a proposal would impose severe restrictions on cycling in North Carolina. Considering the very large number of benefit rides involving dozens to hundreds of riders along any single route on any given day during such events, this proposal would almost certainly deal a heavy blow to the numerous organizations that rely on the millions of dollars raised during these events in North Carolina every year. Certainly the objective of the Bill is not to prevent reasonable access to our shared roads, muchless the ability to raise funds for worthy causes. In fact, the North Carolina Supreme Court has declared any such requirement unconstitutional with regard to taxi services

that typically operate across municipal boundaries during their daily business. We must not impose a parallel restriction for another legal use of our shared roads.

Wherever drivers and riders safely and respectfully share the road, all is well, and there should be no need for unwarranted and unwise restrictions. Please consider these thoughts as you review the draft report on HB 232 and its affect on our great state, where Nothing Compares!

Respectfully,
Nancy Cohen Oderkirk
nco@pawsible.net
Driver and Cyclist

12/28/2015

Attention to NCDOT and the Joint Legislative Transportation Oversight Committee,
In response to House Bill 232, please consider the following commentary.

Four general classifications of cyclists

1. Recreational (casual) – Casual riders that frequent neighborhoods, parks and greenways. They are short distance riders usually riding in concert with family or friends.
2. Fitness – Cyclists looking to lose weight, control diabetes or other physical disease. They could be under Doctor’s orders to get in better shape or they may have come to that conclusion on their own. Distance for these types of riders can vary from 15 to 100 or more miles depending on conditioning.
3. Sport – Serious cyclists that are training for competitive and non-competitive events. Events would include, but not limited to road races, cyclocross races and Randonneuring events. Riders for these distances can range from 15 to hundreds of miles. It is not unheard of for Randonneurs to travel up to 750 miles in a single event.
4. Transportation – Cyclists that opt to ride their bikes whenever possible from one location to another and choose not to use a motorized vehicle.

I wholeheartedly agree with a number of recommendations by the working group and NCDOT. Specifically I agree with the following changes and offer no commentary:

1. Recommend that drivers be able to cross double yellow line when passing a cyclist
2. Mandate a 4 foot clearance when passing a cyclist
3. No requirement for cyclists to carry ID
4. Allow right arm indication of a right turn. Left arm indicator is often misinterpreted.

5. Bicycles would be on par with motorcycles in terms of vulnerability and liability
However I strongly oppose the following changes and I will explain why:

To begin, it seems to be obvious that most of the proposed changes to current law in H232 are driven by motorists that probably feel inconvenienced in some way by bicycle riders on public roads.

1. A requirement to obtain local permits for groups of 30 or more
This requirement would effectively drive a stake into the heart of all charity and randonneuring rides in our state, affecting millions of dollars in charitable donations and affecting long held sporting traditions such as randonneuring and club rides.

- Clubs advertise regularly scheduled rides. They never know how many will show up from time to time and will change routes depending on the skill set of the riders that show up, the weather conditions, daylight hours available to ride, and wind direction.

- Randonneuring and Brevet rides are also scheduled events that allow “day of” registration. There would not be an opportunity to obtain permits and pay fees if the rider count is unknown until the day of the event. Brevet and Randonneuring rides are frequently

multi county and multi town events that range in length from 200 km to 1200 km (125 miles to 746 miles) and extend over many days.

- Organized Charity events like the March of Dimes and the Multiple Sclerosis rides also are a multiple day events that attract hundreds of Recreation, Sport and Fitness riders. These rides span multiple miles, encompassing multiple counties and multiple cities. Requiring permits and fees would add an unnecessary burden to the organization of these rides and would in all probability effectively end them.

2. Weather events can adversely affect bicycle rides. I have witnessed bicycle event rides changing routes when flooding has washed away bridges, or blocked passage along a planned route. Large cycling events are a rain or shine affair. There would not be an opportunity to research and acquire new permits and pay fees for last minute route changes.

3. Maximum of two abreast cyclists under any circumstances, exception is an approved bike race.

Bicycle riders that are riding for recreation, fitness and sport frequently find themselves in conversation with each other that on occasion puts them in a three abreast alignment. Bicycles should be entitled to the entire lane as any other moving vehicle would be. Roads are public domain for public use within the law. Cyclists usually ride exclusively on rural roadways where traffic is usually light. Exceptions to this are work commuters that are usually riding solo. Rather than legislation, an NCDOT "best practice" should be a recommendation to ride single file or two abreast when conditions warrant. A common sense approach from both cyclists and motorists would be the best course of action. It is extremely rare that motorists are inconvenienced for more than a few seconds waiting for a clear passing lane. I have no actual data to prove the amount of time drivers spend waiting for a clear passing lane, only years of experience to draw from. I would welcome data from NCDOT that would prove that motorists are truly inconvenienced by slower bicycle riders. I acknowledge that inconvenience would be judged by those involved, so I would welcome at least raw study data for everyone to draw their own informed conclusions.

5. Requirement for a front headlight and taillight

Personally I see merit for riding with a headlight under certain weather, light, or seasonal conditions. I do not agree with mandating it. Many of the deaths and injuries to bicycles come at dusk or night from people on bicycles that are not part of the standard bicycling community. Many riders are on bicycles because they no longer have access to a motorized vehicle. They usually do not have safety equipment such as a helmet. I would argue these riders would ignore any legislation regarding lights.

Cyclists, as opposed to Motorcyclists rarely travel fast enough not to be noticed. I also see merit for traveling with a tail light. I always do. Recreation and fitness riders universally ride with tail lights. Sports athletes that are training almost never use tail lights. They opt to ride as lightweight as possible. Sports athletes are also very fast relative to casual riders. Cars do not over take them as quickly as they do fitness or recreational cyclists allowing time for visual adjustments by motorists.

7. Requirement for bright clothing

Other than poor lighting conditions I do not understand the requirement or need for this. Other than a distracted motorists condition, cyclists already stand out regardless of jersey color. Clothing color would not matter in the slightest to a distracted driver which is the real root cause of most bicycle – car accidents.

9. Cyclists to ride as far to the right of the right travel lane (There are no current restrictions on where cyclists position themselves, only a best practice recommendation to ride in the area where the right wheel of a motor vehicle would track.)

I have had more than one occasion where I was stationed behind the right most wheel of a motorist at a stop light and almost run over by cars attempting a left turn and did not see me

because their field of view was obstructed by the car in front of me. I have learned to move to the far left of the lane at a stop light so that opposing traffic can see me in advance of their turn. After crossing through the intersection I move back over to the right hand side of the lane. Road conditions, vehicle wind streams and weather conditions all affect where cyclists position themselves in the traffic lane. Forcing cyclists to the extreme right is dangerous and counterproductive to keeping cyclists safe. I have witnessed 70 ton trucks and 1 ton cars being adversely affected by natural wind and by other vehicle turbulence. NCDOT cannot guarantee road or weather conditions, therefore they should not condemn cyclists to an unsafe ride.

10. No headphones or any other distracting items.

It is impossible to wear headphones under a cycling helmet only earbuds. I'm not a personal fan of earbuds when riding but have friends that do. The use of them do not affect safety due to the speed at which cyclists ride. Distracted cyclists are rarely an issue, rather distracted motorists are. As long as radios are legal in cars, they arguably should be allowed on a bike. Again, I would appreciate data to prove one way or the other that listening to music on a bike is distracting.

Conclusion:

- The government reports that 35 % of all U.S. adults are obese and the medical cost was 147 billion in 2008 U.S. dollars. <http://www.cdc.gov/obesity/data/adult.html>
- 610,000 people die every year in America due to Heart disease (1 in 4) <http://www.cdc.gov/HeartDisease/facts.htm>
- NCDOT should be spending it's time figuring out how to get MORE people out of cars and on a bicycle. If NCDOT wants us off the roads, then they should request larger budgets and start building legitimate bike lanes for every road in the state.
- Any legislation such as this should be based on hard data where the correct questions are asked. Many of these recommendations would put cyclists more at risk, not less.
- It has been my experience, as a rider that averages over 4000 miles a year by bike that the average time a motorist is stuck behind me and a group of riders is less than a minute, arguably not a real inconvenience. Legislation based off of emotion is NOT conservative. Again, where is the NCDOT study this legislation is based off of?

Sincerely,

Phil Horne (phorne@northstate.net)

336-491-8620

101 Treetop Court

Trinity, NC

12/28/2015

To NCDOT,

It has come to my attention that there is to be an attempt to change the NC bike laws this week. The change could put many of our lives in more danger than we face already on our roads as we ride out bikes.

Please consider not to change. The current law at least gives us some room, though many drivers don't even know the current legislature that we are legally allowed one car(lane width currently).

If it is changed, many cyclists will be run off the road. The death rate will go up. Aren't we supposed to share the road.

If there is a reason to make a change is it because we all just need more education on how to share the road. This could be done at a grass roots level within our clubs to help the few bad egg riders also abide and not cause more friction by riding irresponsibly, and maybe you could run a few more drivers educational adverts too so they know the laws too.

Yours,

Jackie A. Miller JackieBritFit@nc.rr.com

Britfit Personal Training and Coaching LLC
ACE Personal Trainer, since 1996
USA Triathlon Coach, Expert Level II, since 2007
Functional Movement Screen Specialist, since 2007
Office/Fax: (919) 552-2817
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Web: www.Britfit.com

12/28/2015

To Joint Legislative Transportation Oversight Committee

I wanted to emphasize 3 points about upcoming bill

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Scott Callahan escallahan@hotmail.com

704-537-5711

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight

Committee by December 31, 2015.

Best,

Coby Jansen Austin coby.elizabeth@gmail.com
27705

12/28/2015

NC DOT & Joint Legislative Transportation Oversight Committee,

As a North Carolina citizen who rides a bicycle for both transportation and recreation, I would like to contribute my input on the draft HB232 Bicycle Safety Laws Study Report.

I agree with the Working Group/NC DOT recommendations for the following items:

(1) How faster-moving vehicles may safely overtake bicycles on roadways where sight distance may be inhibited

(3) Whether bicyclists should be required to carry a form of identification

(4) Visibility (clothing or other reflective gear) and lighting requirements

(5) Options for hand signals for turning

(6) 2-foot or other passing distance requirements (I concur with 4-foot passing distance)

(9) Use of headphones or texting while cycling

(10) Aggressive driving, harassment and distracted driving laws (I concur however I would like to see better enforcement of the current legislation)

(11) Vulnerable road user protection

I disagree with the NCDOT recommendations for the following items:

(2) Whether bicyclists on a roadway should be required to ride single file or allowed to ride two or more abreast

I do not believe that cyclists should be limited to riding two abreast or single file. Adding new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate during a ride and where they stop at traffic signals.

(7) Operating position in roadway

I think that restricting riders use only the right half of the lane interferes with defensive bicycling practices which actually make travel safer to both cyclists and motorists. In my personal experience as a motorist and a bicyclist riding on urban and rural roadways, I've found that at times it is necessary for cyclists to ride near the center or even left side of the lane in order to be more visible to motorists and/or avoid obstacles in the roadway. In my observation, is not customary for cyclists to ride continuously in the middle of a lane, this type of lane control is normally only used for a short segment of time in order to ensure safety and it rarely delays motorists travel more than a few seconds. Legislating lane position would take away to rights of bicyclists to stay safe while riding.

(8) Informal group rides on rural roads

I agree with the working group's recommendation to provide education to cyclists in order to encourage safe riding that minimizes significant delay to motorists. While I understand the concern and frustration of motorists who are delayed by riders, even I'm delayed while driving from time to time, I do not think that bicyclists rights and freedom to use the roadway should be infringed upon unless absolutely necessary. Motorists and cyclists are shared users of the road and should work together towards solutions that promote safety and efficient travel for all.

(12) Formal group event permitting and regulations

I am not opposed to requiring permits for some large-scale organized cycling rides however I am concerned that excessive regulation and permitting could reduce the number of rides that are held regularly all across NC. Preventing and/or reducing these types of large rides

could negatively impact the cycling community as a whole.

I would like to remind the committee that HB232 created the Bicycle Safety Laws Study in order to promote and protect bicyclists safety on our shared roadways. This requires the committee to 1) understand the current state of cycling in NC, 2) consider all options for increasing safety, including those that are not favorable with motorists, and 3) carefully considering the short term and long term impacts of each option. Bicycling has been popular in North Carolina for many years and ridership is expected to continue to grow in the coming years. If this segment is effectively supported and protected we could see many positive health, environmental and economic impacts to our state and its citizens.

I encourage you to reconsider your recommendation. Thank you for your time. Have a nice day!

Sincerely,

Amy Easter amy@beersngears.com

BeersNGears

Helping People Discover the Fun, Function and Freedom of Cycling

beersngears.com

12/28/2015

I have some comments as a long-time cyclist.

From what I know, traffic engineering with respect to bicycle safety is a science, not an art. Whatever changes are made to proposed legislation should have their basis in scientific traffic studies, not opinion.

Anecdotal evidence and opinion, although, strongly supports keeping the legislation as it currently is.

First, I am certain that riding to the right is dangerous in situations where vehicles will pass too closely.

I have had two friends hit from behind in their travel lane.

They were riding all the way to the right and were hit by a vehicle that passed too closely and did not move over.

As all cycling advocacy policy recommends, cyclists must take the lane in order to prevent unsafe passing.

I have done this myself for 25 years of cycling and never been hit. I take the lane when it is unsafe for cars behind me to pass, usually because of oncoming traffic, blind curves, or hills that limit sight distance. When it is safe for me to be passed, I immediately move to the right.

I am not harassed when I do this; motorists recognize I am trying to protect myself and behaving reasonably.

Please note that the riding abreast recommendations follow the same pattern. There is no factual basis for making this change. The changes are being recommended based upon anecdotal personal opinion.

Sincerely,

Robert Perkins <porico@gmail.com>

201 Portsmith Place, Chapel Hill, NC 27516

12/28/2015

1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's

contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Ed Mondello <ed@glidebikes.com>

President

Glide Bikes

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Unit G

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910-524-1151

Www.glidebikes.com

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12/28/2015

Please don't do anything to make cycling EVEN MORE DANGEROUS IN NORTH CAROLINA! Why is there any reason to elevate the importance of deadly weapon vehicles even more? We already have virtually nothing in the way of bike lanes, actual shoulders on our mountain roads and highways, and NO public education on the television or as a part of driver test booklet.

Despite the thousands of biking tourists we have coming to our state, there's nothing changing on the roads to make us more appealing beyond our natural resources as they now stand. Why not pass laws that encourage free spending cyclists rather than discouraging them? Passing laws that restrict travel areas instead of laws that provide for safe, separated travel lanes is amazingly bad policy. Please let our legislators know this.

Kim Cathers kimcathers2723@gmail.com

12/28/2015

First, I was appalled that DOT's state traffic engineer Kevin Lacey discreetly modified the Working Group's recommendations and inserted his own recommendation to include bicyclists lane position against the recommendations of the working group. If he can't be trusted, I'm surprised that he is still employed. His point about bicyclists being safer and could avoid being hit from behind by riding on the right, in my opinion, is not true.

My belief is that inattention, distractions, speeding and road rage by the motorists are what causes most motorist/bicycle accidents. I further believe that the safest place to ride a bicycle, especially on 4-lane roads is near the center of the right-hand lane. When I have tried to be courteous and ride near the right edge of the road, some motorists buzzed me (passed unsafely close) while others waited until it was safe to pass. A few have tried to force me to the right edge by getting closer and closer behind me (sometimes just a few feet) as if they were going to push me off. This is not safe even when there is a shoulder because of storm drains and debris.

I think that education of motorists will help but will not completely eliminate the danger. More emphasis of motorists driving unsafely by law enforcement and the court systems combined with education of both motorists and bicyclists would be most beneficial. I am also appalled that DOT did not allow more time for responses for interested parties. Shame on them.

On riding two abreast, I see no benefit to changing the current laws as motorists should not be in such a hurry that they can't wait until it is safe to pass.

I do not think that local government should supervise rides. The government probably would not be available on weekends and holidays if needed and this would create problems for organized charity rides.

I concur with the recommendations of the Working Group prior to the inclusions of Kevin Lacey.

Thanks for the opportunity to participate and I probably could have provided more if more time were available.

James Lamm jrlammsr@gmail.com

Wilson, NC

Avid rider

12/28/2015

I feel the need to add my concerns over this proposed legislation. Primarily requiring a cyclist to only occupy the right hand portion of a lane. There are times where for a riders safety they should occupy the center of the lane. This is so they can essentially occupy the entire lane. Primarily this is when a passing vehicle would be too dangerous to a cyclist. However it also happens in the case of hazards on the right side of the road and to avoid door space of parked vehicles.

In this day and age of pollution and climate change, as well as the health benefits from physical activity, we should be passing more legislation to PROMOTE cycling, not to restrict it.

Thank you,

Robert Driver MD

bobdriver@gmail.com

12/28/2015

As a cycling enthusiast, I urge the NCDOT and the North Carolina Legislature ensure cyclists' safety on the roads. I urge the NCDOT to consider allowing cyclists the full use of the lane and not just the right-side, as that allows for potential crashes and defensive driving by motorists; not limiting side-by-side riding within a single lane because group riding tends to offer safe group riding practices; and lastly, not enforcing that group rides of 30+ riders be registered and permitted, as most group rides cross between many municipalities and that will deter ride organizers to be able to safely plan for and execute these group rides. Thank you for your consideration of these amendments to your report to be reviewed by our Legislature.

Thank You

George Moody gtmoody@charter.net

12/28/2015

To: Joint Legislative Transportation Oversight

Being an avid cyclist in Wake and the surrounding counties I'm a bit disturbed and concerned by some of NCDOT's recommendations in HB232. For 2015 I've ridden just over 3000 miles on local rural roads.

Items of concerns:

Cyclists would not be allow to ride more than two abreast.

Why this is bad: In general cyclist usually abide by this rule. However, there are times when the riders need to rotate to the front or back of the group that would exceed two wide. Group riders also tend to bunch up at traffic signals to aid in getting the group through the intersection quicker and safer. There are also "Charity rides", these are fund raiser rides with 200+ riders where there are many individual groups as well as solo riders. Groups pass groups, as well as, solo riders being passed and passing other riders. Solo bicyclists would be restricted to the right half of the marked travel lane.

Why this is bad: This prevents defensive bicycling practices where lane control might be necessary. Such as, making left had turns at intersections, avoiding parked car door openings, and improving visibility at junctions.

Cycling clubs of 30 or more could be required to secure permits.

Why this is bad: There are weekly club rides and other weekly ad hoc rides(no club) that draw 50 to 100 riders. These rides can span 2-4 counties. Obtaining permits would end these types of rides.

Overall concern of NCDOT suggestions: It has been stated that the impetus behind HB232 is not bicyclist safety, but desire to increase convenience for a few motorists on rural roads. This bill was sponsored by legislators who are responding to complaints for rural motorists who have been temporarily delayed by bicycle traffic. I find this disturbing. Cyclists pick rural roads such that they don't interfere with and limit impeding motorists. In general most motorist and most cyclists get along well on rural roads.

I think better education and better tolerance on both sides is best served instead of more laws.

If we're all going to live together, then we need to learn to play together.

Charles W. Hunley Jr

chunley@nc.rr.com

Cary, NC

12/28/2015

NCDOT and the Joint Legislative Transportation Oversight Committee,

NCDOT has released a draft report of recommendations for the H232 Bicycle Safety Law Study. The draft report includes recommendations that differ substantially from the recommendations of the H232 committee. For instance, the NCDOT report recommends legislation limiting riding abreast (the committee voted unanimously against such legislation) and recommends legislation requiring bicyclists to ride on the right side of marked travel lane (the committee took no action on this issue).

Specific comments -

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local

regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Thank You,

Tom Carr carrthomas@aol.com

3329 Whistley Green Drive

Charlotte, NC 28269

12/28/2015

As a cycling enthusiast, I urge the NCDOT and the North Carolina Legislature ensure cyclists' safety on the roads. I urge the NCDOT to consider allowing cyclists the full use of the lane and not just the right-side, as that allows for potential crashes and defensive driving by motorists; not limiting side-by-side riding within a single lane because group riding tends to offer safe group riding practices; and lastly, not enforcing that group rides of 30+ riders be registered and permitted, as most group rides cross between many municipalities and that will deter ride organizers to be able to safely plan for and execute these group rides. Thank you for your consideration of these amendments to your report to be reviewed by our Legislature.

On a personal note, when stopping at a stop sign or traffic light it is most safe to "take the lane." That is, to act just as a car. This is done for several reasons, the biggest of which is for visibility. When riding on the far right side of the road, cars will pass at a stop light, forgetting where you are. Then, those same cars may turn right while I continue straight, cutting me off or striking me. This danger is so common that it has a nickname, "the right hook."

We need your help. I know that riders will continue to ride in the ways that are the most safe for themselves and for motorists, please help us to continue to do so.

Allen Klaes

jaklaes@gmail.com

Band Director

Western District NC Bandmasters Chairman

West Henderson HS

3600 Haywood Road

Hendersonville NC 28791

828-891-6571

12/28/2015

I applaud NC for feeling the need to study the interaction between bicyclist and motorists. However, some of NCDOT's recommendations from the H232 Bicycle Safety Law Study are contrary to safe bicycling practices and to the recommendations of the committee. Riding as far to the right as possible and only in the right hand portion of the lane encourages drivers to pass too close to cyclists. One of the pieces of information provided at the meetings was that a significant number of crashes occur because motorists misjudge how close they are to cyclists. On several occasions, my wife and I have been passed by cars closer than 3 feet (the usual standard in most states although not in NC). We try to be courteous to drivers by riding single file and making it easy for them to pass but when they show this disregard for my wife and I, I will move over in the lane and force them to change lanes to pass so they don't hit us. Given the attitude of some motorists it is important for bicyclists to ride defensively yet NCDOT's recommendation is contrary to the best practices of defensive cycling. Also, why, when the committee voted unanimously to recommend no change to existing law on bicyclist lane position did NCDOT make a recommendation to the contrary?

In regards to informal group rides, the committee decided to take no action on restricting group rides, and instead voted to recommend that NCDOT develop an education program for best practices for safe group cycling. Yet NCDOT recommended further discussion about larger group bicycle rides not required to secure a special event permit and wants to limit the number of people on these informal rides. While our bike club rarely has rides with the 30 people, we don't know how many people will come to a ride which I'm sure is the case with other rides.

The only recommendations in the report regarding education were to educate cyclists about safe behavior on the road. Bicyclists pay taxes and have a right to share the road with cars. Yet many bicycle related accidents occur because motorists either don't respect or don't know how to react around cyclists. It is just as important to educate motorists why cyclists act in a certain manner. Do motorists realize we ride farther out in the road because we have been "buzzed" by cars once too often? Do they realize that we have had too many cars pass us close to an intersection and turn right in front of us? Do they realize that when they have a limited sight distance at the top of a hill or at a curve that they shouldn't pass? We don't ride in the middle of a lane because we necessarily want to but we have to in order to protect ourselves.

It is a shame when many states are enacting laws regarding bicycling to protect cyclists and encourage them to come to their state that NC seems to be doing the opposite. These states recognize that bicycling is good for their economy. My wife and I have been on several cycling vacations in other states. Our bike club hosts an endurance ride that attracts cyclists from other states who come and stay in NC's hotels and eat in NC's restaurants. Why doesn't the state want to encourage others to come and cycle in NC by enacting legislation that shows them we care about them?

Jim Hartman j_hartman_81@msn.com

12/28/2015

My name is Jonathan Bohlen. I am writing to you this evening to express my discontent with the recommendations that the DOT has made in regards to cycling laws. It seems that the safety of cyclists has been completely overlooked in the interest of motorist convenience, please don't let this go unnoticed. I urge you to consider reviewing the reports made by the study group and Bike Walk NC, please don't ignore the rights of cyclists and NC residents. I have been struck by an opening car door, fortunately it wasn't a serious accident, although quite frightening. Forcing cyclists to ride on the right half of the lane only would make avoiding these events that much harder, please reconsider forcing cyclists to operate in a restrictive manner. The convenience of motorists on a rural road should not play into the traffic laws for an urban environment. Further more, the convenience of motorists should never be placed above the safety of a cyclist. I urge you to reconsider these changes.

Thank you for your time

Jon Bohlen bohlenjon@gmail.com

12/28/2015

Please include the following comments regarding the recommendations pursuant to H232.

1. I strongly agree with NCDOT's recommendation in item 6 to increase the safe passing distance of a bicyclist from two feet to four feet. Since two feet is awfully close to be a safe distance for any vehicle to pass any other vehicle, I recommend extending the requirement further to cover the passing of all vehicles and recommend amending NCGS § 20-149 as follows:

§ 20-149. Overtaking a vehicle. (a) The driver of any such vehicle overtaking another vehicle proceeding in the same direction shall pass at least two four feet to the left thereof, and shall not again drive to the right side of the highway until safely clear of such overtaken vehicle. This subsection shall not apply when the overtaking and passing is done pursuant to the

provisions of G.S. 20-150.1.

2. I strongly disagree with NCDOT's recommendation in item 7 to restrict bicyclists' use of their lane with regard to their operating position on the roadway. Bicyclists should have the same right as every other vehicle to make appropriate use of a lane so as to provide for the bicyclists' and others' safety.

3. I disagree with the recommendations on item 4 regarding visibility (clothing or other reflective gear) and lighting requirements. I believe the current NCGS § 20-129(e) adequately addresses the use of front and rear lighting during non-daylight hours. I do not believe it is necessary to create a requirement for bicyclists to use a front head light during daylight hours or to vaguely dictate what type of clothing a bicyclist should wear.

4. I disagree with NCDOT's recommendations in item 8 regarding informal group rides on rural roadways. A bicycle ride of almost any distance would go through multiple local jurisdictions making it difficult, if not impossible, to ever arrange an informal group ride.

5. Lastly, I also disagree with NCDOT's recommendations in item 2 regarding riding two abreast. I do not understand the need for this restriction and have concerns about the impact on the fund raising bicycle rides in North Carolina (i.e., MS150, Tour de Cure, and numerous others) as those rides involve very large groups at the start and it would be impossible for them to only ride two abreast.

Sincerely,
Mark Henderson
mhende7962@aol.com

12/28/2015

Good evening Representative Adcock and the NCDOT.

I wanted to write you in regards to HB232 and urge you to oppose this bill. As a cyclist, I can say this is not a cyclist friendly bill. I would be very concerned for my safety cycling on NC roads if this bill were to pass. Again, please oppose the passing of this bill.

thank you,
Reggie Skinner reggie.skinner@gmail.com
919-523-5224
Apex, NC

12/28/2015

NCDOT/Joint Legislative Transportation Oversight Committee,

North Carolina should try making cycling more feasible NOT less. I cycle for both commuting to work and for fitness. As a commuter I reduce congestion on the roads. As a recreational cyclist I support the community by staying in shape and forming social connections.

These rules are bad because they make it less safe for me as a cyclist and they restrict the social & community building aspects of cycling. The right side rule itself is really unsafe given the dangers of parked cars, potholes, debris, and other dangers. I was cycling this morning and had to swerve around gravel, potholes, and parked cars!

Please do not pass these rules and fix these specific elements:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group

riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Jon Boggiano

704-996-8565

ionboggiano@gmail.com

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Heather Hager atouchabovemassagetherapy@gmail.com

6921 A Glendower Rd Raleigh NC 27613

9195395921

12/28/2015

Reading the proposals of the draft H232 report recommending the NC legislature enact new restrictions on bicycling, I am concerned that we are taking a step backwards. I am a resident of Carrboro, NC and have been encouraged by our state's Complete Streets policies (adopted by the NCDOT) which "encourage the use of alternative forms of transportation" and "improve safety for pedestrians, cyclists, and motorists."

Any new legislation should be a further promotion and means of implementing the progress we have already made. As we make our roads safer for all users, it helps us as motorists slow down instead of all too often exceeding the speed limit.

We need to catch up with the rest of the world in making alternative modes of

transportation a viable option instead of giving them second-class status and consideration with this kind of legislation.

If each municipality has its own regulations for group rides, it will be very hard for bicyclists and motorists to know which regulations apply where. The state regulations already in place have been carefully worked out and provide uniformity for optimal safety.

Please do not undo the progress we have already made. Let's keep going in the right direction to make our roadways safe and open to all.

Sincerely,

Linda Canino writelinda1@hotmail.com

12/28/2015

I am a resident of Cary, and have been a cyclist for 28 years. My husband & I are involved in the local community, and enjoy the beautiful outdoors in the State we have lived in for the past 23 years.

I am writing to let you know that I oppose the draft report of recommendations for the H232 bicycle safety law study. Requiring cyclists to ride on the far right side of the travel lane will make UNSAFE conditions for cyclists. It is disturbing that BikeWalk NC was not given the opportunity to present their prepared comments on lane positioning.

I will be contacting local and State politicians regarding this matter.

Thank You,

Marti Brookie mbrookie@soundsourceimaging.com

Sound Source Imaging, Inc

12/28/2015

Dear NCDOT,

I am primarily a motorist and pedestrian rather than a cyclist but I feel that bicycle-restrictive regulations as proposed this bill are to the detriment of all road users especially insofar as they differ from the recommendations of the HB 232 working group.

In particular, I find the suggestion that cyclists should be restricted to the right half of marked travel lanes (recommendation 7) to be a dangerous one. This recommendation runs contrary to nationally accepted bicycling practices that encourage lane control, staying out of the door zone of parked cars, and improving visibility of the cyclist at junctions (to deter left-cross and drive-out collisions). Cyclists are properly taught that it is often safer to "take the lane", which it is. Requiring cyclists to ride on the right half of a lane makes cyclists less visible and encourages motorists think that they have an automatic right to pass a cyclist even when there is not sufficient space. Furthermore a cyclist who is hugging the right hand curb can send a misleading signal to a following motorist especially in an urban setting when there are many competing safety concerns for all road users. Are they asking me to pass, even if it seems unsafe? Are they going to stay in that alignment as I squeeze by or are they shortly going to need to change their lane position in order to turn left at an approaching intersection? Seeing a cyclist in the center of the vehicle lane takes the ambiguity out of the situation and better enables the following motorist to act appropriately and safely. I suspect that the DOT recommendations have also not considered that the relatively slow speed of cycle traffic in urban traffic situations makes a positive contribution to traffic calming and pedestrian safety which far outweighs the minor inconvenience to motorized users with their often illegal speed preferences.

I am also against recommendation 8 that suggests each municipality should have its own regulations for group rides. There are already state regulations in place that have been carefully worked out and that are sufficient.

Please consider these laws from the standpoint of making our streets and highways safer for all users instead of seeking to enable motorists to maintain high speeds at all times, often significantly higher than the posted speed limit. The state's Complete Streets policy, adopted by the NCDOT, specifically states that the roads policy should "encourage the use of alternative forms of transportation" and "improve safety for pedestrians, cyclists, and motorists." These should be the starting points and the guides for any new legislation.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Will Brinson wbrinson@gmail.com

Durham, NC

12/28/2015

I would like to make a comment on the newly proposed recommendations for the H232 Bicycle Safety Law Study.

Taking the whole lane encourages drivers to actively pass, which is safer for both drivers and cyclists. We, as riders, find the ability to legally ride two abreast as highly important.

If the permitting process is as proposed, group rides will be limited. Group riding is a space where communities, cyclists and drivers have the opportunity to safely interact, which promotes more positive interactions for drivers and cyclists in the future.

Please keep our road ways safe for all of its users.

Best,

Kevin Kennedy kevin.l.kennedy@gmail.com

12/28/2015

As a cycling enthusiast, I urge the NCDOT and the North Carolina Legislature ensure cyclists' safety on the roads. I urge the NCDOT to consider allowing cyclists the full use of the lane and not just the right-side, as that allows for potential crashes and defensive driving by motorists; not limiting side-by-side riding within a single lane because group riding tends to offer safe group riding practices; and lastly, not enforcing that group rides of 30+ riders be registered and permitted, as most group rides cross between many municipalities and that will deter ride organizers to be able to safely plan for and execute these group rides. Thank you for your consideration of these amendments to your report to be reviewed by our Legislature.

Thank you

Mary Koppenheffer mary.biltmorebeacon@gmail.com

Hendersonville, NC

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions

that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Lisa English zenglish@earthlink.net

919-969-0002 1200 Leclair St Chapel Hill NC 27517

12/28/2015

I would like to echo the perspectives of other recreational and transportational bike cyclists regarding how HB 232 differs from the recommendations of the HB 232 working group. Why have the experienced and studious working group make thoughtful comments if you ignore them? Our bicycle alliances in Chapel Hill and Carrboro have offered excellent comments that I heartily endorse.

From Heidi Perov Perry, of the Carrboro Bicycle Coalition, a bicycling instructor certified by the League of American Bicyclists:

"... the suggestion that cyclists should be restricted to the right half of marked travel lanes (recommendation 7) [is] be a dangerous one. This recommendation runs contrary to nationally accepted bicycling practices that encourage lane control, staying out of the door zone of parked cars, and improving visibility of the cyclist at junctions (to deter left-cross and drive-out collisions).... Requiring cyclists to ride on the right have of a lane makes cyclists less visible and lets motorists think there is room to safely pass a cyclist when there really is not sufficient space.

" I am also against recommendation 8 that suggests each municipality should have its own regulations for group rides. North Carolina is a state that is well-positioned to bring in millions of bicycle tourism dollars, but making it extraordinarily difficult for group rides to occur, especially those that cross several jurisdictions, could send all of those cycling dollars to other states. North Carolina should be embracing and encouraging this healthy form of recreation rather than imposing confusing, restricting, and cumbersome regulations on it. There are already state regulations in place that have been carefully worked out and that are sufficient."

Please consider the issues. The recommendations of the working group kept the safety of the cyclist in mind, and should be followed. The state's Complete Streets policy, adopted by the NCDOT, specifically states that the roads policy should "encourage the use of alternative forms of transportation" and "improve safety for pedestrians, cyclists, and motorists." But many people are just afraid to ride, and this bill would NOT help that.

Please include my comments as an addendum to the appendix.

Melissa McCullough melissamccnc@gmail.com

Chapel Hill

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving

visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Thanks,

Chad Thomsen chad.thomsen@gmail.com

229 Liberty Rose Dr.

Morrisville, NC 27560

919-946-0846

12/28/2015

I would like to add my comments to the current discussion taking place regarding the potential to change the rules of the road for cyclists in North Carolina proposed by the NC DOT. I'm a long time cyclist and typically ride 6000-7000 miles a year on the road on my bike. It is my understanding that many of the recommendations of the Working Group are being ignored if they differ from what the NC DOT wants. There are three critical areas that are of particular concern.

1. Riding as far right as possible- This isn't always the safest place for a cyclist to ride. If pushed to the far right, it will allow cars to think they can squeeze past in the same lane rather than wait for traffic to clear in the oncoming lane. I have experienced this many times on the road on my bike. If you are going to enforce the four foot clearance rule for cars, they will have to enter the other lane to pass so why take the risk of them trying to pass in their lane.

2. Riding two abreast- While this is the preferred method for riding in a larger group, it's not always possible. At some point, the riders on the front will need to come off and move to the back, at that point, they are riding three abreast and would be in violation of this 'rule'. My recommendation would be to make this a 'best practice' recommendation but not a firm requirement. It just doesn't make sense on a group ride.

3. Limiting group rides to less than 30 or requiring local official permission. There are many group rides all over our state that sometimes exceed 30. What makes that the magic safe cutoff number? I have seen groups of 40-50 ride safely and seen a group of 6 ride in an unsafe manner. It's all about teaching the right way to cyclists and being responsible and respectful of the cars we share the road with. There would be huge issues trying to enforce this rule.

My last comment is regarding enforcement. I see many of these suggestions as being a way to restrict the cyclists right to the road instead of finding a way to make it better for both cars and bikes to share the road. I'm all about being safe on the road. I enforce most of the ideas you have in your proposal such as riding two wide max and staying off the center lane when in a large group. For the most part, cyclists listen and follow the rules. I hope that the proposal sent

to the legislature will include the original ideas proposed by the working group and not the desires of the DOT only.

Regards,
Gary Law
2134 Wright Avenue
Greensboro, NC 27455
Mobile +1 336 210-3941
GaryHLaw@Eaton.com

12/28/2015

Dear NCDOT,

I am primarily a motorist and pedestrian rather than a cyclist but I feel that bicycle-restrictive regulations as proposed this bill are to the detriment of all road users especially insofar as they differ from the recommendations of the HB 232 working group.

In particular, I find the suggestion that cyclists should be restricted to the right half of marked travel lanes (recommendation 7) to be a dangerous one. This recommendation runs contrary to nationally accepted bicycling practices that encourage lane control, staying out of the door zone of parked cars, and improving visibility of the cyclist at junctions (to deter left-cross and drive-out collisions). Cyclists are properly taught that it is often safer to "take the lane", which it is. Requiring cyclists to ride on the right half of a lane makes cyclists less visible and encourages motorists think that they have an automatic right to pass a cyclist even when there is not sufficient space. Furthermore a cyclist who is hugging the right hand curb can send a misleading signal to a following motorist especially in an urban setting when there are many competing safety concerns for all road users. Are they asking me to pass, even if it seems unsafe? Are they going to stay in that alignment as I squeeze by or are they shortly going to need to change their lane position in order to turn left at an approaching intersection? Seeing a cyclist in the center of the vehicle lane takes the ambiguity out of the situation and better enables the following motorist to act appropriately and safely. I suspect that the DOT recommendations have also not considered that the relatively slow speed of cycle traffic in urban traffic situations makes a positive contribution to traffic calming and pedestrian safety which far outweighs the minor inconvenience to motorized users with their often illegal speed preferences.

I am also against recommendation 8 that suggests each municipality should have its own regulations for group rides. There are already state regulations in place that have been carefully worked out and that are sufficient.

Please consider these laws from the standpoint of making our streets and highways safer for all users instead of seeking to enable motorists to maintain high speeds at all times, often significantly higher than the posted speed limit. The state's Complete Streets policy, adopted by the NCDOT, specifically states that the roads policy should "encourage the use of alternative forms of transportation" and "improve safety for pedestrians, cyclists, and motorists." These should be the starting points and the guides for any new legislation.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely
James Morgan james@belladomus.com
Chapel Hill

12/28/2015

As a cycling enthusiast, I urge the NCDOT and the North Carolina Legislature ensure cyclists'

safety on the roads. I urge the NCDOT to consider allowing cyclists the full use of the lane and not just the right-side, as that allows for potential crashes and defensive driving by motorists; not limiting side-by-side riding within a single lane because group riding tends to offer safe group riding practices; and lastly, not enforcing that group rides of 30+ riders be registered and permitted, as most group rides cross between many municipalities and that will deter ride organizers to be able to safely plan for and execute these group rides. Thank you for your consideration of these amendments to your report to be reviewed by our Legislature.

Daphne Kirkwood | Event Extraordinaire | events@idaph.net
(828) 450-7514 | 1979 Suite E, Hendersonville Rd, Asheville, NC 28803

12/28/2015

To the Joint Legislative Transportation Oversight Committee,

I have read your list of recommendations regarding cycling on public roads in North Carolina that you plan to make the general assembly. While I appreciate your efforts to make road sharing between cyclists and motorists safer, I have the following concerns I wanted to share with you:

1. Cyclists should be allowed to congregate at stop signs and stop lights without having to observe the two abreast rule you recommend at all times (other than an approved bike race) for reasons of safety as you do not want cars and bicycles parallel to each other at these intersections.
2. Speaking of stop signs and stop lights, I understand that other states are examining the idea of allowing cyclists to treat stop lights as stop signs (can go once you have come to a complete stop in the absence of approaching traffic) and stop signs as yield signs (do not have to stop if there is no approaching traffic). I would encourage you to explore this idea as well.
3. Your recommendation that cyclists wear bright clothing at all times seems vague to me. What constitutes bright clothing? I have a cycling jacket that I consider to be bright red. Does that qualify or is bright clothing limited to yellow, green, and fluorescent colors? Do I have to throw out all my black cycling pants (shorts and full length) in favor of brighter colors if I'm wearing a bright jersey? Also, I find this recommendation redundant in light of your other recommendation, which I support, that cyclists have a flashing tail light and a flashing head light mounted on their bikes.
4. Your recommendation to ride to the far right of the travel lane as possible is problematic. I ride mostly in the country, and I do ride on the far side of the right travel lane just left of the white line. That's about as close to the shoulder of the road that I feel like I can ride safely. Also, trash and debris tends to accumulate on this part of the road, and we have to be able to avoid these obstacles without leaving the road. My friends who cycle within city limits have more reason to ride more toward the center of the lane (cars parked on the side of the road with drivers opening their doors out into the road, for example) at times as indicated by placement of new bike lanes. Certainly, exceptions should be made here to account for these circumstances confronted by urban cyclists.
5. Having to obtain (and presumably pay for) local permits to have group rides of 30 or more cyclists is an onerous restriction for organized recreational rides and charity rides. Many organized recreational rides begin and end within the city limits before heading out into rural areas for parking and other conveniences. Indeed, it is not uncommon for recreational riders to have a meal afterwards and otherwise spend money in the areas where we assemble. Charity rides should certainly not be subject to this kind of requirement as in addition to beginning and ending within city limits these rides sometimes pass through several smaller towns as part of the routes. Forcing charity ride organizers to negotiate, pay, and be subject to different restrictions in exchange for getting a permit from each of these towns is a bureaucratic nightmare that is only going to result in charity ride participation going down (and charities

receiving less money) or perhaps these towns being bypassed on the routes, which doesn't help the cyclists who need to purchase extra supplies during the ride or the towns from this loss of this revenue. Finally, as far as I know, no other type of vehicle is subject to potentially inconsistent, conflicting local regulations governing their use, and bicycles should not be treated any differently in this regard.

Thank you for taking the time to read and consider my comments. I have been a cyclist for 30+ years, believe in road sharing and road safety, and have never been involved in an accident. Remember cycling does not pollute the environment and helps riders stay in good physical condition throughout their lives. We should be encouraging, not discouraging, the practice.

-Daniel Richardson-
lex@luthorcorp.biz

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

I am a motorist as well as a cyclist. My taxes pay for public roadways, and I should be able to use them for transportation and recreation as a cyclist, motorist, and pedestrian.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Noel Nunkovich ntnunk@gmail.com
845 Beaver Dam Rd
Chapel Hill, NC 27517
919-449-7756

12/28/2015

Dear NCDOT,

As a cycling enthusiast, I urge the NCDOT and the North Carolina Legislature ensure cyclists' safety on the roads. I urge the NCDOT to consider allowing cyclists the full use of the lane and not just the right-side, as that allows for potential crashes and defensive driving by motorists; not limiting side-by-side riding within a single lane because group riding tends to offer safe group riding practices; and lastly, not enforcing that group rides of 30+ riders be registered and permitted, as most group rides cross between many municipalities and that will deter ride organizers to be able to safely plan for and execute these group rides. Thank you for your

consideration of these amendments to your report to be reviewed by our Legislature.
Mindy Smith | Community Outreach Coordinator | mindy@idaph.net
(828)989-7850 | 1979 Suite E, Hendersonville Rd, Asheville, NC 28803

12/28/2015

I would like to voice my concern about the NCDOT draft recommendations to H232, which would make bicycling much less safe in North Carolina for the following reasons:

1. Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.
2. The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.
3. Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Thank you for listening!

Ann Givens acgivens01@gmail.com

Weaverville, NC

12/28/2015

Dear Legislator:

I'm retired and use the public roads of North Carolina as recreational cyclist who cycles approximately 4 times a week for about 100 miles per week. I cycle as the main form of exercise and mostly in the mountains of Western North Carolina where the roads are windy and steep going up and downhill. On the downhill portion of the rides I am safely often reaching the speed limits posted on the highway.

It has been brought to my attention that the NC DOT has made recommendations that were not made by the House Bill 232 Working Group's recommendations which are based from their assignment to address key questions regarding the improvement of bicycle safety. It is further my understanding that the Working Group's output would become formal recommendations to the legislature for their process of changing the law but NC DOT has over ridden some of the Working Groups recommendations which is why I am writing to you and would like my comments added to the Appendix to the HB 232 Report.

From the DOT's recommendations I'm frustrated that you're hearing them tell you that people who drive cars deserve MORE PROTECTION than people who ride bikes. As stated I ride a bike for recreation. I also drive a car. I'd like the odds to be at least even. As current law stands, the person on the bicycle is at a disadvantage... about 4,000 lbs less.

Please help me and the people who ride the bicycle. Specifically:

Please disregard the recommendation you are receiving from NC DOT on the HB 232 Draft Report on 3 key issues that affect the safety of all, including people that drive cars:

#1) I don't want bicycles to be required to be to the far right of the lane. As discussed above, I ride down mountains, riding in such a manner is impossible and dangerous as it does not allow the rider to safely ride downhill and it makes it difficult for the car driver to see the cyclist on curves. Equally important it also makes it more difficult for me to see them. On level ground it means I might be tempted to pass them in an unsafe manner, which is bad for me, bad for the oncoming vehicle traffic, and of course, bad for the person with a family who is riding the bike. One of the primary safety concerns for a cyclist is to be visible. This is significantly diminished by the NC DOT recommendations, despite the cyclist wearing high visibility clothing and having both high visibility head and tail lights.

#2) I don't want bicycles to be required to ride single file. That will make it even more irritating when there are more than 2 of them waiting to get through a traffic light, or riding down a country road. And how does that work anyway, does the second rider to join a first rider in proceeding abreast as two... earn the citation from law enforcement, or is it the fault of the first rider who was simply minding their own business? This is poorly considered policy.

#3) I definitely don't want groups of people who ride bicycles to be regulated and managed by local government. This will lead to inconsistent rules which will make it difficult for me as a driver to anticipate groups of bicycles. Please leave the responsibility for regulating large group bicycle events to the state agencies.

Thank you, respectfully, and sincerely

Your Taxpayer and Voter,

John Creamer

kashakk@yahoo.com

25 Wallace Mountain Rd

Black Mountain, NC 28711

12/28/2015

I am very concerned about the recommendations from the NCDOT in HB 232 regarding cyclists that differ from the recommendations of the HB 232 working group.

In particular, recommendation 7, which suggests that cyclists be restricted to the right half of marked travel lanes. That is dangerous and contrary to nationally accepted bicycling practices that encourage lane control, staying out of the door zone of parked cars, and improving visibility of the cyclist at junctions (to deter left-cross and drive-out collisions). Requiring cyclists to ride on the right half of a lane makes cyclists less visible and lets motorists think there is space to safely pass a cyclist when there really is not.

I am also against recommendation 8 that suggests each municipality should have its own regulations for group rides. North Carolina is a state that is well-positioned to bring in millions of bicycle tourism dollars, but making it extraordinarily difficult for group rides to occur, especially those that cross several jurisdictions, could send all of those cycling dollars to other states. North Carolina should be embracing and encouraging this healthy form of recreation rather than imposing confusing, restricting, and cumbersome regulations on it. There are already state regulations in place that have been carefully worked out and that are sufficient.

I am a motorist as well as a cyclist. My taxes pay for public roadways, and I should be able to safely use them for transportation and recreation as a cyclist, motorist, and pedestrian.

Please consider these laws from the standpoint of making cycling safe. The recommendations of the working group kept the safety of the cyclist in mind. I fear the revisions made by the NCDOT now favor the motorists' speed and convenience over the safety of the more vulnerable cyclist. The state's Complete Streets policy, adopted by the NCDOT, specifically states that the roads policy should "encourage the use of alternative forms of transportation" and "improve safety for pedestrians, cyclists, and motorists." These should be

the starting points and the guides for any new legislation.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Vanessa Roth vroseroth@gmail.com

202 W. Lavender Ave.

Durham, NC 27704

919-428-0486

12/28/2015

As a cyclist I reject key elements of the H232 Bicycle Safety Law Study:

- Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.
- Riding Abreast: When it is impossible to see oncoming traffic, riding abreast is the safest option for cyclists and motorists who must not be tempted to pass.
- Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level. THIS is a NUTTY IDEA!

Most of all, we regret your failure to adequately consult with cycling organizations about this very important measure.

But I want to express my gratitude for the many bike lanes added to local streets in Durham, Chapel Hill and Carrboro.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Claudia Koonz ckoonz@duke.edu

4700 oak hill road, CH 27514

12/28/2015

NCDOT,

I am opposed to the recommendations made by the DOT regarding H232. To recommend laws to increase convenience at the cost of safety is unconscionable.

Perhaps the DOT is unaware of cycling statistics that show cyclists dying every year due to poorly designed roads, lack of cycling infrastructure and unaware motorists.

The single most important factor in avoiding cyclist death and injury is to be seen and the best way to do that is to use the whole lane when necessary.

It is also very clear that most cycling injuries and fatalities are caused by motorists trying to squeeze between a cyclist and oncoming traffic at a high rate of speed. Currently a cyclist can encourage a safe pass by using the lane until there is enough room to pass.

In urban areas where cycling is a crucial mode of transport taking the lane is necessary in many instances, including:

1. Congested intersections to avoid cars pulling out into the travel lane from a side street.

2. Avoiding cars turning right into their path (right hook)
3. Increasing visibility for cars turning left across the travel lane from the opposite lane.
4. Avoiding being passed in unsafe areas that are too narrow for a legal pass.
5. To avoid opening car doors.
6. At night or in the rain when visibility is limited.
7. To avoid hazards to the right of the travel lane, storm grates, broken glass, sand and gravel, etc.
8. Traveling down a hill or anytime a cyclist is at or near traffic speeds.

It is imperative that the NCDOT not encourage laws that act to further endanger and marginalize cyclists while emboldening already hostile motorists. Requiring cyclists to ride to the right is exactly that and has no basis in the actual statistics of bicycle car accidents. Is the DOT interested in improving the safety of all road users or in decreasing a minor annoyance at the cost of people's lives?

I am also opposed to requiring permits for casual rides. It goes against the very nature of how these rides work. There is no planning department to take reservations, whoever shows up rides. No one has any idea how many people will show up. It's an unworkable idea and would just serve to discourage people from riding rather than driving under threat of law.

If the DOT is genuinely concerned with the safety of road users than recognize the traffic calming benefits of cyclists and educate motorists as to how to safely pass cyclists. Everyone who rides a bike for transportation recreation or both also drives. The only concern for this bill should be the safety of all users. This law would encourage unsafe practices by drivers and prevent cyclists from being able to stay safe on the road.

Hans hangalen7@gmail.com

12/28/2015

Dear North Carolina DOT, my name is Andrea heller Albershardt and I now live in Colorado and can be reached at gunnigaln2life@hotmail.com. I was lucky enough to live in North Carolina for 3 years with my husband and found North Carolina to be one of the most beautiful states of the union. We lived one year in Charlotte area and two years up out of Black Mountain North Carolina. My husband is an avid long-distance cyclist. He lived in North Carolina for 25 years. An important way for a state to bring an increased income is to host visitors and with the amazing roads & paved roads as well as mountain bike trails that North Carolina hosts. North Carolina can become a cycling capital of the world if the Department of Transportation would only take it more seriously and protect cyclists. Most of the roads that I found in the Charlotte area ,even when they had a minimal cycling Lane, it would pinch off to nothing and so you go from being protected or having some space to nothing . It really is a joke there. Cycling is used for commuting, it's enjoyable and it's just healthier for the environment. Please consider not controlling cyclist but controlling automobile traffic and protecting the cyclist. they should be able to share the road equally with automobiles in many instances. This may not occur on major highways but I'm talking about signage and education so that cyclist are acknowledged and accepted more and more. Thank you for your time I hope you enjoy the joy of cycling yourself sincerely andrea Heller Albershardt gunnigaln2life@hotmail.com, 48 columbine rd, gunnison, co. 81230

12/28/2015

I oppose DOT recommendations that will actually make bicycling less safe in North Carolina.
Reed Hoisington rhpi@nc.rr.com

12/28/2015

Hi,

I'm Hannah, a 16 year old cyclist from Morganton. I race two disciplines in cycling; cyclocross and road. Though, road cycling is by far my favorite. On top of running and swimming for school, I train in cycling daily, hoping that eventually I will be able to race collegiately.

Cycling is pretty incredible to an individual that has the passion for the sport, as I do. Sometimes we go out road cycling for many many hours, and many many miles.

It's crucial that I'm able to continue riding abreast, side by side with my teammates, as we do in races to better my experience.

We experienced riders know how to handle ourselves on the road, both for our safety and for others. The only time an accident with a cyclist is ever heard about involves a drunk driver. NOT the cyclist's fault.

Us cyclists should not be punished for something we have not done.

Many new bike riders who approach the road SHOULD be informed on road safety. But, punishing us experience riders for something we have not done is wrong. If we are restricted on road use by the limitation of what we can and can't do, then that means that we (cyclists) have lost. I can recall many times where cars have gotten so close to me on the road, or laid down the horn while passing, etc. So, not only should new riders be informed on road safety, but maybe those driving cars, a bit more.

I love cycling and I hope that feeling never goes away. I hope the number of cyclists doubles within the next ten years, because it's an incredible sport.

I'm completely against the write up of the new legislation. I hope you consider what we cyclists have to say and eventually come to an agreement that best suits all.

Thank you,

Hannah Bauer hannahbauer0@gmail.com

12/28/2015

To: NCDOT/Joint Legislative Transportation Oversight Committee

I have reviewed the draft report and appendices for H232 and, as a motorist, motorcyclist, and cyclist that rides on roads in Western NC, I have the following comments:

This is definitely a mixed bag. I applaud all efforts to protect vulnerable road users, but cringe at the thought of applying obtrusive rules to cyclists that create more harm than good. North Carolina has beautifully maintained roadways and serves as a destination for cycling tourists throughout the year. The state should continue to promote cycling for exercise, travel, and commuting; not create barriers to legal roadway users.

Motorists allowed to pass on double-yellow for slower traffic: Yes! This is a needed reform. Please note that the burden of safe passing is always the responsibility of the passing motorist. The 4-foot ruling is a very nice precedence.

Riding two abreast: Leave this unchanged (as recommended by the Working Group) as this allows cyclists to travel in smaller, more compact groups which can be easier to pass.

Identification: This should only be recommended in safety literature as a "best practice." Always remember that a driver's license is not required to travel public roadways, only to operate a motorized vehicle on them.

Lights/Visible Clothing: Please be specific that this is for night conditions (and define night conditions). The language for 20-129(e) reads "every bicycle shall be equipped with a lamp on the front..." without specifying this is only for night travel. Good to note that you are taking expense into consideration for those that have to use bicycles for their primary transportation.

Hand signals: OK.

Operating position in roadway: While I agree this is a good practice in the proper conditions, it is up to the cyclist to determine if this is safe or practical based on other traffic

(behind or oncoming), approaching intersections/changing lanes, making turns, roadway hazards, weather, speed, site distances, and any combinations of these. Not allowing a cyclist to claim the full lane is contrary to the safety aspects of this report, and can lead to cars attempting to pass within the same lane as the cyclist. Whether it is a car, motorcycle, tractor, or bicycle, the occupant of the lane should have full rights and protections to that lane. This rule would only promote bad behavior by motorists. I've experienced automobiles attempting to pass within my lane on both a bicycle and a motorcycle. Two vehicles cannot attempt to fit in the same space.

Under most circumstances, regardless of cyclist lane position, a safe passing distance (4 feet in this report) requires a portion of the passing vehicle to enter the oncoming lane on a two-lane road. This rule will do nothing to protect cyclists or to aid motorists, mostly the opposite.

Informal group rides/permits: Most formal group rides actively involve local municipalities, sheriff's departments, highway patrol, and emergency services. Informal rides are just that, people gather and the size of the group is determined by how many people show up, or end up gathering half-way through. These rides cover several municipal and district boundaries. This is not needed, and the only purpose is to ban bicycles from roadways. It would also be a nuisance to law enforcement, and with all due respect, it would not be enforced equitably. Again, I go back to motorcycles or cars that gather in groups to ride. These groups can cause the same impact to the roadway simply due to congestion. I have seen this with motorcycle groups.

Headphones/Texting: All for it.

Aggressive/Harassment/Distracted Driving: There should be stiff fines and/or jail time for harassment or aggressive/distracted driving that causes injury to vulnerable road users.

Vulnerable User Law: Any additional protections that differentiate and exposed road user from an occupant of an enclosed motor vehicle is positive.

Thank you,

David Hart hartdp2000@bellsouth.net

12/28/2015

NCDOT, The Bicycle Safety and Traffic Laws Study has provisions that actually do take into consideration the safety of cyclists but it also contains recommendations designed to make the inconveniencing of motorists an issue more important than the safety of cyclists. Consider, for instance, the recommendation to make bicyclists ride on the right half side of the travel lane. Bicyclist lane position was not even an issue identified in HB232 to be studied. So where did that come from? Committee member and State Traffic Engineer Kevin Lacy brought it up during the study group's first meeting when members were asked what additional items they wished to cover. According to Steven Goodridge, the BikeWalkNC representative who served on the study group,

"At multiple times over the course of the study, Lacy expressed a desire to keep bicyclists at the edge of the road to prevent them from delaying motorists. He also claimed that this would prevent rear-end collisions of bicyclists due to bicyclists' low speed."

Goodridge lists four real world scenarios where it's recommended that cyclists ride in the left hand side of the travel lane for safety reasons:

1. To improve visibility when approaching a location where a driver may pull out from a side street or driveway;
2. To improve visibility when approaching a location where an oncoming driver may turn left in front of the bicyclist ;
3. To avoid being right-hooked at a location where right turns are permitted;
4. Where lane width fluctuates.

BikeWalk NC asked to make a presentation to the work group on lane positioning. That request was denied. In an e-mail to DOT officials, Goodridge said it was “irresponsible and reprehensible” for the agency to make its recommendation about lane positioning without proper discussion by the committee.

I find this recommendation the worst for protecting cyclists but I also know as a rider that other recommendations, such as not allowing cyclists to ride two abreast and restricting solo cyclist to the right half of a marked travel lane are also ill conceived and inconsistent with the stated purpose of protecting the safety of bicyclists.

Please protect the safety of cyclists, attempting to create rules to insure motorists will not be inconvenienced by cyclists is not in the interest of safety to the bicycling public.

Respectfully,
Patrick R. Day

patrickrday57@gmail.com

12/28/2015

Please don't accept all the recommendations..... as resident of NC, I have greatly appreciated the opportunity to ride on NC roadways. While riding I really enjoy being outdoors and observing the beauty of rural NC. In doing so, my overall health has also greatly improved.

Some measures are helpful such as acknowledging the bicyclists as the 'vulnerable road user' and 4-foot clearance but those that prevent two-abreast riding formations or restrict riding to right half or a marked travel lane are dangerous.

Sincerely

Jack Niemiec

jack.w.niemiec@gmail.com

12/28/2015

I am a board member of the Bicycle Alliance Chapel Hill. I am sharing this letter that Heidi Perry wrote. Heidi is a member of the Carrboro Bicycle Coalition and she frequently attends our BACH meetings. She states our concerns very well. I am both a cyclist and a motorist. I moved to NC from Wisconsin and think that NC has opportunities to create safe biking that will benefit health and local economies. Please consider the letter that she wrote, as I could not have written a better letter. Thank you so much. Joanne Gardner
“Dear NCDOT,

I am very concerned about the recommendations from the NCDOT in HB 232 regarding cyclists that differ from the recommendations of the HB 232 working group.

In particular, I find the suggestion that cyclists should be restricted to the right half of marked travel lanes (recommendation 7) to be a dangerous one. This recommendation runs contrary to nationally accepted bicycling practices that encourage lane control, staying out of the door zone of parked cars, and improving visibility of the cyclist at junctions (to deter left-cross and drive-out collisions). I am a bicycling instructor, certified by the League of American Bicyclists, and I routinely teach cyclists that it is often safer to “take the lane”, which it is. Requiring cyclists to ride on the right have of a lane makes cyclists less visible and lets motorists think there is room to safely pass a cyclist when there really is not sufficient space.

I am also against recommendation 8 that suggests each municipality should have its own regulations for group rides. North Carolina is a state that is well-positioned to bring in millions of bicycle tourism dollars, but making it extraordinarily difficult for group rides to occur, especially those that cross several jurisdictions, could send all of those cycling dollars to other states. North Carolina should be embracing and encouraging this healthy form of recreation rather than imposing confusing, restricting, and cumbersome regulations on it.

There are already state regulations in place that have been carefully worked out and that are sufficient.

I am a motorist as well as a cyclist. My taxes pay for public roadways, and I should be able to use them for transportation and recreation as a cyclist, motorist, and pedestrian.

Please consider these laws from the standpoint of making cycling safe. The recommendations of the working group kept the safety of the cyclist in mind. I fear the revisions made by the NCDOT now favor the motorists' speed and convenience over the safety of the more vulnerable cyclist. The state's Complete Streets policy, adopted by the NCDOT, specifically states that the roads policy should "encourage the use of alternative forms of transportation" and "improve safety for pedestrians, cyclists, and motorists." These should be the starting points and the guides for any new legislation.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Heidi Perov Perry"

Joanne Kaiser Gardner

wisebites@aol.com

Nutrition Consultant (MS, RDN)

Chapel Hill, NC

12/28/2015

I want to state that some of the proposed changes will make bicycling less safe. I am a frequent bicycle rider and I follow the rules of the road. At times, I find it safest to ride midlane, mainly to increase my visibility in certain situations. Therefore, I oppose the requirement to stay to the extreme right. Another requirement I oppose is the required permit for group rides. We need to encourage bicycling not try to restrict it. I question why the committee would not hear from a leading alternate transportation group. If the focus of this legislation is bicycle safety shouldn't they hear from bicyclists?

gusjerdee gusjerdee@att.net

12/28/2015

Hello. My name is Julie. I am a triathlete and avid cyclist, as are many of my friends, who are mothers to children, doctors and teachers of drivers' children, your doctors, sisters, brothers, friends. We follow the laws of the road, and suffer the implications of drivers who disobey laws, and of poor laws. I was hit by a car in 2011, and have many friends who have also suffered injuries do to lack of understanding of the laws and laws that make it difficult to share the road.

While I support the statements below, I particularly implore you NOT to restrict solo cyclists to the right half of marked travel lanes. This leaves things open to interpretation and increases the risk of car mirror and passing injuries.

I appreciate your consideration.

1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The

committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Julie Paddison duke99unc@yahoo.com

12/28/2015

Greetings,

I have recently learned of recommendations from the NCDOT in regards to HB232 concerning bicycling on roadways. I need to respond directly to the NCDOT recommendation from issue number 7, Operating position in roadway. My response is based both as a motorist and a cyclist trained by the League of American Bicyclists.

The NCDOT recommendation requires the cyclist to ride in the right half of the right most travel lane. My experience as a motorist and cyclist agrees with the instructions in the bike league's Traffic Cycling 101 class, which is that cyclists are often in traffic situations that require them to take the center of the lane.

1. The Traffic Cycling 101 class materials state that "...as a bicyclist, you should be in the right-most lane that goes in the direction you are traveling". When the right most lane is right-turn only, the NCDOT's recommendation for all bikes to be in the right most lane does not make sense when you are trying to continue straight.

2. Cyclists need to take control of a traffic lane when it is too narrow for motorists to pass safely on the left. I can remember too many occasions when I got brushed by motorists because they did not notice me or thought their clearance was sufficient. No motorist can accurately judge their clearance on the right side of the vehicle.

3. Riding in the center of the lane when approaching traffic is distant is also a critical maneuver to increase visibility on the roads. I recall the motorist mouthing "I'm sorry" when she nearly struck me crossing Penny Road. With no cars approaching the intersection, she had not seen me as I was riding far to the right of the road.

Visibility is a critical piece to cycling safety. Motorists often feel certain that the road is clear for them to go when they do not see any cars in the way. I know this because I clearly recall the time when, as a motorist, I almost stepped on the gas after the last car cleared the way without turning my head to check once more to the right. I forced myself to check and noticed a pedestrian right in front of my car that I would have wiped out. Two weeks after this incident, a cyclist was killed by a woman pulling onto Buck Jones Road after confirming that no cars were approaching.

When traffic lanes are too narrow for safe passage, my experience with taking control of the lane has repeatedly confirmed the bike league's training. When teaching bicycling in traffic, I am obliged to teach students how to ride safely in traffic. I dread having to make a distinction in my instructions between what is safe and what is legal.

Please consider consulting with other cyclists experienced with riding in traffic before issuing this recommendation.

Thank you.

- Ted Buckner

tw_buckner@yahoo.com

League of American Bicyclists

League Cycling Instructor #4337

12/28/2015

I am both a motorist and a cyclist living in Asheville, NC. I own a successful business with 16 employees and I have two young children. I commute everyday on a bicycle, and I am often forced to use roads that I view as more dangerous than they have to be. I support Vision Zero and I long to see the NCDOT building safer infrastructure that incorporates NACTO guidelines and other recent advancements in handling non-car traffic. There are many people in our state who want to travel in a vehicle other than a car - and to do so safely.

Traveling by bike in Asheville today means taking unnecessary risks. Bike commuters sometimes mitigate those risks by "taking the lane" in an unsafe situation, like climbing on a two lane road towards a blind curve. It is important to defer to the most vulnerable road user, the cyclist, who often has the best visibility and thus the best decision making ability about how to handle an unsafe section of road.

My view, that a cyclist should not be restricted to riding in any particular part of a lane, is also reflected by the recent NCDOT Working Group recommendations.

That position was not expressed in the recently released NCDOT report and this is a serious problem. Instead of adopting the Working Group recommendations, the finished report includes a new restriction, requiring cyclists to hug the right portion of the lane or violate the law.

A stay-right requirement will make NC roads less safe for both cyclists and motorists, because when motorists try to squeeze by, they are setting up an unsafe situation for all road users.

The opposite position, which is referenced by the NCDOT Working Group, is to allow the cyclist to choose where they are in the lane based on the immediate circumstance. This regulatory position harms no one.

Please do not recommend any ride-right requirements or assist anyone who might write into law a requirement to ride on the right.

Please also reinstate the full recommendations of the NCDOT Working Group as they pertain to HB 232.

Sincerely,
Clark

PS I want to be clear: Any cyclist "stay-right" rule is going to kill people, both on bikes and in cars. Please add my entire letter, including this postscript, to the record of public input that is sent to the legislature alongside the NCDOT report stemming from HB232.

Clark Mackey clark.mackey@gmail.com

Director, Online Marketing
CAKE Websites and More, LLC
1 West Pack Square Suite 1603
Asheville, NC 28801

12/28/2015

To: NCDOT &/or to the Joint Legislative Transportation Oversight Committee:

Thank you for this opportunity to comment on the H232 Bicycle Safety Law Study.

Since passage of the Bicycle and Bikeway Act of 1974, in which North Carolina established the first state bicycle program in the country, and adoption of comprehensive bicycle policies in 1978, North Carolina has been a national leader in transportation planning that considers "design, construction, maintenance and operation of bicycle facilities" for optimal safety of cyclists, pedestrians, and other motorists. North Carolina continued its leadership in 2009 with approval of the Complete Streets policy that requires planners and designers to include multi-modal transportation, including bicycle and pedestrian, in all transportation

projects.

The H232 Bicycle Safety Law Study draft report includes many positive recommendations that should improve safety for bicyclists, such as the requirement that motor vehicles overtake bicycle(s) by a minimum four feet of passing distance, with passing in another lane as the best practice. As a cyclist who has been passed by high-speed motor vehicles with what feels like about one foot of clearance (I assure you it's terrifying!), I am encouraged by the new recommended minimum of four feet.

However, there are other recommendations within the draft report that concern me.

1) On the subject of riding two or more abreast, I would urge NCDOT to return to the recommendation of the working group that suggested no change to existing statutes. The working group agreed that "riding two abreast increases bicyclists' visibility and allows for groups to ride in a more compact formation" -- thereby making it easier, and safer, for motor vehicles to pass groups of cyclists. The existing law is sufficient for safe side-by-side cycling, and new regulations on cycling abreast within a single lane would create problems, especially when groups of cyclists rotate and where they stop at traffic signals. The working group suggested public education on safe group riding practices without revision to the statute, and NCDOT should follow the recommendation of the working group.

2) Limiting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions). Please do not make cycling on public roadways more dangerous than it already is by restricting bicyclist lane position in the statute.

3) Please do not recommend that the General Assembly enact legislation for local governments to require registration of informal recreational group rides. It is well established that cyclists are more visible, and therefore safer, when they participate in group rides. Many group rides routinely have more than 30 cyclists, which improves safety for members of the group, and many recreational group rides pass through numerous local jurisdictions. Because these recreational group rides are organized by volunteers, and do not require advance registration or entry fees, they are not formal bicycle races or special events, and so should not require permitting. Requiring registration with local municipalities would introduce a bureaucratic nightmare for ride organizers and participants and would provide no additional benefit to either cyclists or motorists. The draft report states that "it is unknown the extent to which group rides without special event permits have prevented safe passing or caused unreasonable traffic delay" and "the number of crashes and injuries associated with group rides appear to be rare" -- which suggests that new statutes and legislation on this subject are unnecessary. Furthermore, additional legislation would appear to fly in the face of the preference of the Republican majority that less regulation is better than more regulation. Please do not move forward with unwarranted legislation without cause.

North Carolina should continue to be a leader in bicycling policies and to continue to plan for multi-modal transportation and sharing the road as part of Complete Streets. The state went to great pains to compile a working committee that would consider the needs of all roadway users, and I would urge NCDOT to follow the recommendations of this working group. Thank you for consideration of these concerns.

Respectfully,

Cameron Sweeney camys86@gmail.com

Cary, NC

12/28/2015

As a cyclist I wish to express the following comments with regard to the HB232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Dawn Bardon dawnbardon@gmail.com
919-724-1319

12/28/2015

NC DOT

Having followed the progress of HB 232 and the actions of the subsequent study committee, I am dismayed to read the points in the draft final report.

Some items in the report are good and should be supported.

- Automobiles should be allowed to cross a double yellow line when safe to do so in order to pass a cyclist. This is allowed for passing tractors and other slow moving users of the highway.
- Establishing a passing distance of four feet for passing a cyclist is needed. Cyclists often must swerve to avoid potholes or debris in the roadway and need to be able to do so safely.
- The designation of cyclists a vulnerable road users is long overdue. Regardless of who has the right of way, the cyclist loses in any collision.

However, there are recommendations in the report that not only compromise the safety of the cycling public, but also contradict the work of the study committee.

- As drafted the report recommends: Cyclists would not be allowed to ride more than two abreast. The study committee did not make this recommendation. Indeed, this is in conflict with the minutes of the study committee meetings. To insert such a recommendation under the cover of the study committee report is to intentionally mislead the Legislature.
- The report recommends that recreational group rides should secure permits from state and local governments. There currently exists a state permit process for bicycle events. As cycling events frequently travel through multiple jurisdictions, requiring permits from each unit of government is onerous and unnecessary. Traffic rules are consist for automobile drivers across the state. Requirements for cyclists should be also.
- The report diverges from the study committee work on lane position. Cyclists naturally ride to the right side of the road, except when it may be unsafe to do so, such as to avoid an opening door on a parked car or to increase visibility. The report's recommendation to require cyclists to stay in the right half of the lane will occasionally put the cyclist in danger.

Thank you for your consideration.

Will Sagar will.sagar@serdc.org

Southeast Recycling Development Council

102 College Station
Suite 3 #242
Brevard, NC 28712
(828) 507-0123

12/28/2015
To the NCDOT:

As a law-abiding, tax-paying citizen who uses a bicycle for recreation and to commute to work as much as possible, I am contacting you about House Bill 232, and the NCDOT draft report that led to its creation. The report goes against many recommendations made by a diverse working group representing all constituencies, resulting in a deeply flawed bill. Consider one feature, which would restrict a solo cyclist to the right half of a lane. This may sound fine in theory, but actually creates multiple hazards for cyclists and motorists. As the advocacy group BikeWalk NC notes:

“Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state’s contributory negligence law.”

While the bill has some protections for cyclists, there are many other ill-advised features, such as restrictions on group rides that are overly burdensome and dangerous, and will make North Carolina one of the least bicycle-friendly states in the nation, reversing a trend in which the state has become an extremely popular riding destination, bringing in much-needed revenue. It will also make bike commuting more difficult, to the detriment of cleaner, less-congested communities. The restrictions on group cycling will destroy the multitude of charity rides that support worthy causes each year.

After researching this issue, it is clear to me that the intent of the bill is not to promote road safety, but to respond to drivers' complaints in some legislative districts. While I understand that cyclists are sometimes responsible for friction between themselves and motorists, more often than not they are victims of irrational hostility based on misinformation and cultural bias in favor of cars. Education and cooperation have and will continue to make progress, but this bill is a step in the wrong direction. I would like to take this opportunity to encourage the NCDOT to craft policies based on sound information and a more democratic process.

Thank you for listening.

Sincerely,
Michael S. Weiss
mscottweiss60@gmail.com
201 Huntley PL
Charlotte, NC

12/28/2015

As an avid cyclist here in Western NC I am very concerned about the proposed rules in draft H232. In particular:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists’ existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state’s contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. Respectively,

Dan Fredrick danandkathief@gmail.com
Hendersonville, NC

12/28/2015

I have read the draft recommendations and disagree. I strongly believe that no new legislation be promoted to restrict where a bicyclist may ride within a marked travel lane or riding abreast within a single marked travel. My reasons include the following points:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. Thank you,

Tom Kunath tomkunath1@gmail.com

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions

that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

(While these words were drafted by another, I agree with them whole-heartedly. If the original proposals above are enacted into law, I will feel *less* safe as a cyclist, not more. Please consider the well-reasoned responses when applying the study's findings. Thank you.)

Sincerely,

John Straffin

Durham NC

john@straffin.com

12/28/2015

Dear NCDOT and/or Joint Legislative Transportation Oversight Committee: I understand that three (3) terrible provisions are being considered, and I am writing to ask that they not become law in NC:

First, do not prohibit bicyclists from riding two abreast. It is simply safer for bicyclists to ride two abreast. Bicyclists are entitled to use our roads, just as a motorist. Allowing motorist to cross a double yellow line to pass bicyclists will accommodate the interests of both bicyclists and drivers.

Second, do not restrict bicyclists to the right half of a marked travel lane. This invites the bicyclist to be struck by a door opened on a parked vehicle; and in other instances would serve to make the bicyclist less visible to drivers on the road.

Third, do not require cycling clubs to secure permits for rides with 30 or more riders. I expect my elected officials to seek less government interference and regulation upon our citizens, not more!

Thomas E. Williams TWilliams@yorkwilliamslaw.com

12/28/2015

I do not agree that cyclist should be limited to any portion of a lane of traffic. It is for the safety of the cyclist to be allowed the mobility to navigate our roads. I also don't see the need to obtain a permit for a particular size group of cyclists. We should be encouraging cycling in our state, from what I have read this bill does little to protect the cyclists and much more to reduce the impedance of the car driver. North Carolina has a great cycling community who should not be punished for enjoying our road system to exercise or travel.

Blake Sagar, CPA

bsagar@cfmccpa.com

Councilman Farlow Marlowe & Co PLLC

4125-D Walker Avenue

Greensboro, NC 27407

Phone: 336-294-2840 Ext. 115

Fax: 336-294-1148

Website: www.cfmccpa.com

12/28/2015

As a motorist and cyclist, I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

I am a motorist, home owner and a cyclist. My taxes pay for public roadways, and I should be able to use them for transportation and recreation as a cyclist, motorist, and pedestrian.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Christopher Lamb christopher.scott.lamb1@gmail.com

1008 Blackwood Mountain Road

Chapel Hill, NC 27516

919-933-4133

12/28/2015

Addressed to NCDOT / Joint Legislative Transportation Oversight Committee:

Recently it has come to light in many cycling groups both within and outside of NC the proposed changes that H232 would bring to the cycling community of NC. As a resident of SC, although I have no vote within NC, I would like you to understand the serious implications such rule changes would make on your state's tourism industry by those of us that visit your state for cycling purposes.

The bottom line is that if you pass H232 with the identified problems below, my family and I will take our multi-day RV trips for camping and cycling to different states that have more common sense about bicycle laws, and I will tell all of my friends and family to do the same, on social media and elsewhere.

I'll make this as short as possible. While there are some welcome changes in the law (vulnerable road user protections, and officially saying that drivers may pass cyclists on the double yellow) I take issue with the following:

- Not allowing two-abreast riding. I strongly suggest you research the issue in more detail. Current evidence as shown by many cycling advocacy groups shows that two-abreast makes a car passing event occur in far less distance (and time) than the case where all riders were in single file. Two abreast thus makes both road users safer by minimizing the time that the car must travel in the oncoming lane.

- Restricting solo bicyclists to the right half of the travel lane. Look in any Motorcycle Safety Foundation course and you see that motorcyclists are taught to use their whole lane depending on conditions, as there are many more things a two-wheel single tracked vehicle is

vulnerable to vs a 4 wheel double track vehicle (car). Bicycles are no different and should be afforded the same protections. With all due respect, this recommendation smells like an attempt to appease motorists at the expense of cyclist safety.

- Requiring cycling clubs of 30+ to require permits for group rides. I would ask that you examine the regulatory burden that this applies to what is only a group of people enjoying the freedom to assemble and travel together on public roads, and a burden that I believe is not applied to motorists or motorcycle riders. Do you require permits for a motorcycle group ride of 30+ Harleys ? I expect not. Otherwise you would see a huge burden on the tourism that is generated in Maggie Valley for example. Additionally, considering that group rides extend to 60+ miles, the number of jurisdictions that would need to be notified could be numerous. In short, this is just a terrible idea and another case of holding cyclists to a different standard. Please re-consider.

Lastly, I strongly suggest that you let BikeWalkNC have a seat at the table and hear from the cycling community that NCDOT is tasked to serve alongside motorists and others. I understand that there may have been some vocalization from the driving community about how cyclists are slowing down their drive times and that this feedback may have led to some of these proposed changes. I recognize that at times there are conflicts between drivers trying to get from A to B and cyclists using the roads as well. But shutting out a respected advocacy group is NOT the way to work out differences, but rather through opening the communication. I will be watching the result of this bill and acting accordingly as I had stated above.

Thank you for your time -

Mark Collett

collettmc@gmail.com

Greenville, SC

12/28/2015

Dear Joint Legislative Transportation Oversight Committee,

I am writing to you to strongly urge that the NCDOT recommendations included in the HB 232 be reconsidered.

The requirement to restrict cyclists to the extreme right hand side of the travel lane in all cases are counter productive and would decrease cyclists safety. There are four common scenarios where a cyclists needs to occupy the center or the left hand side of the travel lane for safety reasons:

1. To improve visibility when approaching a location where a driver may pull out from a side street or driveway;
2. To improve visibility when approaching a location where an oncoming driver may turn left in front of the bicyclist ;
3. To avoid being right-hooked at a location where right turns are permitted;
4. Where lane width fluctuates.

The recommendation to require groups of 30 or more cyclists to require a permit should be removed. Cyclists are legitimate road users and have the same rights as all other road users. This legislation could have the effect of killing larger club rides and many of the weekly group rides common in North Carolina's larger urban and suburban areas. Some of those rides draw 50 to 100 riders. Those rides have been instrumental in bringing out new riders, boosting overall ridership and creating a sense of community.

Sincerely yours,

David Phelps dwp Phelps@me.com

25 Twin Springs Ct

Fairview, NC 28730

12/28/2015

I would like to express my appreciation of your willingness to relay the public's concerns or applauds regarding the H232 Bicycle Safety Laws Study Report. It is with great respect that I share my thoughts, opinions and views on the proposals being set before legislature in the coming weeks. Below are some of my concerns and/or support.

Concerns

- As a cyclist, having started cycling as a way to maintain my health and to be further active outdoors, I often find myself on solo rides at varying hours of the day. I make a strong effort to be respectful of other road users and allow vehicles to pass as necessary and safely. The proposal to require cyclists to travel on the right-most side of the travel lane is, I feel, moving in an archaic direction for cycling and vehicular safety. I have witnessed, on numerous occasions, impatient drivers who attempt to squeeze past me in the travel lane. I have often found that in unsafe passing conditions, my safety is increased greatly by simply taking the lane or signaling to traffic behind me that passing will not be safe. Being a solo cyclist, with no adequate protection such as that of a vehicle means I may need to make defensive bicycling maneuvers such as taking lane control, staying safely out of the door zone of parked cars, improving visibility at junctions and avoiding a right-hook in order to be safer on the road for myself and other road users.

- In addition, the proposed recommendation requiring cyclists in a group to ride single file is also a step in the wrong direction. While on group rides, cyclists two abreast allow motorists attempting to pass a faster and shorter distance in which to do so. Requiring group riders to ride single file would make impatient drivers attempt to squeeze past the group, potentially causing side swipe collisions between the vehicle and cyclist. I believe this would greatly increase the number of cyclist-motorist crashes.

- Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

- Use of headphones or texting while cycling:

While I support the overall enforcement of this recommendation for ALL operators of any and every vehicle on the road today, to target cyclists as a specific audience for this known problem is uncalled for. I have been nearly hit by motorists whom were distracted by telephones or other in-vehicle distractions. If this is to be enforced, enforce it for all.

- Vulnerable road user protection:

Cyclists have as much right to the road as motorcyclists and other road users but yet, we are the least protected. There are numerous stories headlining the papers and television of cyclists who were the victims of vehicle-cycle accidents while the perpetrator was allowed to walk free with little to no consequence. Everyone using the roads should have the same protections regardless of their chosen means of transportation.

Support

- Use of headphones or texting while cycling:

If the recommendation to enforce non-distracted operation of a vehicle were to be moved forward, it would be of best interest to enforce the recommended practices for all vehicles. I have often seen or witnessed drivers on all road types distracted by the use of cellular telephones while in motion. I, as a cyclist, do not use headphones or my telephone while driving nor do I while cycling. I believe this is a good recommendation to move forward with under the assumption that ALL vehicle operators, not just cyclists, are held accountable.

- 2-foot or other passing distance requirements:

While no formal recommendation was provided in the H232 draft report, I am in favor of the

intent of this recommendation and firmly believe motorists should safely and respectfully pass cyclists when it is applicable and safe to do so. I do wish law enforcement would work more diligently to enforce the safe usage of the road for all users

I am a motorist as well as a cyclist. My taxes pay for public roadways, and I should be able to use them for transportation and recreation as a cyclist, motorist, and pedestrian. Please consider these laws from the standpoint of making cycling safer. The recommendations of the working group kept the safety of the cyclist in mind. I fear the revisions made by the NCDOT now favor the motorists' speed and convenience over the safety of the more vulnerable cyclist. The state's Complete Streets policy, adopted by the NCDOT, specifically states that the roads policy should "encourage the use of alternative forms of transportation" and "improve safety for pedestrians, cyclists, and motorists." These should be the starting points and the guides for any new legislation.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Lindsay Thompson lindsay@grafxcreative.com

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study. These comments focus on recommendations by the NCDOT that differ from those of the Study Commission created by H232, an action not authorized by that legislation.

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages motorists to try to "squeeze" by bikers in the same lane; most NC roads are too narrow to accommodate this very dangerous action. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists (see above points), and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, including large charity fundraisers that I frequently ride in, as well as smaller weekly bicycle club rides that I also regularly participate in. These rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
D. Kent Berry
kberr01@gmail.com
1703 Ferrell Rd.
Chapel Hill, NC 27517

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers like the NATIONAL MS SOCIETY ride here in New Bern, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
William Sadler 2billsadler@gmail.com

12/28/2015

My name and address is Peter Tintle, 210 A Wash Creek Dr. Hendersonville, NC. We moved here in 2011 in large part due to the recreational environment of WNC. I have become an active cyclist at age 67 and I hope to continue for many years to come. I ride about 10 to 20 miles a day with frequent longer rides through the county. I ride alone and with groups and we always practice safe and courteous riding habits. I am very impressed with how courteous most motorists are. I hope that you will pass this on to appropriate eyes of those voting on this legislation. I am pretty sure that all of us want the same things with regard to road safety and the recommendations I have pasted below represent the views of experienced riders from the website: <http://www.bikewalknc.org/2015/12/alert-ncdot-releases-draft-h232-report/> Sometimes people who do not ride bikes may assume that rules like staying in the right lane at all times may be the safest behavior. I myself had to learn that taking the full lane, when on a city street with lights on every block, or when turning left make you more visible to motorists and do not impede the flow of traffic. I would also like to see a 3 foot passing margin passed in North Carolina which would further protect the safety of cars and riders. <http://www.3feetplease.com/advocacy>

I know that getting stuck behind a cyclist for a mile or two can be aggravating just like getting stuck behind a slow driver, a school bus or slowing to 25 in a school zone but I can't imagine that anyone would have greater peace of mind after hitting a cyclist or a child with their motor vehicle. Patience is a virtue and sometimes it's the law. I trust that any laws considered will be fully vetted and passed for the purpose of improving traffic safety for all citizens concerned.

Thank you for your time and consideration.
<http://www.bikewalknc.org/2015/12/alert-ncdot-releases-draft-h232-report/>

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Pete Tintle

864.590.9857

Pete And Tess peteandtess@gmail.com

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Larry J Moray, DDS, MS

President, The Happy Tooth Dental Group

Dr.LarryMoray@HappyToothNC.com

Sent from my iPhone 919.259.2280

12/28/2015

As a frequent solo cyclist, I write in opposition to the proposal that the solo cyclist ride only on the right one-half of the right lane because I believe that such a requirement will reduce safety for cars & cyclists. For example, it is highly dangerous for a cyclist to make a left turn from the right side of the right lane. Also riding further to left is approach & enhances safety when the solo cyclist approaches an intersection where a car is approaching from the right or stopped waiting to enter or cross the cyclist's lane. It is appropriate for the solo cyclist to move to the left to make certain that the driver sees the approaching bicycle.

Dick Miley 828-692-7496 or Cell 828-551-6988
remiley@juno.com
53 High Mountain Trail, Hendersonville, NC 28791

12/28/2015

As a citizen of the great state of North Carolina, I'm concerned by H232 Bicycle Safety Law Study, which seems to be adverse to the safety a vibrant portion of the state's population. The potential law also suggests that cycling Tarheels have fewer rights than citizens driving autos. As a cyclist I wish to express the following serious concerns about H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Henry Copeland henry@blogads.net
210 Edgewater Circle
Chapel Hill, NC
tel: 919 360 7590

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Amy Meador amymeador@gmail.com
1642 Holly Grove Way Durham NC

12/28/2015

Please count me as one who opposes changes requiring bicycles to be restricted to one side of the road. Unless there are marked lanes and programs to keep them free from debris, this could never happen. Cyclists are just trying to make use of roads that most pay taxes on with the gas tax anyway. Do not further restrict cyclists.

Count me as opposed.

Regina Tunney
Canton, NC
Reginatsteel@yahoo.com

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Michael VandenHeuvel
vandy365@gmail.com
203 Atterbury Ln
Cary NC 27518
910 690-1161

12/28/2015

I've been cycling the NC roads for over 35 years and there is a lot of "good" in the proposed NC cycling legislation geared to rider safety: Hi-visibility garments, headlights & tail light, etc. but two in particular should be reconsidered:

* Riding 2 abreast; while ideal not always practical

* Limiting groups rides to 30; this will end up restricting a very healthy activity / many of the

larger rides are fund raisers and the occasional social group ride that is larger than 30 -- if everyone's wearing hi-visibility gear, with head and tail lights, with roads clear of trash and potholes filled -- cyclists and motorists should be able to coexist quite well.

*** I do think a more serious fine / penalty for drivers who injure or "buzz" (get of the road mentality) cyclists should be imposed. It might make people pay more attention and or think twice.

Sincerely yours,

Matt Oechsli matt2@oechsli.com

Greensboro, NC

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Julie Hoffmann

jucileneh@gmail.com

919-228-8737

12/28/2015

NC DOT,

I am dismayed by the largely frivolous legislation proposed here to govern the use of bicycles on roadways. First off, I find that the legislation appears to be an attempt to remove the responsibility for safety from those with the largest vehicles on the roads, motorists. Second, I believe that these laws will prevent progress for the use of low emission travel such as bicycles and will negatively impact tourist dollars from the coast to the mountains. Such legislation would certainly make me take my cycling vacation time and tourist dollars away from NC where I live and towards more bicycle friendly states.

Second, I agree with the point-by-point recommendations made by BikeWalk NC, attached below:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police

and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. While I agree that bicycle use on roads is something that deserves attention; safety for all road users is paramount and I believe that these restrictions will negatively impact road safety and discourage the use of a healthy and environmentally friendly transportation mode.

Respectfully,

Adam Leman adam.leman@gmail.com

Chapel Hill, NC

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Jan Schreur

janschreur@msn.com

7050 Sparrow Run Lane

Chapel Hill, NC 27517

12/28/2015

Dear NCDOT/Joint Legislature Transportation Committee:

After reviewing the proposal submitted by BikeWalk NC regarding H232 I disagree with

NCDOT's proposal and recommend that BikeWalk NC's recommendations be adopted in full.

I have been an avid bike rider in several other states (California, Iowa, and Kentucky) beside my beloved North Carolina. These states do not have such restrictive laws as proposed by NCDOT. Bike riding across the nation is an estimated \$8 billion industry. This is not just the sale of bikes and accessories. This annual amount also includes tourism/travel, fund raising, racing, and all types of single and multi-day events. This sport/activity is the fastest growing of all other armature/public sports/activities (including golf). In other states they seem to have a vision and a strategy to promote bike riding on roads that are shared with cars and are designing their roads to include safe bike travel. They are not passing laws to restrict but to promote bike riding.

Please pass along/include my comments and concerns to eliminate the NCDOT proposed bicycle safety law study.

Thank you,

David Lyons djlyons3@gmail.com

12/28/2015

It has come to my attention that the HB232 study group has proposed several unsafe regulations for North Carolina bicyclists. I am a frequent user of the back roads of Madison, Buncombe and Henderson counties, both as a cyclist and a motorist. I cycled over 5000 miles last year on these roads so have a lot of experience with the interaction between vehicles and cyclists. First I want to state my appreciation for the NC DOT and the exceptional road network our state provides; it is a fantastic community resource. In my experience most drivers have little problem sharing the road; however there are a few drivers, about 5%, who think that the roads are exclusively for their use; pedestrians, bicyclists, the elderly, and anybody else that inhibits their progress even for a moment has no right to the road. In considering new standards, NC DOT needs to prioritize incentives that reduce that 5% to 0% instead of sending a message that the 5% are right in their thinking. I've lived in bicycle friendly neighborhoods and the standards of decency that are encouraged or discouraged by NC DOT will have a concrete effect on attitudes throughout the State.

I strongly oppose the proposal to restrict solo bicyclists to the right half of the road. Like all slower-moving traffic the common practice is to stay right except when special circumstances require us to use more of the road. These include increasing visibility, turning left, and avoiding recently parked cars with potential opening doors. Opening doors is a real hazard that should not be declared moot by legislative fiat.

As a frequent rider in groups, sometimes large groups. Riding side-by-side in these conditions occasionally requires more than 2 abreast. Frankly the amount of obstruction caused by two lines of riders in one lane is pretty much the same as by three abreast - the lane is occupied and any vehicles that need to pass must use the other lane. In short the proposed restriction to two abreast is excessive regulation with little effect.

The proposal to allow informal group rides to be limited to 30 riders without a permit is another excessive regulation. What is so special about 30 riders? This is simply an excuse to put hurdles in front of outdoor activities of the citizenry.

Improvements in road safety for cyclists and cars should be addressed via educational activities and creation of bike paths and lanes. Imposing excessive regulation on the legitimate riders of NC roads in order to please a minority of aggressive drivers is not good policy.

Thank you,

Robert Allen robert.r.allen@ieee.org

12/28/2015

Dear NCDOT and Joint Legislative Transportation Oversight Committee,

As a resident of Haywood County and active cyclist, I oppose HB 232. The restrictions stating that cyclists would have to keep to the right half of the lane, would be unable to ride more than two abreast, and would have to secure a local permit for group rides over 30 participants all would greatly injure the cycling community and the safety of both cyclists and motorists.

Regarding the proposed requirement for cyclists to keep to the right half of the lane while riding alone or single-file, this poses safety concerns in a number of situations. For example, in cases of riding where there is street parking, taking more of the lane prevents cyclists from colliding with car doors that may be suddenly opened by motorists who are parked. In cases of riding on a road with a railroad crossing, taking more of the lane is often necessary for cyclists to be able to cross the tracks at a perpendicular angle, which prevents wrecks, injuries, and damaged bicycles. In cases of potholes, gravel, and other debris, taking more of the lane also prevents wrecks, injuries, and damaged bicycles. In both of these cases, allowing a cyclist to avoid a wreck also keeps motorists safe. Lastly, in cases of busy intersections, taking more of the lane is often necessary for cyclists to have full visibility and also be fully visible by all motorists, again protecting safety and well-being of both cyclists and motorists alike.

Regarding the proposed restriction for riding more than two abreast, this also poses safety concerns. A group of cyclists will often crowd together and form a pack of cyclists three abreast when stopped at an intersection. This serves to provide greater visibility for both cyclists and motorists and also to prevent clogging of roadways due to cyclist traffic. Cyclists also utilize riding three abreast at times when rotating the lead rider for the group, allowing the lead rider to drop back and new lead riders to take the place.

Regarding the proposed requirement for group rides over 30 participants, this would present hassle and headache for both local cycling communities and local governments. Group rides sponsored by local bike shops, bike clubs, and other organizations are an important way to inform the community about cycling, engage the community in healthy activity, welcome new cyclists, and support existing cyclists. By requiring such group rides to obtain permits prior to being able to host rides, rides would likely be delayed or cancelled due to having to wait for authorization. By requiring local governments to review applications and issue such permits, valuable time and energy of local government employees would be diverted away from other potentially much more important tasks.

For these reasons, I oppose HB 232 and ask you to do the same. Thank you for your time and consideration.

Carina Botterbusch, MSW, LCSWA, LCASA
Recovery Coordinator
Haywood Recovery Education Center
Meridian Behavioral Health Services
carina.botterbusch@meridianbhs.org
828-456-8604 office | 828-564-1904 direct
131 Walnut St, Waynesville, NC 28786

12/28/2015

Dear NCDOT,

As a North Carolina resident that cycles and walks on a daily basis, I would like to thank you for the opportunity to express my opinions regarding H232. I concur with each of BikeWalk NC's three major recommendations detailed below. I believe these recommendations are very important for public safety as well as the continuing push to get more NC residents to make cycling and walking a part of their daily lives.

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive

bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. Thank you for the opportunity to make my voice heard.

Sincerely,
Ophir Sefiha
sefiha@hotmail.com

12/28/2015

As an avid cyclist for the last twenty plus years I feel compelled to comment on the proposed bill 232. While I appreciate efforts made to aid in the safety of cyclists statewide the proposed bill has unnecessary components to it. The proposal to require bicyclists to ride on the right half of the lane only is not needed and has some potential safety risks. Taking the full lane is necessary to prepare to turn left, discourage vehicles from passing in unsafe situations (hills and sharp curves) and when the cyclists speed is equal to the posted speed limit (often the case in urban situations). I also feel that requiring groups of larger than 30 cyclists to acquire permits is unnecessary and impractical. Genuine efforts to assist biker safety and prevent traffic delays would include widening roads to include bike lanes or at least practical shoulders that are kept free of debris. I hope you can take these concerns into consideration.

Sincerely, Ed and Anne Ramirez cyclists
rare95@aol.com

12/28/2015

As an avid cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

-Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

-Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

-Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is

insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Let's educate bikers and drivers to better understand the issues and practice good road behavior.

Sincerely,

Ken Hibbard ken_hibbard@yahoo.com

105 Wicklow Pl.

Chapel Hill, NC

919.914.6263

12/28/2015

I am writing to express my concern and contempt for the process thus far employed by the NCDOT on HB232.

It remains my contention that this bill is a product of a hidden legislative agenda had very little to do with cyclist safety.

The fact that Committee member and State Traffic Engineer Kevin Lacy didn't bother to attend critical committee meetings and employed gross disregard for the committee process and consensus position is simply unconscionable.

In summary, the NCDOT has hijacked a cross-functional working committee's recommendations regarding improved cyclist safety by adding/changing some key provisions that will negatively impact cycling and cyclists' safety in the State.

I have copied my local representative in the NCGA to make sure that he is aware of this disingenuous process that is taking place in NCDOT and to point out the significant impact that cycling has on the Henderson County economy.

It is time for Mr. Lacy and the NCDOT to come back to the table for an honest and genuine discussion.

Respectfully,

Alan E. Brookshire, AIF®

Executive Director - Investments

Portfolio Manager

Omega Portfolio Management

Oppenheimer & Company Inc.

10 Brook Street Suite 290

Asheville, NC 28803

828 251-7897

877 885 8657

alan.brookshire@opco.com

12/28/2015

Thank you for the opportunity to comment on the proposed changes to North Carolina's bicycle laws under HS 232. As a bicycle traffic safety instructor, certified by the League of American Bicyclists, I have read the HS 232 study draft report with great interest. Most of the proposals will be very good for bicycle transportation in North Carolina.

However, I strongly recommend that the committee delete proposal number 7, "Operating Position in Roadway," which recommends that bicycle traffic be restricted to the right-hand side of the rightmost travel lane. If enacted, this rule will be extremely dangerous for citizens of North Carolina traveling by bicycle. Simply put, it contradicts the central principles of defensive driving that are taught by every reputable bicycle safety organization in

the United States.

Cyclists and motorists can safely share the same lane only where the lane is wide enough for a car and a bicycle to operate safely side by side. That means, at minimum, a lane 14 feet wide. Very few roads in NC meet that standard. Where the lane is too narrow for a cyclist and a motorist to operate side by side, in order to use the road safely, the cyclist must control the lane. By taking a central position in the lane, the cyclist clearly indicates that motorists must move over to the next lane to pass, just as they would to pass any other slow vehicle. If the cyclist is not allowed to control the lane, motorists will try to squeeze into a lane that is too narrow for safe side-by-side operation, exposing the cyclist to an increased risk of sideswipes, right-hooks, and left-crosses. Under current law, these collisions are largely preventable. Under this proposed change, they would result in many people being seriously hurt or killed. Furthermore, the proposed language would prevent cyclists from taking the lane for a left turn. In a situation where both straight-through and left-turning traffic are passing through an intersection in the same lane, the cyclist must move to the left and control the lane; otherwise, the cyclist would have to turn left across the car traffic moving straight through the intersection. Obviously, that would be extremely dangerous.

I regularly teach the League of American Bicyclists' RideSmart curriculum (formerly Traffic Skills 101) -- the oldest and best-known of all bicycle safety classes in the U.S.A. That class is centered on lane control. The other major U.S. bicycle safety curriculum, Cycle Savvy, teaches the same principle. If the proposed rule were enacted, I could not teach the traffic safety skills that are taught throughout the U.S. and that have allowed countless Americans to use the public roads safely and predictably.

Finally, the proposed language contradicts the current recommendations of the NCDOT's Driver's Handbook, which all drivers of all vehicles are expected to follow. On p. 77, the DMV's 2014 handbook clearly states, "Bicyclists usually ride on the right side of the lane, but are entitled to use the full lane." It also contradicts the Federal Highway Administration's Manual of Uniform Traffic Control Devices, which in 2013 added the "Bicyclists May Use Full Lane" sign to its list of approved road signs.

The current law, which requires only that bicyclists ride "as far right as practicable," allows cyclists to judge when the lane is wide enough to share, and when lane control is required for safety. This law works. I strongly urge the committee to leave it alone. If the committee still feels that the law on operating position needs to be clarified, I strongly recommend that it instead revise the law to codify the safe operation techniques taught by every reputable U.S. bicycle safety organization. Thank you, again, for the opportunity to comment.

Sincerely,
Brian Glover
brian.d.glover@gmail.com
League Cycling Instructor #2602
1407 N. Overlook Dr.
Greenville, NC 27858

12/28/2015

To the Joint Legislative Transportation Oversight Committee:

I am a resident of Greenville NC and a daily bicycle commuter. Thank you for the opportunity to comment on the HS 232 Bicycle Safety Study Report. While most of its recommendations are very good, I urge you to reject proposal #7, "Operating Position on Roadway." I ride as far right as is safely practicable, but I take the lane when the lane is too narrow to allow cars to pass safely or when I need to position myself for a safe left or right turn. My bicycle handling, learned from the League of American Bicyclists, allows me to ride safely

without impeding the flow of traffic on the road. I am therefore concerned that proposal #7 would require me to ride in a manner that makes me unsafe and frustrates motorists who will try to pass in the same lane and find that there's not enough room to do so. If enacted, this rule would prevent citizens like me from using the basic defensive driving techniques that are necessary to operate a bicycle in traffic safely, and which are taught by the League of American Bicyclists and every other national bicycle safety organization. The current law works well to ensure that all road users can operate in safety. Please do not change it.

Sincerely,

Marianne Montgomery marianne.montgomery@gmail.com

1407 N Overlook Dr

Greenville, NC

12/28/2015

As a cyclist and a former licensed driving instructor, I wish to express the following comments with regard to the H232 Bicycle Safety Law Study, especially in light of the fact that this coincides with a move toward defunding state driving education:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

I understand the population of our state is now on track to reach 10 million. It is ever more important to maintain the infrastructure of safety that has been hard fought for decades to protect other means of transportation besides cars. With ever more drivers entering the roads with less education and greater reign to ignore cycling safety we can look forward to higher cyclist and pedestrian mortality as the years go by.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely

Bryan Davis

bryandavis98@juno.com

37 Citation Dr

Durham, NC 27713

919-401-3708

12/28/2015

I am concerned about H232 Bicycle Safety Law Study.

Cycling in Western North Carolina is a growing sport and brings in thousands of dollars to the local community through cycling events. Additionally we have group training rides that can have in excess of 20 riders. I feel that some of the recommendations of your committee

could endanger the lives of cyclists. I request that no new legislation be promoted to restrict where a bicyclist may ride within a marked travel lane or riding abreast within a single marked travel lane.

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Thank you for your consideration.

Respectfully,

Marilyn A. Senz

marilyn.senz@yahoo.com

Asheville, North Carolina

12/28/2015

Dear NCDOT,

I am writing to comment on the recommendations from the HB232 committee. Recommendation 8 regarding local regulation of group rides is of particular concern to me. Not only will it have adverse affects on the nascent bicycle tourism industry in NC, the bureaucratic maze this has the potential to create will harm the many charities in the state who utilize charity rides to raise badly-needed funds. It will also do absolutely nothing for cycling safety, only creating an extra burden of paperwork for nonprofits, tour companies, and ride organizers who wish to operate in this great state.

The existing state-level process is sufficient and should not be changed.

Thank you for including this in the appendix to the bill.

Sincerely,

Benjamin P. August bigbenaugust@gmail.com

100 Bruton Dr.

Chapel Hill, NC 27516

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory

negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Barbara McGarry
bamcgarry@nc.rr.com

12/28/2015

I would like to state my strong disapproval of several elements of the draft H232 report. I have "copied and pasted" the following comments from another source, but please be assured that they reflect my opinion, both as a constant motorist and occasional cyclist on a wide variety of N.C. roads:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Thank you for your consideration.
Richard Broaddus rbroaddus4@gmail.com

12/28/2015

I thoroughly enjoy road biking with friends around Orange, Durham and Wake County and biking around Carrboro, NC with my family. Please consider the following from the point of view of a road biker who eagerly wants to remain alive for her family. There have already been too many instances where we have been run off the road or scared for our lives from hostile motorists, yet we will continue to road bike and bike around town, as it adds much to our daily lives.

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Sharon Prochazka sharon_t_prochazka@hotmail.com

105 Buck Taylor Trail
Chapel Hill, NC 27516
(919) 622-0914

12/28/2015

To the Joint Legislative Transportation Oversight Committee

I have reviewed the H 232 Bicycle Safety Laws Study Report and its recommendations. Some of the recommendations make good sense and can improve bicycle safety. However, some recommendations will not.

The recommendation that all bicycles carry lights is not feasible. Rules that require lights to be visible at night or in low light are sufficient.

The right half of the right most lane prescription has good parts but is unenforceable at most times and will create confusion. A "best practice" recommendation would be more useful.

In general, there is not much wrong with the current rules, laws and application of the laws. The safety record for cycling and the crash, injury and mortality rates do not show a severe and mounting problem.

At this time, North Carolina can do best by doing nothing.

Thomas C. Ricketts

tom_ricketts@unc.edu

400 Dragonfly Trail
Chapel Hill, NC 27517

12/28/2015

I agree with all this form letter states!!

"As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist

harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015."

Sincerely,

Onja Bock onjabock@gmail.com 1716 Arrowhead Dr, Durham, NC 27705, 9199137919

12/28/2015

Joint Legislative Transportation Oversight Committee

I was reading the proposal for legislation regarding bicycle road use. I am a certified cycling coach, a bicycle frame builder, and a Boy Scout Bicycle Merit Badge counselor with Troop 732 in Davie County.

We recently (Dec. 12th) completed the Bicycle Merit Badge with a 50 mile ride around Davie County. During the course of the ride while I was in the lead of the group, a large Dodge Ram pickup pulled up next to me and a lady began yelling out the window that a couple of our riders were riding two abreast, and that it was not safe. At the time she was driving on the wrong side of the road and there were six cars and a box truck behind her, because she was impeding traffic. I was responsible for the safety of 13 and 14 year old boys. I knew the adult leaders in the back of the group were two abreast. They were doing it on purpose to make the cars swing wider when they passed. In essence they were forcing traffic to give our charges the four foot passing distance that is part of your legislation. Cyclists will often "take their lane" when conditions dictate. What they were doing was legal, sensible, and safe. I found out later that some of the people in the other cars were yelling less than polite things when they passed.

What your legislation regarding riding single file would do, is remove my ability to ride next to a young Scout and give advice, check his water intake, make sure he was in the proper gear for the next hill. I cannot coach and help my young riders from the front. In front i cannot see what they are doing. From behind, even a few feet behind, the wind noise cancels out my voice so they cannot hear my instruction. I need to be beside my Scouts to communicate.

You want to make rides of 30 or greater get a permit. If you assume that a cyclist takes up 6ft of space on the road, a group ride of 29 people would use 174 feet. If they were riding in a tight group. If the group gets spread out, say on a hill, it could be 300 or 400 feet. A motorist would then have to pass all those single file American cyclists. If the cyclist were two abreast, they would only take up 87 feet. Another point you may want to consider is studies that show a group ride of 40 riders brings \$10,000 into a community. Cycling brings jobs to the community. A good way to think about it is that a cyclist averages \$3,000 for his bike, and gear. So every time you see 10 people on bikes, that is one job making \$30,000.

To get back to our Boy Scout ride. We were about 40 miles into the ride, when we were passed by three cars. As they went by i heard a 'click' next to my left ear. Now, understand we were Boy Scouts, we were obeying the law, using turn signals stopping for stop signs. I found out that one of the cars that had passed us had thrown out a spit cup of snuff. The 'click' I heard

was the plastic cup hitting my helmet, and there was a brown stain where it had hit. That counts as assault and battery, and child abuse. Yes, it was reported to the police.

I would like to say that this was unusual. It wasn't. I have been spit at, shot at, bit by dogs, hit by drinks cans and trash, cursed, hit by fists, doored. Someone got so enraged that I had the nerve to ride bikes, that they started throwing trash in my yard....for ten years. I didn't mind so much, because if they got their rage out that way maybe they wouldn't run someone else off the road. I've been run off the road too.

To be fair, more than 90% of the drivers on the road are fine. Large trucks are fine, in fact I would rather be passed by a tractor trailer than an SUV. But, what would happen if tractor trailers started running cars off the road, and throwing trash out the window at Mom in her SUV? After all, trucks are bigger, and they pay more taxes, so they should have the right. That is what we are faced with now. When the ambulance leaves, and the officer looks around and asks "What happened?" The only one left is the driver of the car.

No, we are all Americans, we all pay taxes, we all vote. The roads belong to everyone. If cyclists can't ride side by side the road becomes more dangerous. If a cyclist has to stay to the right, he can get a ticket for turning left at an intersection.

In 45 years of cycling, every ride has had some incident. So when looking at your legislation, give us more protection. Some of those bikes are ridden by your kids.

David Mills

millsbike@yadtel.net

Mills Brother's Bicycle Company, Advance, N.C.

12/28/2015

As you know, the DOT has just issued a draft report as an outcome of the study committee set up by the General Assembly under House Bill 232. I am writing to express my concerns with the impact of the following two requirements outlined in the report:

1. Cyclists in North Carolina would be forced to ride their bikes in the right hand side of the lane (even when doing so could be less safe for the cyclists and motor vehicles in the area)
2. Cyclists in North Carolina restricted from riding two abreast (again, even when doing so would be a safer option than riding single file).

Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. Additionally, it encourages police and motorist harassment of safe cyclists. The majority of cyclists (who, after all are quite interested in their own safety) already ride in the right half of the lane the majority of the time. But there are several situations when doing so puts the rider at greater risk. One situation that is particularly poignant here on the Outer Banks is when riding towards the center of the lane helps to improve visibility of the cyclist by motorists who are pulling out from a side street or driveway (consider the many such intersections with driveways of vacation homes or businesses along Virginia Dare Trail, NC12, NC 64, US 264 or US 64 which are all marked as Bicycle Routes both by road marking and on the DOT website (<http://www.ncdot.gov/travel/mappubs/bikemaps/>)). Legislating lane position would take rights away from those who need them to stay safe.

North Carolina law is currently silent about two-abreast riding. That style of riding is standard operating procedure for most cycling groups, where each member of the group takes turn "pulling" at the front and then rotating to the back to rest. I know it may seem counter intuitive to someone who does not ride regularly with others, but two-abreast riding is actually safer than single file riding in many cases. It makes bicyclists more conspicuous and greatly reduces unsafe close passing, sideswipes and run-off-road crashes on state roads. It is therefore important for riding two abreast to remain a legal practice that may be exercised at bicyclists'

discretion.. In fact, I'd like to point out that the working study committee voted unanimously to recommend no change to existing statutes regarding riding abreast. However the DOT chose to override that recommendation in its report.

The Outer Banks is significantly dependent upon safe cycling for both tourism reasons as well as for basic transportation of our citizens. Many student guest workers and locals are dependent on bikes for basic transportation, and many tourists visit this area with an expectation of being able to ride as safely (and similarly) to the way they ride in their own home state. I feel strongly that the proposed laws would increase the dangers to all such cyclists here on the Outer Banks.

Thank you for your attention to this matter.

Helen Brauch

4616 S Roanoke Way

Nags Head, NC 27959

ironnemo@gmail.com

252-449-4440 work

301-801-7804 mobile

12/28/2015

Dear Legislators-

As a registered voter, taxpayer, retired police criminalist, car driver, and bicyclist living in Black Mountain, NC, I strongly disagree with 3 of the NCDOT's recommendations for HB 232 as follows:

1. Requiring riders to stay right

Doing just that almost got me killed in April, 2013, 1/2 mile away from my home. A car with a male driver and female passenger came up behind a group of riders staying right in single file. He passed one rider, then started passing me, but came up on a blind curve and pulled over into me, forcing me off the road. He stopped momentarily, saw I was alive, and then took off. I suffered a broken wrist requiring surgery and a severely damaged bike. I now have 2 plates and 9 pins in my left arm permanently. I might add that I was wearing a fluorescent yellow jersey and had alternating red strobe lights on the back of my seat, not to mention it was in broad daylight. I now stay in the center of the lane, or towards the left side, when I am riding.

2. Riding a maximum of 2 abreast

A group of riders is much more visible, and thus safer, in a pack. They can also stay closer together, taking up less distance and time going through intersections with traffic lights, thus being less frustrating for riders and drivers alike.

3. Requiring group rides to register with local government I am deeply concerned about local government officials having little or no experience with informal group bike rides to be in a position of making any decisions, rules, requirements for said group rides. It would also be very confusing to have different regulations in different areas of the state, especially for drivers, that would ultimately be subjective and arbitrary.

I sincerely hope the NCDOT reconsiders these recommendations and allows the Working Group's recommendations to be left as written on these three topics. I would like my comments to be included in the appendix to HB 232.

Thank you for your time and attention.

Sincerely,

Kathleen Miller ksmiller6026@gmail.com

43 Cheshire Drive

Black Mountain, NC 28711

12/28/2015

I am concerned with some of the recommendations with this proposal.

The lane positioning requirements contradict all best practices for safety for cyclists. This probably would lead to an increase in car/bike accidents.

Too many of the requirements are vague, some of the recommendations are substantially different from the recommendations of the H232 committee (eg limiting riding abreast [the committee voted unanimously against such legislation]. The requirement to obtain a local permit for groups of 30 or more bicyclists could have a serious negative impact on fundraising efforts for groups such as MS, Cancer, AHA just to name a few. Some of the recommendations like having a 4 foot clearance when passing a cyclist would be helpful and hopefully will need an awareness campaign to give time for the motorists to learn this rule. Having cyclists ride as far to the right travel lane as possible and safe could lead to more injuries to the cyclists. Often there are no marked travel lanes and limiting the cyclist to this area in certain areas puts them at greater risk of parked cars within that lane. Enabling the bicyclist to avoid debris, pot holes and parked cars and open doors is a major safety concern for those riding within cities and large towns. It would also decrease the visibility at certain intersections for the bicyclist.

The committee felt that the existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

I encourage the committee to amend the H232 proposal to enable bicyclists to ride abreast. The communities should be able to write their own recommendations. The communities should control access and should have oversight within this area. In addition, to obtain a local permit may mean getting more than one permit with some of these organized rides for raising money for charitable events such as AHA, Cancer, and MS rides to mention a few. This could have negative consequences and more financial burden on the fundraising efforts.

Sincerely,
Dr. Allan H. Goldfarb
ahgoldfa@uncg.edu

12/28/2015

Thank you for the opportunity to comment on the HS 232 Bicycle Safety Study Report. While most of its recommendations are helpful, it would be in cyclists' best interest to reject proposal #7, "Operating Position on Roadway." If enacted, this rule would prevent citizens from using the basic defensive driving techniques that are necessary to operate a bicycle in traffic safely, and which are taught by the League of American Bicyclists and every other national bicycle safety organization. The current law works well to ensure that all road users can operate in safety. Please do not change it.

Sincerely,
Jill Twark jetwark@yahoo.com
106 N. Harding St.
Greenville, NC 27858

12/28/2015

I am writing to you to let you know my comments about the proposed changes to the H232 bill. I do not support any of the changes that were made by NCDOT to the original draft generated by the H232 committee. I ask that you oppose these changes as my representative.

Here are my comments regarding the changes.

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive

bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Thank you

Nick Able

njable118@gmail.com

12/28/2015

Joint Legislative Transportation Oversight Committee

It is the job of NCDOT to promote the interests of all users of our states roadway system both through infrastructure and regulation. Although infrastructure has been addressed, in policy, through the adopted Complete Streets (implementation issues notwithstanding), regulation of roadway users is now at a crucial point with the recommendation of NCDOT in relationship to HB 232.

The study committee initiated by HB232 has been inappropriately influenced by car-centric interests that actively work against inclusion of all state road users and actively puts some road users in more vulnerable positions. This is exactly the opposite of what NCDOT and our state legislatures should be working to accomplish.

The study committee has made some recommendations which do promote the safety and interests of all road users, such as the situations in which motor vehicles may legally pass slower moving traffic, providing a defined passing buffer when overtaking bicyclists and granting Vulnerable Road User status to bicyclists. In other recommendations, however, the working group has actively worked to restrict the activities and safety of some road users. Study committee recommendations unnecessarily, and sometimes unsafely, limits lane position options for bicyclists. The study committee also makes recommendation that limits the ability of law enforcement officers to guide the safety of groups of cyclists. By limiting groups of cyclists to double file riding in all situations, the study committee is showing an ignorance of how groups of cyclists safely operate on the road. The dynamics of a group of cyclists who are safely operating on state roadways includes adjusting position of the members of that group. During these times of adjustment, it is in the safety interests of the group to briefly ride more than 2 abreast. When groups of cyclists stop at traffic control devices, it is often times safest for all road users for the group to "bunch up" at the intersection so as to not unnecessarily delay all traffic when the group can legally proceed through the intersection. "Bunching up" at intersections can also provide an important measure of safety for bicyclists from anxious or inattentive motor vehicle drivers.

As our North Carolina state roadways become more crowded with drivers, it is paramount that state regulators advocate and support alternative forms of transportation. One

way that alternative transportation can be supported is through creating a community of people who view alternative transportation as a viable option. By limiting the bicycling community's ability to routinely participate in informal group rides because of burdensome permitting requirements is a blow to the efforts of the state to reduce congestion and support a healthy lifestyle for the residents of North Carolina.

NCDOT and state legislatures need to work towards supporting a safe environment for all road users. Some of the recommendations from the study committee created by HB 232 work against such a goal. Please do not allow the current recommendations, in their entirety to move forward.

Sincerely,
Randal L. Warren
29 Forestdale Drive
Asheville, NC 38803
randal_warren@yahoo.com

12/28/2015

I have noticed some proposed changes related to cycling, and while I am never one to comment on such matters, this is one I can't keep myself from.

First, I would preface my remarks by saying I am 60 in about 3 months, ride 3-5 days a week outdoors year round, have for years, and consider myself an exceptional cyclist. I raced this past year in approximately 10 organized events. I own 3 high end bikes and ride almost exclusively on rural country roads and rarely, if ever, in urban environments outside of organized events.

My comments related to the below topics are in red.

1. Recommend that drivers be able to cross double yellow line when passing a cyclist

I would agree with this but note that caution should always be at the forefront in every situation. See the next issue.

2. Mandate a 4 foot clearance when passing a cyclist

This one really bugs me. I have no idea how anyone can put a number on clearance. 4 feet may sound great, but have you ever been passed by a tractor trailer or log truck while you were cycling down a country road at 20-30 mph? If the clearance you get from these trucks doing speed limits and greater is 4 feet, it will literally suck you under the truck if you don't know what you're doing. I can think of 3 specific incidents this past year where log trucks have been traveling at a high rate of speed and were determined to not give me more than maybe the 4 feet you designate, and I was skilled enough to get off the road side before getting killed. I even spoke to a trucker (who happens to be a cyclist) about it, and he said cyclists don't understand how hard it is to maneuver these vehicles and get them back up to speed, so generally they don't slow up or allow much room. Try telling that to a dead cyclist. So think about this proposal. While it may be fine in an urban environment, it is a real problem on country roads. Like I said, I don't know how you quantify such a safety zone. I think Motorcycles are given as much space as a car, and I would expect a bicycle to get the same. They REALLY should be passing only while mostly in the opposite lane....just like a car.

3. No requirement for cyclists to carry ID

ALL cyclists should be carrying an ID like sold by Road ID. But not a license. We are always fumbling around in our pockets and would lose a license every time we turn around. But I can't imagine anyone wanting to be on a bike without name, contacts, addresses, and medical info strapped to their arm or ankle. I wouldn't leave home without one. Well worth the \$20.

4. Allow right arm indication of a right turn. Left arm indicator is often misinterpreted.

Agreed. Point left to turn left. Point right to turn right. Simple and effective.

5. Bicycles would be on par with motorcycles in terms of vulnerability and liability

Don't know enough about this to comment.

6. Maximum of two abreast cyclists under any circumstances, exception is an approved bike race.

This is a joke and creates a safety hazard vs solves one. To think otherwise means you know nothing about group cycling. One of the fundamentals of riding a bike in the wind is fanning out several riders wide to reduce the effects of the wind. Plus, groups passing through intersections if required to double up would create major headaches and safety issues for everyone.

7. Requirement for a front headlight and taillight

These are not motorcycles with engines. Weight is the primary factor in successful cycling in lots of cases. A rear blinker is fundamental on most every bike and should be made law. It weighs nothing. But a front one solves nothing. Cars from the rear are in your lane. Cars from the front are not. The real law should be that a rear blinker must be on up until maybe an hour after sunrise and on again an hour before sunset. Make it two hours if you want. But no front lights. Now for people riding after dark (what normal human would), another set of rules may apply.

8. Requirement for bright clothing

I have believed for years that every rider should be required to wear an article of bright clothing like a shirt, helmet, or jacket. White, or some fluorescent color for example. Nothing frustrates me more than seeing bikers on black bikes with black clothing, or navy, or red. VERY dangerous. In my mind, this is the VERY MOST IMPORTANT regulation that SHOULD be imposed on bikers and that would most directly impact biker safety if nothing else were done. Clothing manufacturers may hate it, but who cares. You can see an article of bright clothing from a half mile away. Lights...not so much. Again, if nothing else gets done, this should !!!

9. Cyclists to ride as far to the right of the right travel lane as possible and safe (There are no current restrictions on where cyclists position themselves, only a best practice recommendation to ride in the area where the right wheel of a motor vehicle would track.)

This is a touchy one. I try and always ride as far right as possible, but what this does is promotes an oncoming car from the rear to pass you while traffic from the front is coming toward you. MANY times I have been passed by a rear traveling car when a front traveling car is already at my side. And this is ONLY because they think they can. If I move over to the center of the lane, it forces them to wait and pass me when there is room. So this proposed regulation could set a very dangerous precedent.

10. A requirement to obtain local permits for groups of 30 or more

You are kidding, right ? So if me and 40 of my buddies want to go out for a group ride, I have to get a permit ? I think this is infringing on illegal grounds.

11. No headphones or any other distracting items.

I agree with this one. No headphones. Sound is one of our best warning tools. And you can't hear any warnings if headphones are on your ears blasting music. Should NOT be allowed. Please take into account these points of view. There may even be a need for urban vs rural regulations if you think about it. Every case is not the same. That or make bright colors and rear blinkers mandatory, no headphones, signal with left and right arms, allow cars to safely pass on double yellows, and IDs required (license OR ROAD ID). Leave everything else alone.

Respectfully submitted,

Darrell Clapp darrell.clapp@yahoo.com

12/28/2015

Dear NCDOT,

As an avid, responsible cyclist living in Charlotte, NC, I applaud NCDOT and the committee's efforts to make roads in North Carolina safer for both cyclists and motorists.

However, I am concerned that several of the NCDOT's recommendations in the H232 draft report do not reflect the committee's recommendations and present serious problems for cyclists such as myself. My concerns include:

1) Operating position in roadway: Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights could encourage harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) Whether bicyclists on a roadway should be required to ride single file or allowed to ride two or more abreast: The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Informal group rides on rural roadways: Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. Such a recommendation could discourage group ride organizers from organizing rides at all and hinder safe group cycling.

Thank you,

Christopher Gladora

cgladora@gmail.com

12/28/2015

To: NCDOT and the Joint Legislative Transportation Oversight Committee

It is frustrating as a citizen of NC to watch the NCDOT attempt to over rule the hard work performed by a very educated and engaged group of people selected for the HB232 work group. The group comprised a very fair and accurate cross section of the state population and included many experts from within their specific fields.

The decisions arrived at by the group and voted on by the group should stand and in no way be modified or over ruled by the NCDOT. The work group clearly was less biased in their research, discussion and final recommendation than the obvious motive presented by traffic engineer Kevin Lacy. Mr. Lacy has a clear misunderstanding of what is safest for the cycling public.

Specifically, I am against the NCDOT recommendations regarding;

1. Solo cyclist lane positioning suggested by NCDOT. Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) Changing the current law regarding riding abreast. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

(3) Group ride restrictions. Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is

insensitive to those who worked so hard to create a sensible and practical permitting process at the state level. In a state that can easily attribute 100 million or more in tourism revenue from cyclists it is important that we preserve that.

Respectfully
Jeff Viscount
jviscount@gmail.com
704-641-5966

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
David Carter
carterdavid159@yahoo.com
252-286-3626
3219 Carey rd apt 8A

12/28/2015

I live in Wake County and North Carolina partly because of the opportunities to cycle in groups.

I doubt there was much input from cyclists in the construction of House Bill 232. There are aspects of the bill that would make group cycling not just less easy to organize, do, and enjoy ... but importantly, less safe.

Group cycling

It depends on the situation, but riding single file can be less safe for cyclists and motorists as it reduces visibility/awareness of the upcoming cyclists. Also, cyclists need to periodically rotate from the front to the rear of the group. This is best facilitated by the front one (or two, if two abreast) to move over into a new bike lane as they drop to the rear. I feel much safer riding in a group than alone. I feel much safer riding two abreast than single file.

Requiring group rides of 30+ to obtain a permit is not fair or practical. Many groups rides are very, very loosely organized. Somehow, long ago, folks started to show up at a certain parking lot or shop for a group ride and word of mouth draws riders to the group. No one

knows how many will show up on any particular day.

Solo cyclists

Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes.

Steve Brockman brockman.steve1@gmail.com

Cary, NC

phone 919-650-1933

12/28/2015

HB-232 - Some of NCDOT recommendations are not in cycling's best interest.

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

(4) EVERY DRIVERS TEST SHOULD INCLUDE AT LEAST 1 OR 2 QUESTIONS PERTAINING SPECIFICALLY TO CYCLISTS. This would create better awareness in Drivers Ed and drivers throughout.

Thank you for your consideration.

E Hohls

edhohls@hotmail.com

12/28/2015

The new draft report of recommendations for the H232 Bicycle Safety Law Study does not adhere to best and safe practices for cycling in North Carolina, and these new draft rules do are a deviation from the recommendations from the H232 committee. What happened? I see some good things, but as usual, it seems that much has been put in this document that does not benefit cycling, or is written by those who don't want to encourage cycling on NC roads.

The top 5 accident causes are all from Automobile drivers driving poorly, which shows you where you should be focusing on changing driver training and laws.

But my criticisms:

First, with North Carolina's contributory negligence, I'm now no longer able to stop to talk to two cyclist riding side by side for any reason. It's not possible per these rules, and illegal, and no matter what a dangerous driver is doing illegally, if while cycling I get hit pausing next to two cyclists, I'm now negligent. This makes cycling less safe, as now I'm not able to recover any damages and may encourage drivers to be more aggressive toward a passing cyclist. What is

this rule based on? It is made up, or is there a large body of studies your leaning on to tell me that now I can't pass 2 friends riding together? Most overtaking accidents involve a bicyclist on the right edge of a narrow lane, so it seems you are trying to fix the wrong problem here, which is unsafe passing by cars, not cyclists. 66% of crashes involve cars on roads with 40-55 mph speed limits, so it would suggest the real problem is high speed cars driving poorly. How are you going to address bad driving/speeding/unsafe passing by cars?

Second, requiring a headlight for daytime only riders should not be necessary. Is NC going to supply everyone with a front headlight now?

Third, why are you trying to dictate my color choices for riding? Can you define bright color? Is white bright, tan bright, gray bright? What if I'm wearing blue jeans and a black T-shirt on the way to the store? Do I have to change now? How much color? One dot? Three dots? My whole body?

Fourth, a rider cannot ride as far as POSSIBLE to the right. That's a logical fallacy. You should use the word PRACTICABLE! Am I supposed to weave in and out of the gutter of the road as I dodge debris? How does this make me safer? It's been shown many times that cyclists in the middle of a lane make passing more safe as a car driver won't try to squeeze past a cyclist and create a dangerous passing situation. So forcing cyclists over to the edge of the road will actually make riding less safe by encouraging more dangerous passing by cars. Note that 25% of crashes are from drivers pulling out and hitting a cyclists, so moving cyclists more the shoulder will only make cyclists less visible.

Fifth, I cannot, nor can anyone dictate how many riders can ride together. Are 3 groups of 30 riders easier to pass than 1 group of 90 riders? What happens when the riders separate then regroup? Will you supply a state appointed counter to validate that a group is not 30 riders or larger? What happens when 2 groups of 30 riders meet on the road and one want to pass the other? How is 30 riders safe, but 31 riders not safe? Who made up this number and on what study?

Sixth, No headphones? So, I cannot take a phone call hands free while riding? Are you going to extend this ban to cars? Aren't cars hitting cyclists the main reason cyclists get hurt, not the other way around? I don't recall any cyclist hitting anything because they are talking on the phone.

Here are my suggestions for BETTER cycling laws:

1. Automobiles must slow to a safe passing speed anytime overtaking a cyclist. Any speeding while passing is should be penalized similarly to overtaking a stopped school bus.
2. All roads should be designed for cyclists with a minimum of a 2 ft shoulder to allow cyclists a safe exit from debris or drivers not passing safely. Cyclists will not be required to ride on the shoulder.
3. Traffic signals should be replaced with roundabouts where ever possible, as these are safer intersections for all travelers.
4. Speed limits should be no higher than 30 mph on roads where large amounts of cycling traffic can be expected.
5. All urban roads should have cycling infrastructure included. (Many cities have done this very well, and you can simply copy them).
6. All drivers should be taught how to drive near and around cyclists and pedestrians, not just how to operate their own vehicle. This should include continued training of drivers.
7. All drivers harassing or intentionally disturbing cyclists should be cited similarly to speeding.
8. Stop signs be treated as Yield signs for cyclists, just like Idaho.
9. Traffic lights be treated as Stop signs for cyclists, just like Idaho.

Please make cycling more safe, not less save, and make cycling easier in North Carolina, not harder.

Sincerely,
Brad Carpenter bcarpent@yahoo.com

12/28/2015

Unfortunately, I do not agree with any of the recommendations NCDOT has proposed for H232. Please listen to the subcommittee and don't implement the NCDOT recommendations. Let's keep the laws in place as they are.

Lonnie Poole would want to keep our cyclists safe.

Thank you,

Jeff Nathan

Nathan.Jeff@epa.gov

Systems Administrator

Intervise Consultants, Inc. \ SAIC \ U.S. Environmental Protection Agency

1500 Perimeter Park Drive, #100, Morrisville, NC 27560-8422

865 481-1519 Office

919 481-4863 Fax

919 357-6249 Cell

9193576249@vtext.com Text

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Stephanie Peterson stephaniebpeterson@gmail.com

320 Danbury Court

Pittsboro, NC 27312

919-259-0451

12/28/2015

My 12 year old son often rides his bike around our urban area, also with his friends to run errands to the store or get to tennis practice and such. The new safety rules seem counter intuitive to him - and he is a practiced rider who is super cautious on the road. He asks, "How would I make a left turn? What do I do if I have to pass a parked car (many in our area)?" Consider bicycling as an option for our children who live in areas that are more and more congested and where cycling is the logical transportation option for them, especially as they

gain independence from their parents. Adding restrictive rules does not make any sense.
Perspective from a MOTHER
Karin Lukas-Cox karinlukascox@yahoo.com
3200 Mill Pond Road
Charlotte NC 28226

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Randy Miller info@ncisforhire.com
4917 Huntingcreek Dr
Wake Forest NC 27587
919-819-8226

12/28/2015

I am writing to express my support for the efforts of the Working Group formed in association with HB232. Specifically, I adamantly oppose the NCDOT's recommendations that were contrary to those of the committee:

1. **Staying Right:** Most motorists believe this is actually the law for cyclists, and that is exactly why cyclists get killed. Cyclists should have the same right to the road as any other form of transportation, and there is ample evidence across the U.S. and Europe that hugging the line is an ill-fated strategy. This riding formation will tempt motorists into "squeezing" past you under very unsafe conditions. In my first several years of long-distance cycling, I was passed hundreds of times by motorists who came within inches of my side-view mirror (on my handlebars), and had my mirror struck twice. My mirror sticks out about 3 inches from my elbow and 2 inches from the end of my handlebars. I was run off the road by a driver who hurled a glass bottle out the window at me while yelling at me to get off the road. Twice I was run off the road and into the ditch by motorists who thought they could squeeze by and misjudged their ability to pass into oncoming traffic. A fourth time, I was struck in the back of the head by a lawn mower handle projecting from the bed of a pickup truck. All while driving on low-traffic streets, **RIGHT OF THE WHITE LINE ON THE SHOULDER**. So for cyclists who TRY not to be a "nuisance" for motorists, they are putting themselves in imminent danger. I'm no longer a "line-hugger" -- it's safer to force motorists to wait a few extra seconds and pass when they

have the proper sight line and can do so safely.

2. Riding Two Abreast: When I'm riding with others, it is far safer to ride two abreast than in a single file, and the more riders there are, the safer this strategy is. With larger groups of riders, a long single file will take motorists twice as long to pass, creating greater risk of misjudging oncoming traffic. Riding two abreast also makes the cyclists more visible to motorists and less tempted to use the unsafe "squeeze" move described above. It's just common sense.

3. Local Government Supervision: The last thing we need is for local governments to get involved in sanctioning/approving group rides. What's the purpose of this, other than to discourage people from getting and staying involved in cycling? Are sanctioned groups to receive police escorts? Are the routes to be pre-approved to make sure they're in low-traffic areas, or so signs can be placed along the route to warn motorists? Let's leave cyclists alone and get back to the business of educating motorists and maintaining safe roads.

Thank you,

Bob Whitehead

fount306@yahoo.com

Cary, NC 919-605-5244

12/28/2015

As a longtime cyclist (over 20 years locally and local leader amongst the female riders), I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: While, we should all stay to the right as much as possible, there are times this is not safe. This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are some instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Kathryn Trotter kathy.trotter@duke.edu

634 N Scottswood Blvd

Hillsborough, NC 27278

919-270-1359

12/28/2015

As a lifetime road cyclist and safe vehicle driver I would like to comment on the NCDOT report sent to the Legislators.

This report had some recommendations that were inserted by NCDOT that differ in content than were agreed upon by the Working Group which included a NCDOT representative.

This is NOT what the Representatives had in mind when the Working Group was created and appears to be "backdoor efforts"

Other concerns that was included that can be unsafe:

**Maximum of two abreast under any circumstances can be unsafe when trying to cross intersections and in some rural areas. This should not be included.

**Requiring a front headlight in daylight does absolutely nothing when you are riding with the traffic flow. A rear taillight is a positive.

**Requiring cyclists to ride as far right in the lane is inviting vehicles to pass a cyclist in unsafe conditions. This requirement is totally unsafe.

**Requiring local permits for group rides of 30 or more is just a way to stop group rides. This is a terrible idea and 30 or more cyclists are almost never all together. This allows for drivers to easily pass four or five cyclists when the conditions are safe.

Regards;

Darrell Harvey

Greensboro, N.C.

drh27410@gmail.com

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Mac Kendall miltonmkendall@gmail.com

12/28/2015

Dear NCDOT

I am writing in regards to legislation H232. I have been a professional cyclist for over 20 years with 10 of those years spent training on the local roads around Asheville, NC. In those 10 years I have come to love and appreciate everything Western North Carolina has to offer a cyclist. In 2015 my professional cycling team hosted its yearly training camp in Asheville. We had over 50 members of our team riding on those roads and not once did we have an issue with riding two abreast or determining where to ride in the right lane.

The safety concern that you say you are addressing especially when riding two abreast actually will cause more of a hazard if we ride single file. The rural roads in Western North Carolina

feature lots of twists and turns and as a group of we are single file it is almost impossible for a car to safely pass us without them facing on coming traffic or pushing us off the road. One of the joys of bike riding is going out and enjoying a good workout with some friends. I think it is unrealistic to require big groups of cyclists to obtain permits in order to enjoy this activity.

While I appreciate your concern and trying to fix legislation I don't think this is the proper direction and could use some more thought before any action is taken.

Thank you for your time

Lauren Tamayo laurentamayo@gmail.com

UnitedHealthcare professional cycling team US National team member

2012 Olympic silver medalist

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists, and restricts cyclists' ability to use their discretion in choosing the safest road position.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Frith Gowan frithgowan@gmail.com

102 Lisa Dr., Carrboro, NC

919-932-5004

12/28/2015

I have reviewed the H232 Draft Report, and offer the following comments. For context, I have been an active cyclist for the last 20 of my 70 years.

First, I believe that many of the Committee's and NCDOT's recommendations are appropriate and constructive. I am particularly pleased with those concerning a motorist's right to cross the double line when passing a cyclist (if otherwise safe to do so), the motorist's obligation to provide a safe side-to-side clearance when passing, and the use of the right arm to signal a right turn (which I believe to be easier to give, more logical, and more visible to motorists).

Visibility. I endorse the concept that cyclists in low-light conditions should have adequate lighting or reflectivity both front and rear, but I believe the NCDOT's suggested statutory language is overly broad in that it would seem to require a light even during daylight hours, and possibly would preclude the use of helmet-mounted or other front lights that are

attached to the rider rather than the bike itself. While I prefer the educational approach, if statutory language is proposed I suggest something like "Every person operating a bicycle on public roads at night shall use a front-facing white light visible under normal atmospheric conditions from a distance of at least 300 feet in front of such bicycle."

Roadway Position. Like most cyclists (as is acknowledged in the Draft Report), I ride to the right in my lane when it is safe to do so. But there are numerous situations when it is necessary to move to the left, such as potholes, debris (including glass and gravel washes that are of no consequence to motorists), when approaching a sharp right-hand turn with limited visibility of potential hazards, and when riding on streets with on-street parking (whether parallel, which causes door hazards, or angled, which causes problems for visibility by cars pulling out of a space). I am unclear whether the proposed statutory language accounts for these various circumstances. I am also unclear whether the exceptions address preparations for a left-hand turn. I believe the exception when riding close to the speed limit is important -- that is common when descending mountain roads, where safe riding requires use of the full lane, and use of the full lane can also be important for safety in urban settings with slow, thick traffic.

Overall, if this is a matter that is addressed, I much prefer the suggested educational approach to lane position, rather than statutory language, due both to concerns with the breadth of the proposed exceptions, and to concerns that a statutory "right-half" rule would encourage hostility and too-tight passing among motorists who have heard of the rule but have not absorbed its various exceptions.

Thank you for considering these comments.

Bill Jacobs billjacobsnc@gmail.com

Asheville, NC

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Todd Leonard

leonhardt73@yahoo.com

4659 Mill Village Rd

Raleigh, NC

919-810-9986

12/28/2015

For the record, I oppose passage of H232. North Carolina has many beautiful roads that cyclists like me use frequently, and a large cycling community. As an avid cyclist, I support passage of a bill that promotes cycling and protects cyclists. I believe this bill restricts cyclists rather than promoting their safety. Therefore I believe it should be withdrawn and rewritten with cyclists' safety considered first.

Thank you,

Chris Elder crowhop@yahoo.com

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Dawn E. Kleinman, MD

dkleinman001@nc.rr.com

Carrboro, NC

12/28/2015

Thank you for this opportunity to comment on this draft report, although I protest the short response period occurring during the holidays when many people are away from their desks.

As a long-time commuting and recreational cyclist, instructor and author of cycling books, I support retaining the current wording regarding cyclists riding as far to the right as practicable while giving cyclists the right to change position for safety reasons. Given the variety of road conditions across the state, cyclists as vehicle operators should have the flexibility to position themselves within the lane to maintain their safety. Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Also the riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

I encourage the committee to reconsider the draft to incorporate these changes.

Judi Lawson Wallace, APR, President

judiwallace@triad.rr.com

Wallace Consulting & Training, Inc.

Specializing in Bicycle and Pedestrian Safety Education

336.768.3339 (Voice)

336.416.3372 (Cell)

12/28/2015

My thought on H233

1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. Thanks, Chris Kimble ckimble1@gmail.com

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers,

whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level. Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Katharine Kollins kwkollins@gmail.com
2722 Spencer St
Durham NC 27705
303-564-9687

12/28/2015

I am an avid cyclist living in Charlotte, NC and would like you to consider the following as it relates to the potential bike law changes that are being considered:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. Thank you for your help in making North Carolina more safe for cyclists not more dangerous.

Sincerely yours,
Patrick McFeeley
pat@totalcyclist.com
704 905 5812

12/28/2015

I understand that you are collecting input for the NC DOT regarding proposed regulations regarding the operation of bicycles on public roadways. As both a motorist and a cyclist I find the proposed rules within the draft report of recommendations for the H232 Bicycle Safety Law Study are not productive and in the best interests of the citizens of North Carolina.

The recommendation to require cyclists to ride only in the right half of the travel lane does not accommodate situations where a cyclist has better vision of the traffic situation in front of him/her than a trailing motorist, a cyclist is not fully visible to turning or entering traffic, or a cyclist needs to avoid a hazardous road situation (pothole being a prime example). Most cyclists already use the right half of the travel lane, but mandating it robs the cyclist's freedom to choose the safest way to travel on the public roadway and will create enforcement challenges if a cyclist were to ride on the left half of the travel lane for any time period.

The recommendation to require cyclists to ride single file creates situations whereby a line of single cyclists is far less efficient from a traffic flow perspective than a wider, shorter line of cyclists. A small group of cyclists (say 6) approaching a 4-way stop sign can occupy the same space as a standard car if they are 3 abreast and 2 deep. If the 6 cyclists stop together, wait their turn and then proceed through the intersection together, they clear the intersection far more quickly than if they individually stop, wait their turn and then proceed through the intersection. Similarly the same 6 cyclists riding 2 abreast and 3 deep is a much shorter line and could be more easily passed by faster moving motorists than a mandated single file line.

In my opinion a better place for NC DOT to expend its resources would be addressing safe passing of slower moving vehicles which includes mopeds, horse and carriage, and bicycles. Many NC roads are double solid line striped indicating no passing allowed. The distance of the double yellow lines is based upon a motor vehicle passing another motor vehicle operating about 5 mph below the posted speed limit which given the curvy and hilly roads in many parts of NC leads to long distances with no passing allowed. Allowing passing of slower moving vehicles (1) in a no passing zone would align with motorists current behavior and would allow a more efficient traffic flow. For the motorist who follows the passing laws precisely, i.e. they won't pass under any circumstances in a no passing zone, this modified regulation would give them the option to pass if safe conditions are present. What occurs now is that cars stack up behind the law abiding motorist creating frustration and likely unsafe passing by the more aggressive motorists.

(1) A definition could be a vehicle traveling 20 mph below the posted speed limit or less than half of the posted speed limit.

Besides updating the no passing zone regulation, NC DOT resources directed toward cyclists and motorists to better share the public roadways would be useful. When I'm cycling which is primarily for recreation, I will pull over and slow at a wide spot in the road or at an intersection to allow motorists to pass me. Doing so is sharing the road by the cyclist. Similarly motorists could be educated about their "wait time" following a cyclist for 1/4 mile or less. I cannot tell you how many times I've been passed by a motorist who then slows in front of me to turn right or left at a driveway or intersection.

Best regards,

Craig Mosley craigmosley@gmail.com

402 Conifer Court

Asheville, NC 28803

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at

the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Jack Rosko

Jack.Rosko@prysmiangroup.com

102 Westbourne Court

Cary, NC 27519

12/28/2015

In my opinion the most important step we can take to ensure safety of cyclist and drivers alike is education. Most serious cyclists have taken a road safety course and apply what they have learned on their rides. Drivers on the other hand are not aware of traffic laws concerning cyclists. How do we raise awareness of the laws already in place?

JUST COMMON SENSE

Motorists should be able to legally cross double yellow lines to pass cyclists if they can do so safely JUST COMMON SENSE

4 foot clearance to pass a cyclist would be very nice but I am thrilled if I consistently get 3. If you have never been buzzed by a motorist you probably don't understand. Consider if that motorist was in a large truck-you could literally be blown off the road.

JUST COMMON SENSE

Riding single file is something I do anyway, although there are time when it is necessary to ride 2 abreast for instance cyclist passing cyclist or at stop lights with a very short cycle (not enough time to cross the intersection).

JUST COMMON SENSE

Riding in right half of the lane-again something I do anyway except when it is unsafe to do so such as when needing to make a turn or prevent a car from turning in your path or to keep clear of parked cars opening their door likely resulting in an accident and serious injury.

JUST COMMON SENSE

Permit for rides with 30+ riders. If there are 30 riders, they are not in one single line. They are spaced out enough that motorists can pass when it is safe to do so. These rides promote safety. Permitting would be problematic as many times ride organizers don't know beforehand how many will participate.

Thank you for your consideration.

Respectfully,

Pat Harrill patharrill@email.com

12/28/2015

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary

enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. Thanks for your consideration and for including my comments against the H232 proposal.

Trevor Allen TrevorAllen@mail.com

12/28/2015

Good Morning,

My name is Alan Michael, I am a cyclist and in June 2014 I was in a severe motorcycle accident, bicycling is an activity I enjoy as part of my recovery, I oppose HB232 and DOT recommendations that would make cycling less safe in North Carolina. As a cyclist riding back 2 lane roads in Wake county I can tell you that I need more than the right half of the lane at times, and I do respect traffic and move over to allow traffic to pass, and I do feel that a 4 foot safe barrier is a good idea.

Sincerely,

Alan David Michael

alandavidmichael@gmail.com

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane:

This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast:

There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations:

Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Dr. Donald L Prasnikar

dprasnikar@gmail.com

229 Lions Gate Dr

Cary, NC 27518

(919) 650-3233

12/28/2015

I would like to express my concern for considered changes to how bicyclists can use the road under the proposed HB232. As a long-time cyclist (and tax paying motorist), I am against any legislation that would interfere or restrict the ability of cyclists to enjoy the public roadways as we do now.

Further, although a committee was established to consider changes to existing laws, it certainly looks like the will of the committee has NOT been represented (but the opinions/agenda of one particular NCDOT engineer have).

So again, put me on the record as being against any changes that will limit my rights as a cyclist to enjoy the roads. This would include restricting where in the lane cyclists can ride, restricting cyclists to single file riding and also requiring a permit for group rides larger than 30 riders.

Thank you for your consideration.

Scott Matthews
Holly Springs
bikedr4u@aol.com

12/28/2015

While I agree with some of the additional protections and understand the spirit of many of the rules proposed in this report, any statute that limits the right of the taxpayers of NC to utilize the roadways without regard as to their means of transportation should be avoided. Pedestrians, Cyclists, and the operators of automobiles all have the right to use the roadways safely. I frequently feel as if the drivers are of the opinion that roadways are the sole property of automobiles and their operators.

Cyclists support the construction and maintenance of the roadways in the state with their tax dollars as do the motor vehicle operators. Do not forget that the vast majority of cyclist are also drivers. All should be given equal access and have their rights to use the roadways safely protected.

Keep in mind the quickly growing economic impact of affluent cyclists spending their holiday dollars. NC has some of the most stunning and varied areas on the east coast and we wish to foster and tap into that resource and attract more dollars to the state.

Thanks,
Christopher Hall
cnhall@triad.rr.com
Greensboro Fat Tire Society Board of Directors
Stokesdale, NC

12/28/2015

I feel as cyclists we have a responsibility to support our fellow cyclists who need our support. And more importantly, I cannot believe that the the DOT would interject what they want and override the democratic process. The recommendations of the committee need to be followed! Regardless of whether I agree or not, this is a democracy we live in not a totalitarian nation!! Is there a petition to sign that would make any difference?

Sara Lash, DVM
drsaralash@yahoo.com

12/28/2015

NC Lifes

I sent this with my subject title a little different from the other hundreds that you've already received or will be receiving. I know your probably going to get tired quick of all the complaints and cyclist arguing how the DOT recommendations are not acceptable.

I'd want to start off by saying "Thank You". I'm thankful that we are looking into laws that should be updated and trying to make things safer for everyone involved. So I'm not going to go through every item and give my opinion on each, such as the riding abreast, the riding as far over to the right as possible, etc, I'm sure your going to hear about those already. I just want to ask you to please, when you are reviewing the comments and the recommendation that are to be presented to the legislature. If you would look at them as if it was you or even your wife, father, mother, daughter, son, or grandchild cycling the highways of NC with the 2000 pound plus vehicles that we share the road with. Unfortunately, sometimes when we get so involved in the heat of the battle we forget the little things, and what we are really trying to accomplish. I appreciate you reading this and taking time to make things safer for everyone.

Thanks again,

Tim Williams

trwill12@bellsouth.net

12/28/2015

HB 232

I oppose DOT recommendations that will actually make bicycling less safe in North Carolina.

Thank you,

Craig Inscore

craiginscore@gmail.com

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This greatly interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Kevin Krueger kevinbkrueger@gmail.com

18 Balsam Court

Chapel Hill, NC. 27514

919-260-8576

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Doug Dominique ddominique01@gmail.com

12/28/2015

I'm not a resident of North Carolina, but I do spend a fair amount of time --and money--there centered around bicycling. I'm concerned that some of the proposals in this bill are fairly anti-cycling, particularly preventing cyclists from being able to use the full lane.

This is a safety issue for someone on a bike, plain and simple. There are hazards that need to be avoided, and there are times when it's simply safer to take the full lane. While this might inconvenience a motorist for a few seconds, it might save a cyclist's life.

I own a bicycle shop where lots of my customers enjoy trips to NC to ride. The economic impact of anti-cycling laws has the potential to be substantial not to mention the danger to people riding bikes.

At a time where the obesity rate in NC is almost 30% I would think the state would be spending time trying to figure out how to get more people on bicycles, not less.

Wesley Best

wes@eastcoasters.com

5516 Coleman Rd

Roanoke VA 24018

540-819-5081

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Dan Jacobs

daniel.jacobs@capitalbank-us.com

Sr. Credit Officer/SVP

Capital Bank | 333 Fayetteville St. Ste 800 | Raleigh, NC 27601

Office (919) 645 - 3793 | Fax (919) 645 - 0484 | internal 33793

12/28/2015

To the Joint Legislative Transportation Oversight Committee:

Thank you for the opportunity to comment on the HS 232 Bicycle Safety Study Report. While most of its recommendations are very good, I urge you to reject proposal #7, "Operating Position on Roadway." If enacted, this rule would prevent citizens from using the basic defensive driving techniques that are necessary to operate a bicycle in traffic safely, and which are taught by the League of American Bicyclists and every other national bicycle safety organization. The current law works well to ensure that all road users can operate in safety.

Please do not change it.

Sincerely,

Thomas Forrest tlf4669@yahoo.com

2029 Bugle Dr.

Winterville, NC 28590

252-341-6882

12/28/2015

Please consider the following comments relating to the draft report

I am concerned about the short length of time allowed for comments and the timing of this comment period. The comment period falls during a busy time of the year when many people are out of town. NCDOT was not even open during a good portion of the comment period. This gives the impression that comments about this report are not really wanted.

There were several good recommendations which came out of this study. I am particularly pleased to see the recommendations about passing cyclists when there is a double yellow line and allowing a different right hand turn signal.

Having followed the progress of the study committee I am surprised about some of the recommendations.

1. Bicyclist lane position was not an issue identified in HB 232. Kevin Lacey from NCDOT brought this up during the first meeting when asked about adding additional items for discussion. No other members of the committee supported discussing the issue and were satisfied with the current law as it exists today. The issue was not voted on and no action was taken on this issue. Why did NCDOT seemingly ignore the intent of the group and make a recommendation outside of the group's input?

2. Similarly, NCDOT chose not to follow recommendations from the committee regarding riding abreast. The working group voted unanimously to recommend no change to existing statutes regarding riding abreast, but instead include best practice information about

riding abreast in educational materials as referenced in the draft resolution. NCDOT recommends: Bicyclists shall not operate more than two abreast in a single marked travel lane on public roadways except when overtaking another bicyclist. Bicyclists shall not move left, change formation, or otherwise interfere with a vehicle performing a safe pass. Why the need to add this language which was not recommended by the committee?

3. Another departure from the recommendation of the study group is: Working group Action: The working group unanimously passed a motion that the report include a draft resolution for the legislature to consider, directing NCDOT to develop an education and outreach program concerning best practices for groups of cyclists riding on higher speed or rural roadways. The intent of the working group's action is to teach cyclists how to safely minimize or eliminate occasions where large cycling groups may cause significant delay to motor vehicle traffic flow.

NCDOT also recommends further discussion about larger group bicycle rides not required to secure a special event permit. The General Assembly may consider enabling legislation for local governments to register informal group rides. Any such legislation should apply to groups of more than 30 cyclists riding for recreational purposes, in a continuous formation, and causing significant delay to traffic flow or preventing safe passing. Again, why the change from what the study group recommends?

It is unclear to me why a knowledgeable group would be called together to work on identified issues and then to not follow those recommendations. I think that the recommendations which came out of the Study Group should be acknowledged and supported by NCDOT as they were crafted by the group.

Thank you for considering these comments.

Julie White juliewnc@charter.net

12/28/2015

To the Joint Legislative Transportation Oversight Committee:

Thank you for the opportunity to comment on the HS 232 Bicycle Safety Study Report. While most of its recommendations are very good, I urge you to reject proposal #7, "Operating Position on Roadway." If enacted, this rule would prevent citizens from using the basic defensive driving techniques that are necessary to operate a bicycle in traffic safely, and which are taught by the League of American Bicyclists and every other national bicycle safety organization. The current law works well to ensure that all road users can operate in safety. Please do not change it.

Sincerely,

Michael A. Colombo

Attorney at Law

MColombo@ck-attorneys.com

1698 East Arlington Boulevard
Greenville, North Carolina 27858

Telephone: (252) 321-2020

Facsimile: (252) 353-1096

<http://www.ck-attorneys.com>

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist

harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Eliza Pennington

msepennington@gmail.com

Safe Bicyclist

12/28/2015

Dear Legislator:

I recently retired early & moved from Georgia to NC and am building my dream, retirement home in Lake Lure.

I'm frustrated hearing the NC DOT tell me that people who drive cars deserve MORE PROTECTION than people who ride bikes. I ride a bike. I also drive a car. I'd like the odds to be at least even. As current law stands, the person on the bicycle is at a disadvantage... about 4,000 lbs less. Please help the person who rides the bicycle. Specifically:

Please disregard the recommendation you are receiving from NC DOT on the HB 232 Draft Report on 3 key issues that affect the safety of all, including people that drive cars:

#1. I don't want bicycles to be required to be to the far right of the lane. That makes it more difficult for me to see them. Which means I might be tempted to pass them in an unsafe manner, which is bad for me, bad for the oncoming vehicle traffic, and of course, bad for the person with a family who is riding the bike.

#2. I don't want bicycles to be required to ride single file. That will make it even more irritating when there are more than 2 of them waiting to get through a traffic light, or riding down a country road. And how does that work anyway, does the second rider to join a first rider in proceeding abreast as two... earn the citation from law enforcement, or is it the fault of the first rider who was simply minding their own business? This is poorly considered policy.

#3. I definitely don't want groups of people who ride bicycles to be regulated and managed by local government. This will lead to inconsistent rules which will make it difficult for me as a driver to anticipate groups of bicycles. Please leave the responsibility for regulating large group bicycle events to the state agencies.

Thank you, respectfully,

Your Taxpayer and Voter

Kellie A. Kovach

kelliekovach@aol.com

108 Pheasant St.

Lake Lure, NC 28746

12/28/2015

As a long-time cyclist in NC, former bicycle racer and frequent group ride participant, I am writing to tell you that I oppose current DOT recommendations that will actually make bicycling less safe in North Carolina.

My comments on the issues are as follows:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. Thank you for reading the comments of a concerned cyclist.

Respectfully,

Nancy D. Lux, CPA

Ray, Bumgarner, Kingshill & Assoc., P.A.

385 N. Haywood St.

Waynesville, NC 28786

828-452-4734

828-452-4733 (fax)

nlux@rbk-cpa.com

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Steve Lochbaum

CFO

Professional Builders Supply
10405 Chapel Hill Road
Morrisville, NC 27560
919-380-3400 ext 3428
steve.lochbaum@pb-supply.com

12/28/2015

I share the concerns below from the BikeWalk NC organization regarding the above law:
(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.
Thank you,

Janet Whitesides janetwhitesides@gmail.com
107 Center St
Carrboro NC 27510

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Mostly, I want to ensure that my rights for safety are not compromised for the well being of a car. I am from NYC and as recent as this Christmas, I was admiring the bike lanes within 6th Ave, 42nd St and other major roads. We have learned to coexist. I also have learned being a parent, a cyclist and a citizen, that it has made me more aware while driving, taking time to review my surroundings and to share the road. There is no need to rush, we are all going to wind up in the same place, we cant escape it and with the potential new rules, I feel you are trying to get cyclist like myself there a little bit sooner than expected.

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local

regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Desmond Cabrera dcli51@gmail.com

6405 Roles Saddle Dr

Rolesville NC 27571

919-423-5493

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

John Fleming jcfleming1@gmail.com

5213 Edgewood Rd.

Raleigh, NC 27609

919.633.0746

12/28/2015

To the Joint Legislative Transportation Oversight Committee:

Thank you for the opportunity to comment on the HS 232 Bicycle Safety Study Report.

While most of its recommendations are very good, I urge you to reject proposal #7, "Operating Position on Roadway." If enacted, this rule would prevent citizens from using the basic defensive driving techniques that are necessary to operate a bicycle in traffic safely, such as:

- 1) staying safely out of the door zone of parked cars,
- 2) improving visibility at junctions (to deter left-cross and drive-out collisions), and
- 3) avoiding right-hook crashes.

These techniques are taught by the League of American Bicyclists and every other national

bicycle safety organization.

The current law works well to ensure that all road users can operate in safety. Please do not change it.

Sincerely,

Chip Galusha ato.chip@gmail.com

Farmville, NC

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Kim Blackman

ksb1549@aol.com

5940 Dahlberg Dr, Raleigh NC 27603

919-369-6180

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Margit Bucher
margitb12@gmail.com
150 Kent Street
Durham, NC 27707
919 489 8902

12/28/2015

I am a frequent visitor to NC. When I visit most often I bring my bicycle with me. I have been keeping up with the process of your law making concerning NC Dot based HB232.

Three things stand out in the recommendations. 1. Cyclists must continue to be able to exert lane control. Without this control drivers will have opportunity and will execute bad behavior by trying to "squeeze" by putting the cyclist in peril or on coming at odds by being partially in the oncoming lane. 2. Riding 2 abreast. Every study done here in the U.S. or Europe (where cycling is much more prevalent) shows that when in a group safety is at its highest is when the group is two by two. Safest for traffic flow as well as the cyclists. 3. Group rides. No local ambiguity where cycling is concerned. Cycling events are a reason for people like myself to drive 700 plus miles and make North Carolina my destination.

Please take time to get the actual opinion of HB232 working group. They seem to differ from NC DOT on these three previously mentioned issues.

Thank you very much for allowing me to express my opinions as a vacationer in your beautiful state.

Max Eckman max.eckman.mail@gmail.com
Anderson, IN

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Karen Dorman

kdorman@nc.rr.com
200 Glenview Pl
Chapel Hill, NC 27154
984-974-9012

12/28/2015

Comments re: H232 for the NCDOT and Joint Legislative Transportation Oversight Committee
Sir/Madam:

The recommendations of the H 232 working group include some sound suggestions but the report also includes recommendations that are obviously both unreasonable and actually dangerous. This may stem in part from the refusal of the working group to inform themselves about some basic aspects of bicycle safety, a refusal that I believe was completely irresponsible. The single most inappropriate recommendation is the proposal that bicycles be REQUIRED to use the right side of their traffic lane except as specified in § 20-146. The exceptions codified in § 20-146 (b) do not recognize certain situations in which safe operation of a bicycle requires use of the middle of the lane.

Obviously it is generally preferable for bicycles to remain as far to the right as safety and road condition permit as a matter of courtesy and I believe that the vast majority of cyclists do attempt to use the far right portion of the road when possible. Never-the-less there are situations that make operation of a bicycle in the right portion of the lane unsafe. These situations are diverse and mostly are relevant in an urban setting but existing law and the modifications recommended by the oversight committee do not acknowledge hazardous situations that require use of the center or left portion of the lane.

BikeWalk NC has detailed information about circumstances in which it is imperative that a cyclist be able to use the entire lane of traffic, information that the working group should have reviewed as part of their process.

Respectfully,
William Renfro worenfro@gmail.com
Mocksville, NC

12/28/2015

Just want you to know that I don't agree with any plans to change the way that cyclists are allowed to travel on the public roadways. Riding 2 abreast allows cars to see us better and makes it safer for both car and cyclist. The problem here is not that cyclist are a nuisance or hazard but that drivers are often rushing to get where they need to be and don't think they should have to wait for someone on a slower vehicle. I mean isn't a tractor much slower than a car and you're not trying to tell them they can't be on the roads. If you want to make the roads safer and more car/cyclist friendly then start building cyclist paths on the sides of the road so we have our own place to ride. Of course then the drivers would get mad because we have our own lane and they can't use it as well!! Just my 2 cents worth!!

Larry Barber singnforgod@gmail.com
1915 Rosewood Road
Goldsboro, NC 27530

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist

harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
William Bardsley
wbardsley66@gmail.com
318 Stoke Hammond Ct
Rolesville, NC 27571
407 925 4598

12/28/2015

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Sincerely,
Lee R Rocamora, MD
lrr3511@hotmail.com

12/28/2015

Thank you for sending a copy of the draft report. I was pleased to serve on this important study Committee where we had wide ranging conversations regarding the importance of cycling to the State of North Carolina. I'm very puzzled by some of the elements included in the NCDOT recommendations.

Please help me to understand who is involved in these potential NCDOT recommendations. As a partner of NCDOT for 16 years through Cycle North Carolina, which

was created to promote and protect the economic and human interests of the State of North Carolina, I was confounded by the proposed NCDOT recommendations. The HB 232 Study Committee had the opportunity to review all the analytics which validated the fundamental principle that riding single file is more dangerous than riding two abreast. I find the NCDOT potential recommendation to "ride single file and in the right half of the right most travel lane" very troubling, because the analytics unequivocally show if such a proposal were adopted there would be more injuries and fatalities to bicyclists. North Carolina should not adopt recommendations that contradict the statistical information. I am sure the Governor and NCDOT would not embrace any recommendation that would guarantee more bicycling injuries and fatalities in our state.

I am also concerned about the proposed NCDOT recommendation regarding informal group rides on rural roadways which includes proposed new legislation that was not discussed during Committee meetings. How were these NCDOT recommendations never a part of the Committee discussions? Could you provide a response to the following questions related to the NCDOT recommendations:

1. Would there be a standard permit process for local governments to register informal group rides, or would each local government be required to develop their own registration process?
2. Does NCDOT have additional analytics that were not provided to the HB 232 Committee that were used to make the NCDOT recommendations included in the report?
3. Please advise how it was determined that 30 cyclists cause a significant delay to traffic flow.
4. Please clarify the meaning of "continuous formation" of cyclists.
5. How does NCDOT contemplate enforcement of the purported continuous formation?
6. What would be the objective standard to determine how group cycling was "causing significant delay to traffic flow?"
7. How would it be determined that a group ride "routinely creates queues of vehicles waiting to pass." Please elaborate on the enforcement plan.

I'm trying to understand proposed recommendations that would undermine cycling in North Carolina. We can provide testimonials from thousands of participants who experience the joy of North Carolina through participation in our cycling events. We have tracked more than \$65 million that has been raised for charities and non-profit organizations from bicycle rides held in North Carolina.

Methodist University recently conducted an economic impact study on just one of our annual cycling events. The study determined that direct spending in our state by the ride participants exceeded \$1 million. Methodist also tracked more than \$65 million of North Carolina taxes and more than \$46 million of federal taxes that were generated from the ride. The ride generated the largest sales days of the year for local coffee shops, restaurants, ice cream shops, art galleries and furniture stores.

Participants traveled from 35+ states and four countries. The annual average income of the participants exceeded \$100,000 per year. These statistics are from only one ride in North Carolina. There are currently more than 80 rides in North Carolina raising showcasing our state and raising funds for charities and non-profit organization to improve the quality of life for all our citizens.

North Carolina cycling events generate millions of dollars in tourism for North Carolina. The League of American Bicyclists recently conducted a study that reported that bicycle tourism generates \$60 million of economic activity in the Outer Banks area alone. Bicycle tourism for our entire state easily exceeds \$100 million of economic activity. The tourism industry has identified bicycling "as the new golf" for the luxury travel industry.

As previously noted, the Cycle North Carolina "Mountains to Coast" ride was founded in 1999 by NCDOT to promote safe cycling practices in our state and to raise the profile of North Carolina as a bicycle-friendly state. The proposed NCDOT recommendations would brand North Carolina as an anti-cycling state and reverse all of the positive results that have enriched and enhanced North Carolina for 16 years. Moreover, millions of dollars of tourism revenue to North Carolina and its urban and rural communities would be lost.

Thanks in advance for your reply to the above questions.

Chuck Hobgood | President

chuck.hobgood@ncsports.org

North Carolina Amateur Sports

406 Blackwell Street, Ste 120 | Durham, NC 27701

919-361-1133 ext 228

www.ncsports.org

12/28/2015

Ladies and gentlemen,

I am writing to express my concern regarding the NCDOT recommendations attached to the HB232 study. Some of these recommendations are contrary to accepted safe cycling practices, and would place me, and other road cyclists at risk. These include:

Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control in narrow lane or obstructed situations so cars do not try to "squeeze by" inches to my left. In busy areas with street parking, latitude is needed in order to out of the door zone of parked cars. Latitude is also important to visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. For example, I often ride down a hill near my house where I am moving nearly as fast as the motor traffic (25mph). At the bottom of this hill is an intersection where cars make a right turn. I have learned the importance of lane control at this intersection after avoiding a J-hook collision there. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law. More importantly, it puts cyclists at risk.

Please follow the HB3202 committee's recommendations and disregard the DOT's recommendations related to the right lane.

Thank you

Joe Cabaleiro Phone: (919)274-8591 Email: jcabaleiro@gmail.com

12/28/2015

I am VERY concerned about NCDOT's recommendations for House Bill 232. NCDOT's recommendations are NOT consistent with House Bill 232 Committee. This is an under-handed tactic and my rights as a cyclist could be restricted.

I request that the HB232 Committee recommendations be followed, as otherwise cyclist safety will be jeopardized, not improved.

Sincerely,

Michael Longobardo Phone: (919)851-1116 Email: mlongobardo@nc.rr.com

12/28/2015

I request that HB232 Committee recommendations should be followed, as otherwise cyclist safety will be jeopardized, not improved.

Don Millet Phone: (919)949-2822 Email: Djm_jsg@mindsoring.com

12/28/2015

As a mother, wife, cyclist, I plead for you to keep my safety in mind for my childrens' sakes. Please follow the committee recommendations for this bill, and don't let the NCDOT make rules that don't take cyclist's lives into account.

Shannon York Phone: (919)426-7329 Email: shannonnyork@aol.com

12/28/2015

Please do not undermine the work of the committee. As a driver and cyclist, safety is a huge concern. With today's distracted drivers, our laws need to hold people accountable and understand there are consequences for poor driving habits.

A point I passionately agree with is the myth of staying as far right as possible is safer for cyclists....I've seen it far too many times that it invites motorists to try unsafe passing, as the motorist simply believe they can fit in the lane with the cyclist. This practice also lures good drivers into thinking the same.

Tony Bhe Phone: Email: tonybhe@gmail.com

12/28/2015

I'm outraged that NCDOT recommendations do not follow the HB232 Committee recommendations and that the NCDOT would instead attempt to limit safe cycling practices. I drive a lot more miles than I ride each year and pay a lot of tax to do so but the drivers of automobiles should not be pushing others out of the way to the detriment of their safety or pleasure. Shame on those who follow that agenda.

Paul Scott Phone: (919)835-9781 Email: pss@lighthouseengineering.com

12/28/2015

I request that the HB232 Committee recommendations be followed in their entirety, as otherwise cyclist safety will be jeopardized, not improved.

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Allan McNaughton Phone: (919)363-0239 Email: allanmcnaughton@gmail.com

12/28/2015

In regards to the SESSION LAW 2015-45/HOUSE BILL 232, I'd like to encourage you all to NOT dictate that cyclists have to remain in single file while on the road. When a group of cyclist cannot go two by two on the road, it can become very dangerous as vehicles pass us (most of

the time speeding over the speed limit) and not paying attention to how close they're coming. While many times the car doesn't actually hit us, it comes so close that it causes serious injury to cyclists because it pushes us off the road, many times into a ditch, etc.

Cyclists have a responsibility as well: we should be aware of the traffic and not go more than 2 abreast on the road, and many times we are guilty of this in large groups.

Bob Willix Phone: (919)637-6931 Email: bob.willix@philips.com

12/28/2015

Please follow HB 232 Committee recommendations

W W Smith Phone: (918)349-0797 Email: Wwsmith42@gmail.com

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Steven Horvitz/10104 Logsdon Lane, Raleigh/919-854-2158 Email: steven_horvitz@bd.com

12/28/2015

I am writing to urge that NCDOT follow the HB232 Committee findings in their consideration of changing any bicycling laws in our state.

Charles Gillis Phone: (919)260-2540 Email: chuck.gillis@yahoo.com

12/28/2015

Regarding HB232 Bike Safety Law Report:

When restricting a bicycle to the right of the marked travel lanes the consideration of the safety of the cyclist seems to be secondary to the statement. As a cyclist there are several hazardous items that occupy the far right of most roadways, from broken glass to poor or degraded pavement. If a cyclist is forced to stay in this part of the road they will incur more injuries and costs due to these roadway hazards, in addition to these hazards vehicles parked in the far right of the travel lane offer the additional hazards of limited sight around, opening doors into traffic, pedestrians moving around or crossing near these vehicles.

Riding two or more abreast: I do agree that this issue is problematic for motorists, but in all truth unless the group is larger than 50 bicycles the amount of delay incurred by the

motorist is less than 1 minute. This inconvenience is vastly outweighed by the safety of the riders, additionally when a group of riders does ride two abreast there will be a time when a rotation of riders from the front to the rear of the group will occur. Under this situation there will be 3 or 4 riders abreast while the front riders move around to the back of the group. The limitation places these two in violation of the law and has no concern for their need to take a break from working hard to keep the group moving safely.

Municipalities with differing cycling laws:

A bicycle by definition is a vehicle, for every municipality in the state to enact different laws regarding bicycle riding is tantamount to each municipality rewriting the NCDMV rules for automobile driving. Knowing how as a state the bicycle is allowed and not allowed to use the shared roadway system is a best management practice. It makes all who use this resource safer and lessens the confusion regarding how to address an infraction in usage.

Sincerely,

Chet Buell Phone: (919)937-3042 Email: clbuell@ncsu.edu

12/28/2015

Seems that the emphasis of the final recommendation is to restrict bicycles rather than to create a better sharing of the roads. This is illustrated in the "Good Practices", where there is only one relating to motor vehicles and the other six relating to bicycles. I think the emphasis need to be more on making the road safe for everyone rather than pointing fingers.

On Passing. The biggest problem I have found on the rural roads is that of sight lines - cars passing approaching the crest of a hill or a blind corner. Usually the car will not yield when a car (or bicycles) appear in the opposite lane, forcing the other driver to stop. An alternative action is to return to the lane, forcing the bicyclist off the road. Just as important to the pass is the return to the lane with proper clearance. Here the problem is with vehicles pulling trailers or large trucks. On urban roads, a big problem is the road with a center turning lane, where the overtaking vehicle will use that lane to pass, only to find a vehicle in that lane waiting to make a left turn.

As far as groups, this could be treated as any other impediment to traffic, and it should be sensitive to traffic piling up behind it and pull over when safe to allow the traffic to pass.

Rear lights. This is difficult to specify since a light that is bright under unlit rural roads will be nearly invisible in a sea of urban lights. Reflective clothing should be emphasized, though even that did not prevent me from being rear ended by a distracted driver.

The 4' clearance needs to be from the outer-most extension of the passing vehicle (load, mirror, trailer,..), not just the outside of the car's exterior.

In summary, most all of these recommendations are counterproductive, as they are already published in various agency brochures, or are vague or overly restrictive. A greater need is to provide an indication of more aggressive enforcement of regulations to protect bicyclists. The fact that motorists receive little or no repercussions from hitting cyclists ensures cyclists will remain a unprotected and disrespected road using minority, and be subjected to increasing restrictions on roadways.

Efforts might be better spent in getting a statewide effort to sign a safe bicyclist/driver/pedestrian pledge such as those in many NC communities.

Bruce Hermann Phone: (336)723-2350 Email: hermannbruce@gmail.com

12/28/2015

Thank you for accepting comments about the H232 report. I commend you for the work that was completed and offer these suggestions for improvements:

- Limiting to 2 abreast (except when passing) seems fine, but the proposed verbiage is contorted. Better to say that two abreast is allowed and outline exceptions, such as while

overtaking or in a special event.

- The term “single abreast” is self-contradictory. “Abreast” means “side by side”. How can a single rider be side by side?
- Four foot passing is an excellent recommendation if it is followed up with a robust educational effort.
- I’m OK with requiring that cyclists use the right half of the right-most lane going in the cyclist’s intended direction, as long as the appropriate exceptions are made. One important exception can be for taking the lane when the lane is not wide enough to share, and that width should be stated in the statute.
- “... within 15 mph of the posted speed limit ...” is not comparable. So I can ride in the middle of the lane at 10 mph on a 25 mph road? Or at 25 in a 40? I would think that motorists would find that very annoying. Within 5 mph would seem comparable, but not 15.
- Headlights and rear lights should be required only when operating both on a roadway and at night. The language proposed in the report is unclear. When ridden elsewhere or during daylight, lights are a best practice but could be a financial burden on the working poor who depend on cycling for transport.
- Regulation of headphones and earbuds while cycling should be statutory, not merely a best practice. They should not block both ears. One might be OK, but not both.
- Ditto for texting: a prohibition should be statutory. Distracted cycling is as dangerous to the cyclist as distracted driving is to everybody.
- The draft resolution seems to water things down a bit and remove any idea of making any recommendations statutory.

Also, two updates to the handout about bicycle laws:

1. Virginia now allows motorists to cross a double yellow line to pass a cyclist.
2. Virginia now requires 3 feet when passing.

Wayne Wilcox Phone: (757)385-1104 Email: wwilcox@vbgov.com

12/28/2015

The major reason that we relocated to Western North Carolina was because of the numerous outdoor activities: hiking, cycling, kayaking, etc. Of these activities cycling is our favorite.

We are very concerned that HB 232 will have a negative impact on the safety of cyclists. Although we support the four foot passing rule, that cars can cross the double yellow line when passing cyclists, and that cyclists would get the same "vulnerable road user" protections as motorcyclists, we oppose the DOT recommendations that will actually make cycling less safe, such as the recommendation to make cyclists ride on the right hand side of the travel lane. This interferes with defensive cycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions. and avoiding right-hook crashes.

Ben Elderd Phone: Email: belderd@aol.com

12/28/2015

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We are very concerned that HB 232 will have a negative impact on the safety of cyclists. Although we support the four foot passing rule, that cars can cross the double yellow line when passing cyclists, and that cyclists would get the same "vulnerable road user" protections as motorcyclists, we oppose the DOT recommendations that will actually make cycling less safe, such as the recommendation to make cyclists ride on the right hand side of the travel lane. This interferes with defensive cycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions. and avoiding right-hook crashes.

Beth Elderd Email: belderd@aol.com

12/28/2015

I request that the HB232 Committee recommendations be followed; otherwise, cyclist safety will be jeopardized, not improved. I am an avid cyclist in the Chapel Hill-Durham-Cary area, and it is very important to me to be able to continue this health-promoting activity safely on our NC roads. Thank you!

Megan Sykes Phone: (919)260-0033 Email: msjoyful13br@yahoo.com

12/28/2015

I would like to write my opposition to the HB232. I understand there are people who dislike or are opposed to cyclists on the road but this bill will make it less safe for cyclists. As a cyclist, I am very careful and purposefully select roads that are less traveled by motorists. I use caution and obey the laws. I ride single or behind fellow cyclists. And in the end, when passed by a motorist, I ride as close as possible to the right edge of the road and passing me takes a few extra seconds. The cyclists in my community talk about riding like this to educate new riders and build safe communities. Does putting my life in danger to add seconds to a motorist drive time make sense?

Jessica Thackray Phone: Email: jessthackray@hotmail.com

12/28/2015

I am a bike rider. My concerns for the recommendations provided to meet house bill H232 are as follows:

- 1) I don't believe the recommendation goes far enough in restricting informal group rides. Having ridden in these rides as well as driven an auto around them and I'm resolute that a maximum, safe group size is no more than 10-12 riders.
- 2) Keep rules and laws that say a bike is a vehicle in the road and has all the rights as such. Anything else just complicates that simplicity for a lot of drivers and riders.
- 3) Require the NC drivers tests to include a question about bikes as a vehicle in the roadway. Most drivers are ignorant of a bike being a standard roadway vehicle.

Mark Woodward Phone: (919)362-9797 Email: mark_woodward395@yahoo.com

12/28/2015

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Michael Foerster Phone: (919)844-9171 Email: mjfoerster@att.net

12/28/2015

Dear NCDOT,

I am very concerned about the recommendations from the NCDOT in HB 232 regarding cyclists that differ from the recommendations of the HB 232 working group.

In particular, I find the suggestion that cyclists should be restricted to the right half of marked travel lanes (recommendation 7) to be a dangerous one. This recommendation runs contrary to nationally accepted bicycling practices that encourage lane control, staying out of the door zone of parked cars, and improving visibility of the cyclist at junctions (to deter left-cross and drive-out collisions). I am a bicycling instructor, certified by the League of American Bicyclists, and I routinely teach cyclists that it is often safer to "take the lane", which it is. Requiring cyclists to ride on the right have of a lane makes cyclists less visible and lets motorists think there is room to safely pass a cyclist when there really is not sufficient space.

I am also against recommendation 8 that suggests each municipality should have its own regulations for group rides. North Carolina is a state that is well-positioned to bring in millions of bicycle tourism dollars, but making it extraordinarily difficult for group rides to occur, especially those that cross several jurisdictions, could send all of those cycling dollars to other states. North Carolina should be embracing and encouraging this healthy form of recreation rather than imposing confusing, restricting, and cumbersome regulations on it. There are already state regulations in place that have been carefully worked out and that are sufficient.

I am a motorist as well as a cyclist. My taxes pay for public roadways, and I should be able to use them for transportation and recreation as a cyclist, motorist, and pedestrian.

Please consider these laws from the standpoint of making cycling safe. The recommendations of the working group kept the safety of the cyclist in mind. I fear the revisions made by the NCDOT now favor the motorists' speed and convenience over the safety of the more vulnerable cyclist. The state's Complete Streets policy, adopted by the NCDOT, specifically states that the roads policy should "encourage the use of alternative forms of transportation" and "improve safety for pedestrians, cyclists, and motorists." These should be the starting points and the guides for any new legislation.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Jessica Mjelde Phone: (808)344-0709 Email: jessica@curiousneedleworks.com

12/28/2015

Please follow the HB232 recommendations regarding rules/laws to help make the cycling on NC roads safer

Michael Whaley Phone: (919)623-0576 Email: mwhaley1959@gmail.com

12/28/2015

HB232 Committee recommendations must be and need to be followed, as otherwise cyclist safety will be jeopardized, not improved.

Cindy Blair Phone: (919)417-5216 Email: cinbla58@gmail.com

12/28/2015

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars,

improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals. 3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Lisa Stewart Phone: (704)347-3884 Email: lisaann1618@yahoo.com

12/28/2015

Dear NCDOT,

I am very concerned about the recommendations from the NCDOT in HB 232 regarding cyclists that differ from the recommendations of the HB 232 working group.

In particular, I find the suggestion that cyclists should be restricted to the right half of marked travel lanes (recommendation 7) to be a dangerous one. This recommendation runs contrary to nationally accepted bicycling practices that encourage lane control, staying out of the door zone of parked cars, and improving visibility of the cyclist at junctions (to deter left-cross and drive-out collisions). Requiring cyclists to ride on the right half of a lane makes cyclists less visible and lets motorists think there is room to safely pass a cyclist when there really is not sufficient space.

I am also against recommendation 8 that suggests each municipality should have its own regulations for group rides. North Carolina is a state that is well-positioned to bring in millions of bicycle tourism dollars, but making it extraordinarily difficult for group rides to occur, especially those that cross several jurisdictions, could send all of those cycling dollars to other states. North Carolina should be embracing and encouraging this healthy form of recreation rather than imposing confusing, restricting, and cumbersome regulations on it. There are already state regulations in place that have been carefully worked out and that are sufficient.

I am a motorist as well as a cyclist. My taxes pay for public roadways, and I should be able to use them for transportation and recreation as a cyclist, motorist, and pedestrian.

Please consider these laws from the standpoint of making cycling safe. The recommendations of the working group kept the safety of the cyclist in mind. I fear the revisions made by the NCDOT now favor the motorists' speed and convenience over the safety of the more vulnerable cyclist. The state's Complete Streets policy, adopted by the NCDOT, specifically states that the roads policy should "encourage the use of alternative forms of transportation" and "improve safety for pedestrians, cyclists, and motorists." These should be the starting points and the guides for any new legislation.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Karin Schreur Phone: (913)406-5788 Email: karinschreur@msn.com
7050 Sparrow Run Lane

Chapel Hill, NC 27517

12/28/2015

Dear NCDOT,

I am a board member at the ReCYCLery, a Chapel Hill- based non-profit that rehabs bikes to donate while teaching safe cycling and bike handling to the community, and I am very concerned that the updated elements of this bill will diminish the safety of bike riders across NC. The updated recommendations do not follow the ideas shared by the working group or nationally recognized best practices, all of which create a transportation environment that is hostile to cyclists.

The restriction of bikes to the right hand side of a lane of traffic puts riders in a no-win situation of obeying the law and risking injury from "door-ing," debris, and other impediments. Further, this regulation gives motorists the opportunity to harass cyclists and riders, in effect discouraging ridership.

As an economic development issue, allowing municipalities to regulate group rides on their own sets up a harmful possibility of events (and cyclists' dollars) finding easier places to host events or locate businesses. Make it easy to navigate the state's regulations by creating one code at the state level. It's easier, more efficient, and will be better informed by the extensive commentary and research already undertaken in regard to HB 232.

I also drive a car, pay gas & registration taxes. These funds should allow me to enjoy my state safely in a car, on a bike, or on foot.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Best,

Lizzy

Elizabeth Hazeltine Phone: (843)425-8550 Email: elizabeth.hazeltine@gmail.com

12/28/2015

I'm appalled to see the differences between HB232 and the recommendations from the HB232 working group. Restricting cyclists to the right half of the lane not only marginalizes their right to the road but endangers all public road users. This suggestion also runs contrary to nationally accepted road safety practices. Furthermore, the suggestion to set individual regulations for groups of cyclists by municipality or restrict group size is an unnecessary exercise in hyper regulation.

Sincerely,

Chris Scallion Phone: (919)308-9216 Email: chris.scallion@gmail.com

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

John Straffin Phone: (919)620-7908 Email: john@straffin.com

12/28/2015

I'm writing to request that the recommendations House Bill 232 Committee be followed and that the non-committee and post meeting suggestions of NCDOT be rejected. I'm a tax payer, a cyclist, a driver and a voter and I expect the NCDOT to protect me and honor the suggestions of committee of peers.

Primary Issues:

1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

(3) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Dawn Bardon Phone: (919)724-1319 Email: dawnbardon@gmail.com

12/28/2015

I encourage you to request that the HB232 Committee recommendations be followed, as otherwise cyclist safety will be jeopardized, not improved.

Gabriel Schiada Phone: (919)669-2083 Email: Gschiada@gmail.com

12/28/2015

I have only today received and been able to review the results of deliberations included in HB232 Committee recommendations. These recommendations seem reasonable on the surface and I certainly would consider with disdain any attempts to further change existing bicycling legislation aimed at changing the current usage by cyclists/motor vehicles of NC State Highways. Laws, like medicines, have side effects and frequently such side effects have not been carefully considered or anticipated. I would also favor a wider representation from the bicycling community if time had been allocated for such. Commenting time is totally inadequate to include the cycling community at large.

Thank you.

David M. DuMond Phone: (919)258-3032 Email: daviddumond@windstream.net
1600 Hicks Road
Broadway, NC
27505

12/28/2015

Thank you for the opportunity to comment. I think that the current recommendations for House Bill 232 are not only wrong, but would harm safe cycling in North Carolina. I have been cycling on the NC roads for over 10 years and think that cyclists should be able to use the full lane in situations that call for it for safe cycling. I also strongly believe that cyclists should be able to ride two (2) abreast when in groups larger than 6. It would be unsafe and extremely difficult for cars to pass a single line of cyclists in groups larger than that. A single line of 30 cyclists would be impossible for a car to pass without swerving back into the line as we would stretch a long way along the road. This study and recommendations need to be rethought.

Sincerely,

David Brown Phone: (919)924-4120 Email: david.b.brown57@gmail.com

12/28/2015

The NCDOT recommendations for riding only in the right half of the right most travel lane is contrary to basic navigation (e.g. right-turn only lanes when the vehicle is going straight) and to basic safety maneuvers that cyclists need to take to avoid side swipes. As a traffic cycling instructor, I regret that I would have to teach students the distinction between the safe way to ride in traffic and the legal way to ride. Please consult with other cyclists experienced with cycling in motor traffic before continuing with this recommendation. Thanks.

Ted Buckner Phone: (919)856-1779 Email: tw_buckner@yahoo.com

12/28/2015

I would like to echo the perspectives of other recreational and transportational bike cyclists regarding how HB 232 differs from the recommendations of the HB 232 working group. Why have the experienced and studious working group make thoughtful comments if you ignore them? Our bicycle alliances in Chapel Hill and Carrboro have offered excellent comments that I heartily endorse.

From Heidi Perov Perry, of the Carrboro Bicycle Coalition, a bicycling instructor certified by the League of American Bicyclists:

"... the suggestion that cyclists should be restricted to the right half of marked travel lanes (recommendation 7) [is] be a dangerous one. This recommendation runs contrary to nationally accepted bicycling practices that encourage lane control, staying out of the door zone of parked cars, and improving visibility of the cyclist at junctions (to deter left-cross and drive-out collisions).... Requiring cyclists to ride on the right have of a lane makes cyclists less visible and lets motorists think there is room to safely pass a cyclist when there really is not sufficient space.

" I am also against recommendation 8 that suggests each municipality should have its own regulations for group rides. North Carolina is a state that is well-positioned to bring in millions of bicycle tourism dollars, but making it extraordinarily difficult for group rides to occur, especially those that cross several jurisdictions, could send all of those cycling dollars to other states. North Carolina should be embracing and encouraging this healthy form of recreation rather than imposing confusing, restricting, and cumbersome regulations on it. There are already state regulations in place that have been carefully worked out and that are sufficient."

Please consider the issues. The recommendations of the working group kept the safety of the cyclist in mind, and should be followed. The state's Complete Streets policy, adopted by the NCDOT, specifically states that the roads policy should "encourage the use of alternative forms of transportation" and "improve safety for pedestrians, cyclists, and motorists." But many people are just afraid to ride, and this bill would NOT help that.

Please include my comments as an addendum to the appendix.

Melissa McCullough Phone: (919)357-0333 Email: melissamccnc@gmail.com
Chapel Hill

12/28/2015

I am providing the following comments for the record on the Bicycle Safety Law Report HB232

(1) Restricting solo bicyclists to the right half of marked travel lanes: When I began bike commuting several years ago I studied a number of cycling publications on safety recommendations for commuting. This recommendation runs counter to a number of the safety recommendations I found in those publications. My personal experience over a good number of years of riding is that this recommendation would lead to situations that are less safe for the cyclist.

(2) The riding abreast issue: I have participated in a number of MS rides and Cycle North Carolina rides and believe that riding abreast can be done safely and that it would be an unnecessary restriction to make abreast riding illegal.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Adding to the complexity of regulations contributes little to improving cycling safety.

Richard W Bailey Phone: (919)782-6999 Email: parkmaker@nc.rr.com

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Brian Lowinger Phone: (919)869-7370 Email: brianlowinger@yahoo.com

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling

practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Charley Rowe, 117 Purefoy Rd, Chapel Hill NC, 919 492-4969

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

David Carpenter Phone: (918)360-0364 Email: davidbcarpenter@gmail.com

12/28/2015

I am alarmed by HB 232 especially the content about requiring organizations to seek permits from municipalities and for those municipalities to enforce their own regulations regarding bicycle transport within them.

Do legislators not take into consideration the following points:

1. Bicycle ridership is growing and municipalities/residents are encouraging commuter bicycling to reduce road congestion.
2. If every organization has to register with each municipality for group rides, do legislators realize the manpower and time that valuable charitable organizations that sponsor full

day/multi-day cycling events must expend to comply with this law?

3. EACH of us has responsibility to reduce global warming and to reduce our NC communities from pollution contributed by motor vehicle emissions. Creating restrictions on cycling are directly in conflict with this and make our communities less friendly to current residents and less appealing to newcomers especially those with families who want outdoor recreation in a non-threatening and easy-to-access way.

Stacey Reid Phone: (412)720-4261 Email: blithereid@gmail.com

12/28/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 29.

Brandy Sadler Phone: (919)624-2477 Email: ryanandbrandy@hotmail.com

12/28/2015

Paul Sappie Phone: (919)656-3781 Email: prsappie@gmail.com

I support HB232

12/28/2015

Thank you for the opportunity to comment. As an avid cyclist I feel there is a great need for education & communication between the driving & riding populations, and this is a step in the right direction. It is important that the governing bodies take a strong position of support of cyclists & cycling. Huge amount of tourist dollars, potential residents and businesses will go to more health, safety and recreationally minded states who are harnessing the economic power of creating outdoor environments for community members, whether cyclists, walkers or other recreationalists. Much hinges on thoughtful supportive rules and communications!!!

Rule to pass 4' is ideal along with communication about importance of giving wide berth for safety. I imagine most drivers don't know what 4' is when passing but this will help, especially if crossing the double yellow is allowed.

It is not sensible or practical to require permits for large cycling groups. Setting practices to move over where practical or queue single file (if safe) might be a good idea.

Communication about rules about dogs attacking people is necessary. Owners & cyclists need to know what dog owners liability is and rules or "do's & don'ts" about what to do when attacked is vital. We ride in rural counties & sometimes the owners are as dangerous as the

dogs. Not kidding.

My hope is that these rules go far to establishing a healthy culture to aid all who use the roadways.

Thank you,

Melissa Hall Phone: (910)639-3747 Email: Melihall2@gmail.com

12/28/2015

Jess

RE: HB232

Dear NCDOT,

I am very concerned about the recommendations from the NCDOT in HB 232 regarding cyclists that differ from the recommendations of the HB 232 working group.

Overall, I find the recommendations to prioritize motorists' speed and convenience over the safety of cyclists and pedestrians. As a society, we must align our policies with values that prioritize safety, health, and environmental stewardship over convenience and disdain for alternative forms of transportation.

In particular, I find the suggestion that cyclists should be restricted to the right half of marked travel lanes (recommendation 7) to be very dangerous. This recommendation runs contrary to nationally accepted bicycling practices that encourage lane control, staying out of the door zone of parked cars, and improving visibility of the cyclist at junctions (to deter left-cross and drive-out collisions). Requiring cyclists to ride on the right have of a lane makes cyclists less visible and lets motorists think there is room to safely pass a cyclist when there really is not sufficient space.

Recommendation 8 that suggests each municipality should have its own regulations for group rides is also misguided. North Carolina is a state that is well-positioned to bring in millions of bicycle tourism dollars, but making it extraordinarily difficult for group rides to occur, especially those that cross several jurisdictions, could send all of those cycling dollars to other states. North Carolina should be embracing and encouraging this healthy form of recreation rather than imposing confusing, restricting, and cumbersome regulations on it. There are already state regulations in place that have been carefully worked out and that are sufficient.

I am a motorist as well as a cyclist. My taxes pay for public roadways, and I should be able to use them for transportation and recreation as a cyclist, motorist, and pedestrian.

Please consider these laws from the standpoint of making our roads safe. The recommendations of the working group kept the safety of the cyclist in mind, in addition to the safety of pedestrians and motorists. I fear the revisions made by the NCDOT now favor the motorists' speed and convenience over everyone's safety. The state's Complete Streets policy, adopted by the NCDOT, specifically states that the roads policy should "encourage the use of alternative forms of transportation" and "improve safety for pedestrians, cyclists, and motorists." These should be the starting points and the guides for any new legislation.

Sincerely,

Jess

12/28/2015

To whom it may concern,

Thank you for the important work you all do to make NC's roadways safe for all modes of transportation. As it pertains to House Bill 232 and any similar policy, I ask that you prioritize active forms of transportation such as biking, which yield both health and environmental

benefits and deserve as any other mode of transportation to be treated fairly. North Carolina has made tremendous strides in recent years to create environments that promote healthy, active lifestyles, including the Active Routes to School project and Watch for Me NC campaign. Any policies that single out those seeking to pursue these active lifestyles detract from this important work. Please keep us moving in the right direction and support the efforts of your colleagues.

Best,

Mike

Michael Zelek Phone: Email: mlzelek@gmail.com

12/28/2015

House Bill 232 is obviously biased against having bicyclists inconvenience motor vehicles in any way. This so called study is simply to limit the use of roadways for cyclists. This is regressive thinking. This bill is ill conceived. Cycling is a healthy sport and an eco-friendly way to get around. As people age, the ONE sport that people can continue to do with vigor is cycling. The social and health aspects are wonderful. This bill seems to be aimed at cyclists who group ride. The only harm to society by group cycling is small inconveniences to drivers who must slow down to find a place to pass. Let's not encourage further road rage by giving drivers yet another law to throw in the face of cyclists. We're talking about simple bike riding here! Keep it simple. Let people ride. Single file riding in a group is virtually impossible to do safely...yes, safely.

Jerry Jones Phone: (919)272-9974 Email: jj2138@gmail.com

12/28/2015

I request the findings of hb232 be followed as written. I do not support the changes made by ncdot.

Will Bartlett Phone: (919)539-2261 Email: Will5392261@netscape.net

12/27/2015

I'm a driver and a cyclist and I just want to submit my opposition to H332, for the following reasons. First, as a cyclist, every time I have had a close call with a vehicle while riding my road bike, it has been while hugging the right side of the lane, riding solo. People in cars naturally feel they can pass me easier if I hug the side of the road. It never fails to amaze me just how much safer it is to ride 2 abreast, in the center of the lane, both as a bike rider and a car driver.

Therefore, I implore you to take effort in educating drivers on distracted driving issues as well as understanding that the roads belong to all of us, not just them.

Thank you,

Vanessa Mebel

trilikecrazy@gmail.com

172 Myers Farm Trail

Advance, NC 27006

12/27/2015

I wish to express the following comments with regard to the H232 Bicycle Safety Law Study: Restricting Cyclists to the Right Half of the Lane: When there are road hazards and obstacles cyclists simply need to be able to utilize the full lane for their own safety and to be as visible as possible to those driving motor vehicles.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Margaret-Anne Atkins
dnanurse2003@yahoo.com
8409 Running Cedar Trail
Raleigh, NC

12/27/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Thomas Dement t.dement3@gmail.com
Wake Forest NC
919-423-5833

12/27/2015

First, I would like to thank the NCDOT and House Bill 232 Working Group for their work on bicycle and pedestrian safety in our state. I would like to address several concerns to the NCDOT and the Joint Legislative Transportation Oversight Committee related to the NCDOT's recommendations concerning cycling to be included in House Bill 232:

1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. Existing law is sufficient for cyclists who practice safe side-by-side riding and new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides of over 30 people creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Thank you for your consideration on these 3 points.

May Toms maytoms@aol.com

Greensboro, NC

12/27/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

David Bertelli davidbertelli@yahoo.com

904 Shasta Daisy Dr

Wake Forest, NC 27587

919-800-5635

12/27/2015

If you are trying to destroy cycling these new laws would do it.

Making cyclist have a headlight? What size and what constitutes as a headlight.

Having a group of 30 or more cyclist obtain a local permit that would kill organize group rides or charity rides as

we know it. Obtaining local permits when we may cross 2 or more counties sounds like that would be time consuming and expensive to obtain as there are many group rides per week.

If safety is paramount then look at the cycling accidents they usually involve a solo rider getting hit, riding in a group is far safer.

You want young people to come or to stay in the state of NC to work this would only deter there decision to stay where this is not a friendly bicycling state.

Thank you,

Kevin Maiden

joeandi_99@yahoo.com

12/27/2015

To the Joint Legislative Transportation Oversight Committee:

I am a cyclist. I believe that the provision that would require cyclists to ride as far to the right of the right travel lane as possible and safe is overly restrictive and actually creates an unsafe situation for the cyclists and motorists. I believe that this provision should be modified or removed from the proposed bill.

1. Riding a bicycle as far right as possible and safe would create the situation where the cyclist is constantly or frequently weaving left and right for 2 to 5 feet in order to avoid any number of hazards typically found along the edge of the roadway such as drainage grates, branches, leaf piles, parked cars, trash cans, bottles, cans, broken glass, dead animals, large cracks in the pavement, patches of gravel, puddles, etc. This puts the cyclist at much greater risk than riding in a straight line in the right wheel path of the roadway which is typically void of most of these hazards. It would also cause the motorist to be more cautious, possibly interrupting the smooth flow of traffic more than necessary.

2. If there is more than one travel lane going in the same direction, cyclists should be allowed to occupy the farthest right hand lane just as a motorcyclist or moped operator would. I have seen a university study video that showed that a cyclist riding in the middle of a travel lane is more visible from farther away than a cyclist riding along the right hand edge of the travel lane providing motorists more time to adjust their speed and/or change lanes in the left hand lane(s) sooner in order to pass safely.

3. Trying to stay to the far right of the lane invites motorists to make dangerous passes. I witness these personally on a frequent basis. When a cyclist is on or near the right edge of the roadway, motorists coming up behind will often; a) pass with only 1 to 2 feet of clearance for the cyclist, b) pass in the middle of a blind curve or over a blind hill, c) pass in the face of on-coming traffic, or any combination of these.

I would suggest that the provision be modified to restrict how close cyclists are allowed to be to the yellow center lines, such as no closer than 2 feet. And that cyclists be restricted to the most right hand travel lane. Exceptions made of course when a cyclist is making a left hand turn.

Thank you for your attention.

Frederick Wang
fritz@triad.rr.com
Jamestown, NC

12/27/2015

To whom it concerns:

I have mixed feelings about the proposed recommendations of H232. First, I want you to know that I am certified by the League of American Bicyclists as a bicycle safety instructor and have been teaching classes since the 1980's. I also am the owner with my husband of Liberty Bicycles, Inc. in Asheville. I tell you this because my livelihood is dependent on the sale of bicycles. Over the last two years I have heard from a number of customers that they are no longer riding their bicycles on the road because many motor vehicle drivers are distracted and/or treating them with disrespect. Just last week a new bicyclist returned a road bike after one ride where he was harassed by a carload of young adults. It is important to me that my customers feel comfortable riding on area streets and that they behave in a manner that is compatible with state laws. The bicycle is an affordable means of transportation and with the NCDOT Complete Streets policy or roadways and laws should be encouraging safe travel for all modes.

I am supportive of rules that will make bike riding on NC roadways safer. Having an average of 19 bicyclists killed on NC roads and 664 crashes is appalling. I am pleased that

Vision Zero in traffic fatalities is a goal for the H232 work group and NC DOT. I am not sure all the suggestions will help reduce these numbers.

I have read the proposed rules and the minutes of the H232 committee and find that the committee made some good suggestions. I do not understand why changes were made to the recommendations of the committee. I was especially pleased with the suggestion that motorists need to leave 4 feet clearance when passing a bicyclists which means they usually need to go into the other lane to do so after they have determined it is safe. Too many times I have been startled by a motorist passing me leaving only one foot between his vehicle and me. I have noticed this usually occurs when I am too far to the right side of the roadway. When I am further out into the lane they usually wait until it is clear and move across the center line to pass. This brings up my concern about the ruling that requires a bicyclist to ride in the far right half of the lane. Best practice is for the cyclist to ride out into the lane when it is too narrow for someone to pass in the lane or when it is unsafe to pass. I am concerned that this rule will require bicyclists to ride on the edge of the roadway, this is where debris collects, roadway edge crumbles, and it is difficult to avoid shoulder drop-offs when riding too far right. According to the minutes of the meetings the committee members did not feel that lane position was an issue and that the present law was satisfactory. Why the change?

When I lead casual rides that have 10 or more riders, I suggest that we leave space between every 3-4 riders so cars can pass a small group at a time. If we find that cars are backing up we will pull off the road and wait for them to pass before re-entering the roadway. This is done for courtesy and seems to work well.

Another concern is the change allowing municipalities to require permitting for informal group rides. I am not sure what that is about unless it has to do with large training rides by teams. Long distance rides like Cycle North Carolina and many tour organizers who lead rides over long distances and covering many municipalities probably do get permits for their rides. Local bike clubs host fund raising rides that go through several municipalities. These rides bring individuals into towns with dollars to spend by staying in motels and eating in restaurants. It seems to counterproductive to limit these events and oppressive.

Requiring bicyclists to have identification seems sensible on one level and I always wear my id bracelet. This seems to be close to requiring a license to ride on roadways which has always turned out to be more costly than worthwhile.

It seems to me that some of these concerns will create issues between bike riders and law enforcement officials rather than making our streets safer for all users.

Sincerely,

Claudia P. Nix

claudianix@libertybikes.com

co-owner of Liberty Bicycles

12/27/2015

To the NC DOT and the Joint Legislative Transportation Oversight Committee:

I am writing to submit comments on the draft NC DOT recommendations for the H232 Bicycle Safety Law Study. I am very concerned with several of these recommendations and especially how NC DOT has not followed the recommendations of the H232 Committee. I hope NC DOT will reconsider its approach and embrace the recommendations of the H232 Committee.

Here are my specific comments:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's

contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending a new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. Thank you for considering my input and that of the H232 Committee.

George Ivey

154 Ridgeview Lane

Canton NC 28716

georgedivey@gmail.com

12/27/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Ken Heisig kenheisig@gmail.com

1369 Fearington Post

Pittsboro, NC. 27312

919-260-2569

12/27/2015

After reading the committee and draft recommendations for the Draft H232 Report, here is my feedback from my experience as both a cyclist and motorist:

1) Restricting solo bicyclists to the right half of marked travel lanes reduces visibility for cyclists, especially in turns. Frequently, there are also many hazards in the road that require a

cyclist to attentively change position on the road for safety - a few examples include area with parking on the right where getting doored is a concern, washed out gravel into the road, roadkill, illegally dumped debris and litter, potholes, and puddles. These occur everywhere: city streets with or without bike lanes, bike paths, and rural roads. If the law doesn't entitle use of the full lane, and motorists assume a bike will never be there, I am fearful that motorists won't be on the lookout or understand that the issues that exist for cyclists.

2) Riding abreast is often the safest and most efficient for group riding, enhancing visibility and making communication easier. On group rides, members alert the riders of road hazards, oncoming traffic, or cars trying to pass, and closer proximity allows the group to adjust as needed. Without riding abreast, in many situations a long single-file lane would take an exceptionally long time for a motorist to pass, and be especially dangerous at curves. My personally position, in agreement with the committee, is that riding abreast is not a safety issue, but an important right, which right now is lacking in driver's education.

3) A permitting process per county within the state would create significant challenges for ride organizers, especially when it's easy to cross through 3 or more counties in a single ride. This would be inefficient and extra overhead for all parties involved.

Thank you,

Michael Carbaugh michaeljcarbaugh@gmail.com

12/27/2015

My mother served in the state house for 20 years and I know it can be difficult to truly understand all aspects of a proposed bill. The Ncdot clearly does not have the true safety and rights of cyclists in mind.

Please consider the following regarding the new proposed legislation.

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Chester Alexander

chesteralex@yahoo.com

12/27/2015

Please consider the following and help protect cyclists rights and safety-

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police

and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. Thank you.

Francis Abdou
fabdou@aol.com

12/27/2015

Joint Legislative Transportation Oversight Committee,

I am writing to express my disappointment and disapproval with the proposed legislation that could restrict where a bicyclist may ride within a marked travel lane or riding abreast within a single marked travel lane.

I am proud to be a resident of North Carolina where riding a bike on the roads is part of my daily life. As a professional cyclist and someone who depends on riding a bike for my livelihood, I am fortunate enough to be able to ride a bike all over the world, but I always look forward to coming back to NC and my favorite roads and communities in the world. I've seen time and again that with the proper education and consideration for all who share the road, we can co exist safely and productively.

The amazing country roads of this state as well as the urban roads through a city should welcome cars and bikes alike. Bikes provide a fantastic outlet for fitness, recreation and those who commute through the city are an asset to the community as they cut down on traffic, pollution and are generally healthy and happy people!

This proposed legislation would be a huge hit cyclists who are happy to safely share the road with motorized vehicles and actually go a long way to make the roads more dangerous for bikes and motorists. Please stop this legislation for many reasons, including the following...

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride

organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Thank you for your consideration.

Brent Bookwalter brentbookwalter@gmail.com

Asheville, NC

BMC Racing Team

www.brentbookwalter.com

www.bookwalterbinge.com

12/27/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Many independent cycling groups attempted to have input to this issue and were denied that opportunity; for no apparent good reason. At a time when literally the world is working to make more progressive use of the bicycle for health, cost, environmental and a host of other reasons it is again virtually important that NC not continue to step backwards.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Patrick J Jordan

patrick.jrdn@gmail.com

2020 Longwood Dr.

Raleigh, NC 27612

12/27/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions

that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Jennifer Juergens
juerge4510@gmail.com
8231 Hampshire Pl,104
Raleigh, NC 27613
919-480-7726

12/27/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Bernard Williford thebigdiver1@gmail.com
1113 Mockingbird Drive
Raleigh, NC 27615
(919) 368-5437

12/27/2015

I have read H232 and after 25 years of bicycling (and driving) on roads all over the state both commuting and touring I can say for sure that it will not be possible for cyclists to follow the proposed new rules in regards to staying on the right hand side of the white line, and two riders abreast among many others.

The reality is that the many different conditions on our roads demand different riding practices in order to keep everyone safe. It is often easier for cars to see cyclists and pass safely if the rider is about a foot to the left of the line and then moves over more to let the car pass. Other times in city traffic it is necessary to take the entire lane like a car especially when approaching stops or in very low speed limit areas.

I'd say from experience that less than half of our roads have enough room on the right side of the white line, and often it is too littered with dangerous rocks and damaging debris.

There is more traffic on our roads all the time and it is getting more and more difficult to ride many places in our state. These new rules would make riding even more difficult and impossible to do safely and legally on most roads in our state.

NC is part of many cross country cycling routes, and people from all over the country ride here as well. It doesn't make any sense to have such drastically different rules in NC. Bicycling is an affordable healthy and low impact commuting and traveling option that should be encouraged by our department of transportation with roads that work for bicycles and cars together. Please listen to the bicycling community about 232!

Thank You

Trevor from Asheville, Chapel Hill, Charlotte, OB etc

Trevor Knowles trevor1knowles@gmail.com

12/27/2015

To whom it may concern,

I see that there is a recommendation for motorists to be able to cross the double yellow line when passing a cyclist. While this is a good thing, I thought it is already allowed, and telling drivers explicitly that they are allowed to do this seems problematic. I already see, on average, every week a driver forces oncoming traffic to slam on the brakes to avoid hitting them as they unsafely pass me; around blind corners and over the crest of hills.

Next I see a requirement for lights and/or hi-visibility clothing. this is also a good thing for cyclists to do but improper to try to legislate as it fails to take into account the fact that the key to visibility is contrast. Yellow and orange is not very visible when there is a school bus or the sun behind it. It also makes it more difficult/impossible for the extremely poor people who's only transportation option is a bicycle. I believe all bikes, especially the low end ones common to economically disadvantaged people come standard with a white front, red rear, and amber pedal reflectors; these are the only acceptable visibility requirements.

I am very disappointed to find out that the working group did not come up with anything in regards to a safe passing distance but am happy to see that NCDOT recommends a minimum of 4 feet. That is, as long as folks realize that "at least 4 feet" means that as everybody's speed increases, so should the passing distance.

Now the part about "operating position", I see no need to change anything other than educating drivers and enforcers as I believe current language states that cyclists are to ride "as far right as practical".

I would prefer to never see people on the roads with headphones on, but we should never assume somebody can hear us, there are deaf and hard of hearing cyclists and drivers and pedestrians.

There may be laws addressing aggressive driving, harassment, and SOME forms of distracted driving, but this means ABSOLUTELY nothing as long as it is legal, and people believe it is ok to use a cell phone while they are driving automobiles. I won't even begin to address all the other common distractions.

Thanks for taking the time to read this, and I hope it will be added to the discussion.
matte unracer@gmail.com

12/27/2015

Please consider the notes below in regard to proposed H 232 Bike Safety Law revisions.

I look forward to any improvements or clarifications to existing laws and all additional Awareness Programs for motor vehicle operators and bicyclists.

Introduction: Paragraph 3: "Wide shoulders along busy, narrow roadways provide space for cyclists to pull over or allow for cars to pass." Wide Paved Shoulders are certainly welcome, but if the shoulder is not paved, then that shoulder is not suitable for bicycle use.

Unpaved shoulders are treacherous and it is inappropriate for motor vehicle operators to expect someone to leave the road so that the motor vehicle can pass. There is no practical way that a bicyclist going 15 or 20 mph can pull off of the roadway &/or slow down in order to pull off the roadway whenever a motor vehicle overtakes them. If the motor vehicle will abide by the 4' clearance, then there's no reason for the bicyclist to be expected to leave the roadway. This is a good opportunity to help motor vehicle operators, to understand that the road shoulder is not a viable option for someone on a bicycle.

Section (4) Visibility (clothing or other reflective gear) and lighting requirement. "Cyclists should wear bright and/or reflective clothing and equip their bicycles with high visibility front and rear lamps, for use in all dim or dark conditions." As currently worded, paragraph 20-129 (e) does not seem to distinguish between daylight hours and when riding in dim or dark conditions. Can the requirement be clarified to be refer to requiring headlamps and taillamps "when riding in dim or dark conditions" so that I'm not in violation if I'm riding at noon without a headlamp or tail lamp. Furthermore, when riding during daylight hours, a headlamp serves no purpose, because I am riding in the same direction of travel as motor vehicles, so the only one who would see the headlamp would be approaching vehicles that are on the other side of the roadway.

Paragraph 7. Operating position in roadway. The NCDOT reference to riding single abreast is confusing. Single abreast makes no more sense than "walking alone, side-by-side". All of the other paragraphs make the distinction between riding in single file and riding 2 (or more) abreast. Hopefully there will be an opportunity to eliminate the ambiguity of the wording and refer to "riding independently, in a group riding single file or two (or more) abreast."

....

Thanks,

John Lennox jclngvl@gmail.com (252) 917-4730 (c)

12/27/2015

1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

I'm a 71 yo long time biker. I agree with all these recommendations and would hate to see new laws started against these clearly reasonable points offered. Thanks for your help on this and please pass to those in need of better info. to not make an unwise law.

bheinrichky@gmail.com c859-7798986

Dr. Robert G. Heinrich

12/27/2015

Could you please add my questions and comments below to the upcoming H232 Bicycle Safety Law Study meeting.

(1) Having a law that restricts solo bicyclists to the right half of marked travel lanes is a detriment to defensive bicycling practices including but not limited to lane control, staying safely out of the door zone of parked cars, improving visibility at junctions and avoiding right-hook crashes.

Why take away half of bicyclists' existing travel lane rights?

This will only encourage police and other motor vehicle harassment of safe cyclists and create a multitude legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. They stated existing law is sufficient for cyclists who exercise safe practices and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, especially the times a Cycling Group rotates and where they stop at traffic signals.

So why create an environment whereby Cyclists lives are put in more danger to the advantage of the motorist? We don't need new legislation for this, just enforce existing laws.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permit a process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. Having one regulation, Statewide, is sufficient, less confusing and more manageable.

Regards,

Ian Farrell farrell.ian@gmail.com

8500 Kennebec Road,
Willow Spring, NC 27592

12/27/2015

Dear NCDOT

Regarding Bill 232, portions of this bill appear to be very unsafe. This is not simply about responsible citizens.

Bikers are not safe. Bike lanes and trails are too few and too short and bikers fear life threatening injury to go where we need to go. They join clubs to be safe. This bill is leading in the wrong direction further limiting groups and the safety of bicyclists.

Yes a large group of cyclist can frustrate impatient drivers. Yes riders that don't share the road can be frustrating like cars who don't share. The difference is cars kill bicyclists far too often. Drivers don't need even more ammo to encourage road rage on cyclists through inconsistent local laws. Think about this. Local laws will kill people!

These rules will risk confusion at best and attempt to take away what little control responsible bicyclists have to be safer on their rides. Tax my bike but I trust you will agree safety should come first. Before rushing to give more local control and further restrict defensive cycling at the cost of less consistency and clear education on respecting every ones right to the road, please but more thought into these portions of the bill.

Sincerely,

Avid bike rider
gmitche13@gmail.com

12/27/2015

I am a life long citizen of Randolph

Cyclists, I also drive vehicles I also know there Good Cyclists and bad one Just like driver of vehicles. We need the 4 foot law and not have a group size. Every Saturday may to October my group do charity rides This help a lot need in our State

Please help us out

Tracy Lynn Staley

3231 Katrina drive Thomasville NC 27360-8354

Most of the following recommendations were agreed upon by the working group and NCDOT.

There are some exceptions where NCDOT had separate recommendations.

Pros

1. Recommend that drivers be able to cross double yellow line when passing a cyclist
2. Mandate a 4 foot clearance when passing a cyclist
3. No requirement for cyclists to carry ID
4. Allow right arm indication of a right turn. Left arm indicator is often misinterpreted.
5. Bicycles would be on par with motorcycles in terms of vulnerability and liability

Cons

1. Maximum of two abreast cyclists under any circumstances, exception is an approved bike race.

2. Requirement for a front headlight and taillight

3. Requirement for bright clothing

4. Cyclists to ride as far to the right of the right travel lane as possible and safe (There are no current restrictions on where cyclists position themselves, only a best practice recommendation to ride in the area where the right wheel of a motor vehicle would track.)

5. A requirement to obtain local permits for groups of 30 or more

6. No headphones or any other distracting items.

Uncle Lynn

teamunclelynn@aol.com

Cycling for fun, Cycling for Health, Cycling for Others!

12/27/2015

As an avid cyclist in the High Country of NC, I disagree with many of the recommendations made for addressing cyclists' road use safety. Please advise the Joint Legislative Transportation Committee the following points of contention.

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. Please reconsider these issues that affect both cyclists and vehicles.

Sincerely,
Roni Ellis roniellis@wataugaleisurebiking.com
Boone Area Cyclists Club member
Watauga Leisure Biking Club member

12/27/2015

I am writing concerning the N232 Working Group and NCDOT recommendations. My comments follow:

Item #2 "Whether bicyclists on a roadway should be required to ride single file or allowed to ride two or more abreast."

I am concerned that any legislation regulating the number of cyclists abreast be worded in a way to allow for some flexibility based on traffic and road conditions. I agree that no more than 2 abreast when passing vehicles are present is the safest way. But small clumps of social riders on a road with no traffic from behind should be allowed.

Item #4 " Visibility (clothing or other reflective gear) and lighting requirements"

The wording in the NCDOT recommendation is confusing:

" § 20-129(e) Lamps on Bicycles. Every bicycle shall be equipped with a lighted lamp on the front thereof, visible under normal atmospheric conditions from a distance of at least 300 feet in front of such bicycle. Bicycles shall also be equipped with a lamp on the rear, exhibiting a red light visible under like conditions when used at night, or wear clothing or vest that is bright and visible from a distance of at least 200 feet to the rear of the bicycle."

This wording appears to require a front headlamp but not necessarily a rear one? And saying "Every bicycle shall be equipped" seems to imply that the lighting is required on the bicycle whether it is daylight or night?

It is my opinion that rear lighting should be required for all night riding. While front lighting is not always needed (especially on lighted streets) it does enhance visibility of the cyclist and should at least be recommended if not required for night riding but the presence of lighting equipment on the bicycle should not be required unless the bicycle is being used at night.

Item #7 " Operating position in roadway"

I agree in principle to NCDOT's position but again the wording is important. Cyclists should be given leeway considering road conditions and traffic. i.e. - the cyclist's safety should be the first concern. If there is debris in the road or parked cars on the side or if the cyclist needs to "take the lane" to get the attention of a motorist - there should be no restriction. A simple "cyclists should keep to the right side of the travel lane when it is safe and clear to do so" should be sufficient.

Overall the recommendations are good and I am glad these issues are being addressed.

Sincerely,
Robbie Link
Cyclist and Motorist
2512 Mount Sinai Rd.
Chapel Hill, NC 27514
robbielink@gmail.com

12/27/2015

NCDOT,

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's

contributory negligence law.

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(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Richard Bivins wa4gmd@triad.rr.com

Trinity, NC

12/27/2015

NCDOT,

I must object to the recommendations in the draft report of the HB232 study.

Several NCDOT recommendations contradict the working group's recommendations or seem to be solutions in search of a problem. The NCDOT recommendation should generally be to implement the intent of the working group, or in the absence of a recommendation, to maintain the status quo. Recommendations 2, 7, and 8 need to be revised to be better aligned with the recommendations of the working group (recommendations 2 and 7 called for no change, and recommendation 8 called for guidance only, while NCDOT proposes statutory changes for all three).

Additionally, there are several technical issues within the recommendations themselves:

•Recommendation 2:

o If, as the "Intent" section states, having riders ride two abreast improves conspicuity, wouldn't having more than two riding abreast logically improve conspicuity that much more?

•Recommendation 7:

o It is not the "common" practice of cyclists to ride in the right half of the lane. While some cyclists do this, many others ride generally in the middle of a lane, and others will deliberately ride in the left half of the lane. Having no specific recommendation for lane position allows the cyclist to ride where he or she may feel most comfortable for the circumstances.

o Specifying a position turns a judgement call into a ticketable infraction: it becomes up to the discretion of law enforcement to determine whether a cyclist is in the middle of a lane or not. The visual perspective and/or memory of the law enforcement officer will override the actual position of the cyclist.

o North Carolina's contributory negligence laws will compound the problem. If this law exists, a cyclist who is injured and happens to have been left of the middle of the lane when injured will be deemed to be contributorily negligent -- and therefore will receive no compensation.

o This recommendation also contradicts the vulnerable user protections due to the contributory negligence laws.

•Recommendation 8:

o The "Intent" section clearly states that this recommendation is a solution in search of a problem: "It is unknown the extent to which group rides without special event permits have prevented safe passing or caused unreasonable traffic delay". Until such problems, if any, are

quantified, leave the law as it is. Moreover, recommendation #1 (allow passing on a double-yellow line if clear/safe) would help to mitigate any such impact.

Thank you.

Matt Magnasco nggofers@bellsouth.net

Charlotte

12/27/2015

To the Joint Legislative Transportation Oversight Committee,

I'm writing as a resident of the great state of North Carolina express my hopes that you will not support the restrictions that House Bill 232 would impose on bicyclists in our state. My wife, two year-old son and I moved to Charlotte last May from out of state and have chosen to live car-free.

There are many factors that make this decision the best for our family, but the recommendations made by NCDOT to the House would severely limit our freedom and ability to ride safely on North Carolina roadways. Restricting bicyclists to the right half of the lane is not in accordance with best practices for defensive cycling. On a daily basis, in interactions with drivers, myself and my family use our best judgment to select the safest positioning within the lane. The NCDOT recommendations would prohibit our ability to do this.

An abundance of research (much of which has been presented to NCDOT with regards to HB 232) suggests that riding two abreast is the safest method for multiple cyclists and group rides to share the road with motor vehicles. Prohibiting this and requiring government permits and approval for group rides larger than thirty participants is an undue burden that would have a negative impact on the safety of road users in our state.

Thank you for your time. I would urge you to read the data presented by advocacy groups like WalkBikeNC who have attempted to educate those making the decisions for safety on our roadways.

Sincerely,

Paul Benton

benton.pt@gmail.com

12/27/2015

Dear NCDOT and Joint Legislative Transportation Oversight Committee,

I commute to work on my bicycle as well as ride in my area on the weekends. It is a special sport and recreational activity that I would love for more people to become involved in- and this report has some troubling aspects that will prevent ease of cycling.

Can you please make sure my concerns are forwarded to the report authors of H232?

I share the concerns of the BikeWalkNC, which are that no new legislation be promoted to restrict where a bicyclist may ride within a marked travel lane or riding abreast within a single marked travel lane.

Further specifics are:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling

and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Thanks for your attention to my concerns and comments,
Jennifer Ballance jenniferballance@gmail.com
Midland, NC

12/27/2015

Joint Legislative Transportation Oversight Committee,

I am very concerned about Mr. Lacy's failure to participate in the appointed committee meetings and his unilateral agenda that he has put forth and apparently portrayed as recommendations of the HB232 committee.

Our transportation system needs to provide for all modes and it must do so in a complete and safe manner. Mr. Lacy's recommendations do not promote safety.

When all we design for is motorists, all we get are motorists. When we design for pedestrians, bicyclists, and transit users, we give people opportunity to use other modes and thereby reduce motor vehicle traffic and improve human and environmental health.

As a professional civil engineer that often practices in the area of transportation engineering, as a motorist, and as a frequent bicycle commuter, I am compelled to reiterate the following concerns:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. When so many communities across the country are making changes to their transportation systems in order to attract bicyclists, pedestrians, and transit users, it would be a detriment to our entire state to codify these proposed changes.

I am available at your convenience if you would like to further discuss these matters.

Sincerely,
Tony Hauser, PE
velogoat@gmail.com
25 Melrose Ave.
Asheville, NC 28804

(828) 337-5173

12/27/2015

To the Joint Legislative Transportation Oversight Committee:

Thank you for the opportunity to comment on the HS 232 Bicycle Safety Study Report. I have been riding on rural roads in North Carolina for 43 years. In fact I rode 50+ miles both on Christmas Eve and the day after Christmas. I often go with groups of 12 to 15 riders, sometimes more. And I go on 100-mile rides to the beach a couple of times a year. So it is important to me that NC laws and regulations reflect the need for bicycle safety on rural roads.

While most of its recommendations are very good, I urge you to reject proposal #7, "Operating Position on Roadway." If enacted, this rule would prevent citizens from using the basic defensive driving techniques that are necessary to operate a bicycle in traffic safely, and which are taught by the League of American Bicyclists and every other national bicycle safety organization. The current law works well to ensure that all road users can operate in safety. Please do not change it.

Sincerely,

Robert C. Morrison

rcmorrison13@gmail.com

Greenville, NC

12/27/2015

To the NCDOT:

I am emailing you about my concerns with the draft of House bill 232.

I am concerned about the wording which would restrict bicyclists to the right hand side of the lane. There are times when it is safer for a biker to take the whole lane and having a blanket law restricting bikers to the right of the lane would then increase the risk of accidents, injuries and even death. Having it stated in law could also potentially penalize bikers for practicing bicycle safety.

I also think the DOT should consider the issue of allowing "rolling stops" at stop signs and right on red lights for bicyclists. Other cities both nationally and internationally have successfully implemented this rule with no increase in accidents.

Sincerely,

James Econopouly jeconopouly1@gmail.com

204 Lisa Drive

Carrboro, NC 27510

12/27/2015

To the Joint Legislative Transportation Oversight Committee:

Thank you for the opportunity to comment on the HS 232 Bicycle Safety Study Report. While most of its recommendations are very good, I urge you to reject proposal #7, "Operating Position on Roadway." If enacted, this rule would prevent citizens from using the basic defensive driving techniques that are necessary to operate a bicycle in traffic safely, and which are taught by the League of American Bicyclists and every other national bicycle safety organization. The current law works well to ensure that all road users can operate in safety. Please do not change it.

Sincerely,

James L. Bullock

jamesleonbullock@gmail.com

12/27/2015

Greetings,

I was doing some reading regarding what is being proposed for cyclists here in North Carolina. A few of the suggestions are good and necessary but I take issue with others. In this email I'll state your proposed solution and I'll also state the problem with that solution and propose a better solution.

-4ft spacing by motorists to pass:

Great idea but not enforceable. Much better than the 3ft rule that other states have. Putting emphasis on this is based on the assumption that the cyclist being passed is at the far right side of the road. Sometimes that's not possible (due to roads that have potholes or vary in width). Allowing cars to cross the yellow line actually is enforceable and it removes the drivers perception of what 4ft (or even 3ft) should look like. By the time the driver buzzes a cyclist and then claims to have given 4ft that same cyclist would likely be run off the road and seriously injured. All the while the drivers interpretation of the law or perception of space given is not questioned at all. If you do go to a 4ft rule please make sure motorists understand the following: that it's 4ft from the extreme right side of your vehicle (not 4ft from your drivers seat) and that you are allowed to cross the yellow line to pass. The fact that the latter is not already a law is beyond surprising on these narrow roads.

-no more than 30 riders on a ride.

Hard to enforce when other cyclists jump in your ride on the road. How do you throw somebody off your group on public roads?

Also, let's not look at this proposal in a vacuum. Yes, there are states that have it. I've lived there. Was it needed? No. Why? The areas that I've lived in had shoulders on their roads. Cyclists weren't in the way, nobody complained. These areas also had massive parks with car worthy two lanes of bike only traffic. The lanes formed a loop around the park. The smallest loop was 3.3 miles and the largest was 6+miles. The parks I speak of are Stone Mountain Park in Atlanta, Central Park and Prospect Park (both in NYC). With the existence of these parks (ranging from 330 acres to about 870 acres) many novice and experienced cyclists preferred to ride there instead if ever hitting the road. It also created a space for cycling races, running races, concerts, picnics, etc. We have great weather here. It would be great if we had lit roads (like in the parks mentioned) so that cyclists could do their rides in the evenings, early mornings or even after sundown. It definitely reduces the amount of cyclists during high traffic times. It's not uncommon.

-no more than two abreast. What does it look like when a faster cyclist passes a slower cyclist? It looks like two abreast. What does it look like when two cyclists at the front of a double paceline need to get off the front due to a mechanical/safety situation or just pure exhaustion from taking 100% of the elements (wind mostly) to the other riders 70% efforts? It could look like 4 abreast or just a temporary mess until those riders in the front can get to the back of the line to recover. The concept of double paceline works everywhere else in the world, including Europe, but not here. It's us. Charlotte is doing something wrong and it's attempting to tailor a solution with flawed thinking. Either way, to attempt to restrict it to single rider only means you're willing to accept an even more dangerous scenario. A single line of 30 cyclists that you still can't get around.

You see 99% of your problems are caused by narrow roads, enraged drivers and a lack of rules that will allow a motorist to pass a cyclist. I've ridden at the extreme right side of the road and have waved cars past me while riding a laser straight line. They refuse to pass, either out of courtesy or out of fear that they cannot legally cross the lane line. 4ft, 3ft rules would not have worked and the result is a line of cars that clog the road because it's too narrow to pass. The cyclist is to blame. The solo cyclist that's already at the extreme right side of the road is to blame.

Do you mean to tell me that with all the undeveloped land we have here in Charlotte that we can't have wider roads, large scale parks that attract cyclists and others, a means to connect small town to small town that does not involve a car? We have to do better. Our population is fat and getting fatter. There's nothing to do besides eat and drink and you want to make it more difficult for people to do something healthy. Bike lanes don't cut it. They don't lead anywhere, they don't connect anything.

Widen the roads, provide parks that have lanes (like the parks I mentioned, NOT bike paths, car worthy 25+ mph lanes) that are lit and open to the public from 5am-10pm, allow motorists to fully cross the lane line, do not take away a cyclists right to own the lane, definitely do not restrict cyclists to single file riding and teach drivers (and cyclists) respect. If you can achieve on all these fronts you'll have a society that gets along better, is healthier and you'll have the landscape to encourage increased commerce. Pretty much every cyclist here has a car (in the area that I live, Waxhaw, there's no mass transit system), so we are all motorists. It's not one group versus another but you're allowing it to be just that.

I hope we can all work together on future solutions and ideas,
Best,
Conrad Kiffin conradkiffin@gmail.com

12/27/2015

Dear NCDOT,

I am very concerned about the recommendations from the NCDOT in HB 232 regarding cyclists that differ from the recommendations of the HB 232 working group.

In particular, I find the suggestion that cyclists should be restricted to the right half of marked travel lanes (recommendation 7) to be a dangerous one. This recommendation runs contrary to nationally accepted bicycling practices that encourage lane control, staying out of the door zone of parked cars, and improving visibility of the cyclist at junctions (to deter left-cross and drive-out collisions). I am a bicycling instructor, certified by the League of American Bicyclists, and I routinely teach cyclists that it is often safer to "take the lane", which it is. Requiring cyclists to ride on the right have of a lane makes cyclists less visible and lets motorists think there is room to safely pass a cyclist when there really is not sufficient space.

I am also against recommendation 8 that suggests each municipality should have its own regulations for group rides. North Carolina is a state that is well-positioned to bring in millions of bicycle tourism dollars, but making it extraordinarily difficult for group rides to occur, especially those that cross several jurisdictions, could send all of those cycling dollars to other states. North Carolina should be embracing and encouraging this healthy form of recreation rather than imposing confusing, restricting, and cumbersome regulations on it. There are already state regulations in place that have been carefully worked out and that are sufficient.

I am a motorist as well as a cyclist. My taxes pay for public roadways, and I should be able to use them for transportation and recreation as a cyclist, motorist, and pedestrian.

Please consider these laws from the standpoint of making cycling safe. The recommendations of the working group kept the safety of the cyclist in mind. I fear the revisions made by the NCDOT now favor the motorists' speed and convenience over the safety of the more vulnerable cyclist. The state's Complete Streets policy, adopted by the NCDOT, specifically states that the roads policy should "encourage the use of alternative forms of transportation" and "improve safety for pedestrians, cyclists, and motorists." These should be the starting points and the guides for any new legislation.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Heidi Perov Perry
heidiperov@gmail.com
407 Robert Hunt Drive
Carrboro NC 27510

12/27/2015

I find it extremely disturbing that it appears the NCDOT people have markedly ignored several of the working committee recommendations and instead just written whatever. Wasn't that why the group was formed? To come to consensus for writing this? I'm a very avid user of the roads in NC--both as a driver and a rider. The recommendations coming out, by all evidence, are NOT aligned with proven best practices. Is NCDOT serious about making the roads as safe as possible?

Many of the recommendations are good and helpful. On the other hand, there are places where the working group discussion was left aside and are just wrong.

Specifically, it appears that traffic engineer Kevin Lacy missed meetings where evidence was presented and discussions led to agreements by the group. Upon being absent, the committee work was completely ignored!

Here are some of the problems in the current draft that are unacceptable and dangerous:

1. Requiring bicycling by a single person to ride in the right half of the lane is pretty crazy. This was written by someone that has little experience and no respect for what it takes to ride safely. There are all kinds of hazards that can befall cyclist from the right that MUST be respected. Holes, car doors, right-turning cars, dogs, etc etc. Cyclists, as a vehicle, should have rights to the safest place in the lane. This could lead to all kinds of enforcement challenges.
2. It's been shown over and over that it's best for traffic and all for cyclists to ride two abreast. This should be encouraged without other new related restrictions.
3. I hardly ever get on bike with less than 30 people and I ride 3 or 4 times a week. There is SAFETY in numbers, which is the goal, right? Staying alive? Excessive permitting is onerous and just a way to bureaucratically encumber cycling. That's the real purpose here. Enforcement? Come on, is everyone going to be ticketed? Hard for figure where this off-the-wall one came from, but it's way impractical. Oops, sorry folks, the ride is off because too many showed up? Ya, right.

Please consider these comments in continuing edits to the draft.

Thank you,
Randy Woodward
randyswoodward@gmail.com

12/27/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local

regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Helen Chisholm
1hlchis@gmail.com
Pittsboro NC
860 248 9067

12/27/2015

To whom it may concern:

I have been an avid cyclist, of the many different disciplines, for over 30 years (I started when I was 5 yo). After years of BMX, freestyle, and mountain biking, I picked up road cycling and commuting about 8 years ago.

Prior to road cycling, I would become frustrated with cyclists who maintained control of the lane by riding 2 abreast or by riding in the center of the lane. Because of an incident early on in my riding, I now do the same. I was riding alone on a ride I do often right outside my front door, and I was going around a blind turn and a car (a sheriff actually) raced around me, almost hit an oncoming car, and ran me off the road. I was riding on the right half of the lane (to be courteous) and it almost ended very badly.

Often when I have dealt with dangerous situations from drivers and cyclists alike, it was either because of lack of information to the rights and rules of cyclists and the expected behavior of cars around them, or just blatant malice towards cyclists which drives the behavior. Clear laws that protect all road users, education on those laws, and enforcement can help to minimize unsafe driver-cyclist interactions. Unfortunately, we can't do much for those who are impatient whether they are bikers or drivers. With that I am sending the recommendations from bikewalknc.org:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. I appreciate your work on this matter! Happy New Year!

Nick Pearl nicklp43@gmail.com

828 606 5747

12/27/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Thank you for your work and your attention to these important issues.

Barbara A. Shaw bshaw@ipass.net

1634 Pineview Drive, Raleigh, NC 27606

919-851-6941

12/27/2015

Dear NCDOT,

I am a year round bicycle commuter and over the past 22 years in NC, I have safely logged more than 50,000 road miles on my route to and from work. I do not support the NCDOT recommendation for a law restricting cyclists to the right half of a road lane. NCDOT would never consider a law subjecting motorcycles or subcompact cars to the same restriction.

Currently, cyclists are considered vehicles and are permitted to use the full travel lane in all 50 states. It can be difficult for motorists who do not ride bicycles to understand why cyclists are safer when they take full control of a lane. Here are several reasons why:

1. Right-side road hazards such as gravel, debris, broken pavement, potholes, and the doors of parallel parked cars, threaten cyclists and may cause them to swerve or wreck.
2. Narrow lane roads often do not provide enough space for motorists to safely pass cyclists. A cyclist in control the full lane encourages motorist to slow down, change lanes, and pass in a safe and legal manner.
3. Cyclists in control of a full lane increase their visibility to other motorists. This is vital when approaching driveways, side roads and intersections where most accidents occur. Motorists at these intersections focus on traffic in the middle of a lane, and cyclists on the right side of a road lane are more likely to be obscured by foliage, telephone poles, signs and other infrastructure placed at the edge of the road. Cyclists on the right side of the road lane are also obscured by other motor vehicles ahead of them or passing them in the travel lane. Failure for cyclists to take full control of a lane when approaching driveways, side roads and intersections increases their risk for collision with cars pulling into the road way or crossing their path from all directions.

Education for all road users is key to improving safety and the shared use of our roads, and would be a more valuable use of NCDOT resources.

Thank you for your consideration,

Lee Tobin

ltobin@nc.rr.com

12/27/2015

To the Joint Legislative Transportation Oversight Committee:

Thank you for the opportunity to comment on the HS 232 Bicycle Safety Study Report. While most of its recommendations are very good, I urge you to reject proposal #7, "Operating Position on Roadway." If enacted, this rule would prevent citizens from using the basic defensive driving techniques that are necessary to operate a bicycle in traffic safely, and which are taught by the League of American Bicyclists and every other national bicycle safety organization. The current law works well to ensure that all road users can operate in safety. Please do not change it.

Sincerely,

Bianca Shoneman bianca@uptowngreenville.com

Uptown Greenville

12/27/2015

Greetings,

There is, more than ever, use of our public highways by cyclist's, runners and of course pedestrians. And these numbers are increasing as awareness of such activities are well-known as being good for the individual's health by reducing obesity, strengthening cardio-vascular systems, lowering cholesterol and more.

Thus, I would like to add for discussion and consideration that our legislators and NCDOT create language to insert into existing requirements for an N.C. driver's license expanded testing to verify the applicant is educated to and has knowledge of the current rights of bicyclists and pedestrians in use on our public highways and what is expected from the applicant to ensure to safe, respectful and sensible use of the highway especially when encountering these non-vehicular users.

Further, and equally important, the testing criteria should be included in the license renewal process as well, in effect updating and bringing current a vast number of existing licensed drivers who likely may not have knowledge of the rights of these users as they received their license any number of years or even decades ago, when roads were much more exclusive to motorists.

I would also like to chime in on the issue of whether or not cyclist's should stay within three feet of the right side of the highway: I'm OK with this but only if it is clearly indicated by signage or pavement markers (or both) to the cyclist(s) and is limited to appropriate segments of the highway that provide unobstructed sightlines to the motorist for purposes of passing the cyclist safely. To require a cyclist to stay within a limited portion of the roadway invites motorist temptation to pass adding potential for misjudgment and risk, essentially "guessing" that they may have enough room and/or time to get around a cyclist before colliding with oncoming traffic or forcing the cyclist off the road if they have to pull over too quickly. Too, NO PASSING signage on winding, curvy roads should be a warning to the motorist that it, in addition to motorized vehicles it also includes no passing of cyclists and this should be an ingredient added to license testing language. While this may be temporarily frustrating to some motorists who have to reduce speed behind a cyclist, especially when going up a grade, it is far better than an accident that could result in property damage, injury or death.

Lastly, the recommendation by NCDOT to require informal (cycling) group rides to

register with local (county, town, city) government is probably well-intended but from a practical standpoint is a non-starter. I would submit most local governments do not possess the practical knowledge nor experience to properly set up such a thing much less funding to regulate or "police" these sorts of (often) impromptu riding events. It would be an unneeded drain on resources of time and money for the locality. Too, it would be confusing for the cyclists whose course may take them from town to town and/or county to county. Any regulation of "group rides" should be crafted for constancy and with statewide compliance, if it is necessary at all.

Sincerely,

Bob Edsall bob_edsall@me.com

12/27/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

- Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

- Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Timothy D. Rowe

timrowe4@gmail.com

2517 Creek Ridge Ln

Chapel Hill, NC 27514

919-949-5838

12/27/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law. Will all roads be marked with Right Half and Left Half lane markings? Will all law enforcement go through mandatory Half Lane observation training?

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions

that will likely be amended by the legislature to be far worse. Trying to pass 20 cyclists riding single file is much harder than passing 20 cyclists riding 2 abreast (the passing length is reduced in half).

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level. Who will define a "group ride"? Will a family of 5 need to be divided? Will a "group ride" also need to consider the various car clubs in the state?

Company associated riding teams: There are many large employers in the state that sponsor or support employee group rides. Does the legislature want to provide yet another reason for an employer to look elsewhere within the South to build out a corporate presence?

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Shaun Sweeney sweeney27519@gmail.com

206 Caraway Lane

Cary, NC 27519

919 363-4649

12/27/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Diane Heisig

dheisig@me.com

1369 Fearrington Post

Pittsboro, NC. 27312

919-259-1746

12/27/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety

Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars (especially on roads like Salem St through downtown Apex), improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Heidi Hudnut hhudnut@yahoo.com

914 North York Ct

Apex, NC 27502

919-303-4588

12/27/2015

Bikers need a safe way to travel, regardless of who's fault it is in a vehicle/bike accident, the biker is probably going to end up with more physical damage. I would prefer more laws that protect the biker and allow them more safety. I have personally been hit by 3 cars on my bike commute in my life and this was primarily because there is no bike lane so cars often try to sneak by me but still in the right side of the double yellow line and that is a very unsafe situation. Wider lanes with more bike lanes and more education about the safety of multiple types of transportation.

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Mark Strazzer mark.strazzer@gmail.com

12/27/2015

Speaking as a motorist, pedestrian, and a cyclist, I can tell you that the Draft H232 Report will endanger users of roads in NC. Especially, cyclist!

I'm a cyclist with 30 years of experience on the roads. That experience has logically led me to numerous conclusions that improve my safety on the roads.

Riding to the far right can be dangerous. In some scenarios, I am far less visible on the far right side of the lane. It is also my experience that riding to the far right encourages motorist to pass in risky scenarios. This is most obvious in blind curves and when there is oncoming traffic.

Allowing municipalities to enact their of regulations is also problem. This is no more evident than in Woodfin, NC where the enforcement of a single line rule for cyclist has been a disaster. The Woodfin police often wait on Riverside Rd at 10:15am on Saturdays just for the weekly group ride to pass. I have been falsely pulled over three times in Woodfin for a single-line violation. I even have video footage of the police using this ordinance to harass the cycling group. I should note that the Saturday morning ride only uses a short stretch of road through Woodfin that take about 5 minutes to navigate. Yet, it appears to be a constant source of problems for local law enforcement.

What would be amazing, is to have a campaign that promotes consideration and compassion for all users of the road. Plus, laws that keep us all safe.

Regards,

Erik C. Ostergaard eco@sunriselookout.com

12/27/2015

As a bicycle commuter, I am concerned about the NCDOT release draft of recommendations for the H232 Bicycle safety law study.

These recommendations differ substantially from the recommendations of the H232 committee for example:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. Thank you for doing the right thing by cyclists.

Julie Corey

julie@mybelovedhomewood.com

12/27/2015

I would like to tell you my disapproval of this want to be law or soon to be one. I don't believe

it's fair to punish cyclist for doing an activity that is healthy and also good for the environment, we as cyclist have very low impact on the roadways we use and ride on. We all try to obey the laws put before us and be as respectful to the car drivers as possible, (we also are car drivers too.)

To make us only use bike lanes and restrict us to riding single file is not only unfair but also unsafe, OK if there is a bike lane I do normally ride in it out of respect to drivers. But to make us ride single file is very unsafe, it is much faster and easier for drivers to pass us when riding side by side. When a driver passes a single file line of cyclist means it takes more time for the driver to do so and that they pass at unsafe times, (corners and hills.)

By riding double file causes the driver to pass when it's safe and clear plus it takes half the time to do so.

Thanks your friendly cyclist

Jason Casteen

casteenjason@yahoo.com

12/27/2015

Respected members of the Joint Legislative Transportation Oversight Committee,

This letter is in reference to the draft report of recommendations for the H232 Bicycle Safety Law Study recently published by NCDOT. Against the well reasoned conclusions of the working Committee appointed to study this matter, NCDOT is recommending additional legislation that will negatively impact both cyclist and motorist safety, increase law enforcement, judicial and administrative burdens, and generally increase the tensions between motorists and other roadway users.

As a North Carolina taxpayer, property owner, and vehicle owner/operator, I strongly oppose any restrictions on cyclists use of public roadways, other than those already in place regarding interstate limited access roadways. Specific to the recommendations made by NCDOT,

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. Thank you for your consideration. If additional input is needed, my contact information is below.

David Arnette

108 Ironcreek Pl

Apex NC 27539

tjdave@gmail.com

919-267-3086

12/27/2015

To whom it may concern -

I am writing to voice my concerns over the proposed changes that do not match with those recommendations of the original working group.

First off research has shown that frequently bikers are safer and more visible when not on the far right side of a lane. Additionally - the far right side of a lane is littered with debris such as glass, rocks, sand, leaves, garbage, pieces of glass, and the list can go on and on. These things are dangerous to a cyclist as they can result in a blown tire or cause them to lose control. In Eastern NC (and I am guessing other places in the state) there is little to no space beyond the white line and frequently this is broken asphalt, which also makes it dangerous to ride on the right edge of the road.

Second in regards to riding 2 abreast, sometimes this is a safety issue allowing cyclists to be more visible and sometimes it is out of courtesy - allowing drivers to pass the group more quickly. Frequently at stop signs and stop lights bikers go 2 or 3 abreast to get through more quickly so as to not hinder the flow of traffic, I see motorcyclists do this all the time too.

Finally, group rides. Why tie up local resources with the need to regulate these rides, which also frequently go through multiple municipalities. Running groups frequently have social group runs of more than 30 people, will these need to be regulated also as they utilize the road?

These regulations should encourage people to ride their bikes for exercise and transportation and not discourage it as it will if passed as currently listed. North Carolina should be a state known to be friendly to cyclists to encourage tourism.

When it comes to bicycle vs car, in an accident the car always wins so regulations and laws should be written to protect the cyclist not favor the car.

Stephanie
saslayton@gmail.com

12/27/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

1. Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.
2. Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.
3. Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Michael Murphy
mikemurphync@gmail.com
5203 Pickford Place
Durham, NC 27703

12/27/2015

Dear NCDOT,

I am concerned and disappointed that the recent recommendations by The Department do not, on several important points, reflect the conclusions reached by the HB232 working group.

The working group was assiduous in collecting and synthesizing current information on best practices to optimize safety of the increasing numbers of cyclists on our roadway. Creating a safer cycling environment requires educating motorists to the rights and responsibilities of other, more vulnerable road users, as well as rationally managing behavior by those other users.

Unfortunately, by failing to incorporate the working group's findings on permitted lane position for cyclists ("taking the lane" is a well-known strategy for minimizing dangerous cyclist-car interactions in certain situations) and on riding two abreast (which evidence shows can make cyclists more visible and discourage unsafe passing by motorists), NCDOT is working against the increased recognition of bicycle operators as valid road users in our state. And the recommendation that informal group rides be subject to local registration and permitting requirements creates an onerous bureaucratic bottleneck that will ultimately benefit none.

I am a lifelong bicycle user, both for transportation and recreation. I am law-abiding, cognizant of my effect on other road users, and eager to be an "ambassador" for improved relations between all road users. The HB232 working committee's report presented a set of guidelines that I believe are in the best interests of this improvement.

Thank you to including these comments in the official materials on this matter.

Sincerely,
Colleen Barclay
colleen.j.barclay@gmail.com

12/27/2015

To the Joint Legislative Transportation Oversight Committee:

Thank you for the opportunity to comment on the HS 232 Bicycle Safety Study Report. While most of its recommendations are very good, I urge you to reject proposal #7, "Operating Position on Roadway."

If enacted, this rule would prevent citizens from using the basic defensive driving techniques that are necessary to operate a bicycle in traffic safely, and which are taught by the League of American Bicyclists and every other national bicycle safety organization. The current law works well to ensure that all road users can operate in safety. Please do not change it.

Sincerely,
Thomas Herron
HERRONT@ecu.edu
Department of English
East Carolina University
(252) 328-6413

12/27/2015

To the NCDOT and the Joint Legislative Transportation Oversight Committee:

Does it make sense to require bicyclists riding in groups to string out one or two wide

down the right half of the lane, so motorists can pass safely with limited sight distance?
NO!!

That idea is totally wrong-headed, whether mandated by law or encouraged by ride organizers. It gets cyclists and motorists hurt and killed.

What actually happens when a group of cyclists do this is that motorists are fooled into thinking they can pass without adequate sight distance, because they don't need all of the oncoming lane; they can straddle the centerline. Unfortunately, in most cases there is still not room for two fairly wide motor vehicles and the bicyclists to all safely clear each other abreast. What happens then is that a motorist with a wide vehicle attempts to pass the formation of cyclists, gets halfway past, encounters another motorist with a wide vehicle coming the other way, and only then realizes there isn't going to be enough room. The overtaking motorist then has to choose between rear-ending or sideswiping a cyclist, or having a head-on with another motorist or forcing another motorist into the ditch. At that point, some sort of crash becomes inevitable.

Far from being rude, a group of cyclists who follow their natural inclination to bunch up, and widen and shorten their formation, are doing the right thing. They convey to an overtaking motorist that it will be necessary to use the next lane, and they shorten the distance over which this will be necessary.

If the object is to enable safe passing, it might make sense to try to legally limit the length of bicyclist formations – but NOT the width.

Mark Ortiz

Motorsports vehicle dynamics consultant and writer

Teaching assistant, Department of Mechanical Engineering and Engineering Science, UNC Charlotte

120,000 bicycle miles since 1/1/01

155 Wankel Dr.

Kannapolis, NC 28083-8200

704-933-8876

markortizauto@windstream.net

12/27/2015

Dear sirs,

Please use the recommendations of the House Bill 232 committee study, not the changes made after the fact. NCDOT made recommendations that are not consistent with the committee study. Specifically regarding:

- 1) staying to the right of the lane at all times
- 2) two riders riding abreast
- 3) enforcing regulations and permits for 30+ group rides

Thank you,

Marty Gaal Phone: (919)975-5274 Email: marty@martygaal.com

12/27/2015

Re: Bike Safety Law Report (HB232) from NCDOT

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

- (2) The riding abreast issue should be handled with public education on safe group

riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Doug Cowell Phone: (919)533-0116 Email: douglasgc@yahoo.com

12/27/2015

Please follow the HB232 Committee recommendations be followed, as otherwise cyclist safety will be jeopardized, not improved. I am an avid cyclist and ride safely. North Carolina has great riding please don't jeopardize it. Please.

Thank you for your consideration.

Nancy Rausch Phone: Email: Nancy.rausch.nc@gmail.com

12/27/2015

My views on the pending regulations for bicyclists:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Regards,

William Wagner Phone: (919)302-3872 Email: wagnerwg@prodigy.net

12/27/2015

Hello,

I am very concerned about the draft of the House Bill 232 that is currently under consideration. I am a cyclist and bike commuter for more than 20 years in multiple states. Of note, I agree 100% with the comments below:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked

cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Michael V. Murray Phone: (919)960-9417 Email: 2michaelmurray@gmail.com

12/27/2015

After some review of the HB 232 Committee recommendations and those from NCDOT, I believe the Committee's recommendations provide better address the issues considered and offer a potentially safer cycling for those riding on the State's roads. I have lived in NC since 1968 and been an active road cyclist for over 35 years. Cyclist safety is not given sufficient priority in many DOT actions and more emphasis needs to be given to educating drivers and cyclists of the laws pertinent to cycling in NC.

Curtiss Devereux Phone: (919)544-3948 Email: cdevereux@nc.rr.com

12/27/2015

This is my formal request that the North Carolina HB232 Committee recommendations be followed in adding or changing bicycling laws in our state.

Thank you,

Aaron Rosenberg Phone: (910)988-9419 Email: aaronr58@embarqmail.com

12/27/2015

In regards to House Bill 232, as a recreational cyclist, I feel the NC DOT is unfairly limiting the rights of cyclists to access public roadways and, as a result, putting cyclists at risk. By making cyclists second class citizens, drivers will not respect cyclists right to be on the road. This lack of respect will lead to drivers taking unnecessary risks and without regard for cyclists safety, and justify this behavior with the attitude that they don't belong on the roads anyway. Instead of being unfriendly to cyclists, NC DOT should promote a sense of respect and cooperation for everyone who uses the roads. I have personally experienced this lack of respect by other drivers, even on designated bike routes. When you compare a bike versus car in terms of the damage that can be caused, clearly the emphasis should be on promoting safe driving. Cyclists need to take responsibility for their actions, but they can do little to protect themselves from an irresponsible driver.

Robert Prewitt Phone: (919)363-4516 Email: prewittfamily@pobox.com

12/27/2015

I am writing as an active cyclist to express my views on HB232.

I strongly urge that this legislation follow the recommendations of the HB232 Committee instead of the current draft form which deviates from those recommendations and appendix, namely:

- 1) Do not restrict solo cyclists to the right half of the travel lane.
- 2) Do not restrict riding side-by-side in group rides.
- 3) Do not encourage each municipality to enact and enforce its own local regulations and permitting process for group rides.

In a time when people should be riding more, we should be encouraging riding and making it easier and safer. A much more important action would be increasing public education about road sharing and encouraging more cycling. By far the most serious threat to cyclists are aggressive drivers who take unnecessary risks out of anger, and giving them more "legal ammunition" for their stance is a dangerous step backwards for cycling in NC.

Thank You,

David Biesack

Road Crew Manager,

The Spiritual Spinners,

Fuquay-Varina United Methodist Church

Phone: (919)880-9301 Email: davidbiesack@gmail.com

12/27/2015

Re: HB232 I concur with this statement being circulated to ride directors and riders:

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

You need to retain the permitting process at the state level, not municipal.

Edward K. Downing Phone: (919)851-4264 Email: edowning@umich.edu

12/27/2015

I'm a frequent group and solo cyclist. I feel that restricting solo and single file groups to the right half of the right lane greatly impacts my ability to ride defensively. Many motorists are impatient and will pass very closely if you give them the room. In a situation where there is an oncoming vehicle, and one about to overtake from behind, I will move into the center or left side of the lane. This makes me more visible to and sends a clear signal to the overtaking driver = wait until it is safe to pass, and use the left lane to do so.

Mark Wittie Phone: (919)946-7832 Email: wittie2266@bellsouth.net

12/27/2015

These recommendations are dangerous for cyclists and drivers!! We live in a super outdoorsy community, and this is part of the reason we are consistently ranked among there best places to live. Cyclists should obey the law, but also, the laws should keep cyclists and drivers safe, and these recommendations fail to do so. They were likely written by non-cyclists, and failed to take in their important point of view.

I request that the HB232 Committee recommendations be followed, as otherwise cyclist safety will be jeopardized, not improved.

Paul Amisano Phone: (919)824-6504 Email: pamisano@yahoo.com

12/27/2015

I whole heartedly request that you follow the recommendations as set forth in the

HB232 Committee recommendations be followed. I feel that if you do not, cyclist safety will be jeopardized, not improved.

In addition, there are many, many roads in Brunswick county that, although marked with share the road signs and Bicycle route signs, do not provide proper safety for cyclists. These conditions should be improved. Thank you.

Edwardv Van Vliet Phone: (919)539-9041 Email: eddievanvliet@gmail.com

12/27/2015

I'm not sure you have achieved your goal of safety for motorists or cyclists. Putting cyclists closer to the right side of road will make us less visible and will force more cyclist off the road. Let's not pretend this policy is to make us safer. It just appeases the complainers. Stand stuff. Education of motorists and cyclists will make all safer, not policy.

Thanks for allowing comments

Rob Harner Phone: (980)254-8601 Email: Harner@PGA.com

12/27/2015

I have reviewed the proposed legislation in House Bill 232 and I have some concerns with the proposed language. I have been a cyclist for over 20 years and I have been biking the rural roads of Wake, Harnett, Chatham and Lee county for years. I completely support the need for laws to keep cyclists safe, but some of the proposals here will not do that. Forcing a cyclist to stay to the right side of the road can be dangerous if there are parked cars or in areas with poor visibility. In addition, NC roads are some of the worst with extremely narrow or non-existent shoulders that force us over further into the lane. I also participate in several charity bike rides that support local causes and I worry about the future of these rides with the new legislation. I am also triathlete and North Carolina has recently become home to two large Ironman races. Ironman 70.3 Raleigh and Ironman North Carolina. These events bring in thousands of racers and revenue for the communities hosting the races. If laws become too restrictive for cyclists and athletes, these races will move to other states. Please reconsider this legislation and whether or not it really keeps cyclists safe.

Teresa Brusadin Phone: (919)538-4882 Email: tbrusadin@yahoo.com

12/27/2015

As an avid, high mileage, cyclist, I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

1. Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

2. Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

3. Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

4. Please do not discriminate against cyclists. I will vote accordingly in future elections.

Thank you for including my comments as an addendum to the appendix. I understand

the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Don Turner Phone: (919)225-9759 Email: donturner@nmac.com

12/27/2015

I request that the HB232 Committee recommendations be followed, as otherwise cyclist safety will be jeopardized, not improved.

Alexander Strotzer Phone: (919)601-9239 Email: alexander.strotzer@gmx.de

12/27/2015

There is no size fits all regulations for cycling as there are many different types of cyclists. There are children riding around their neighborhood on well lit streets, cyclists who ride because they don't have a car or cannot drive a car, the fast racer want to be's on group rides, recreational riders enjoying the country side, and randonneur riders on long rides of 200 to 1200 kilometers that often ride through the night.

I am one of the three RBA's (regional brevet administrator) in North Carolina who puts on the long brevet rides of 200 kilometers and longer. Our rides pass through many counties and even into neighboring states which make getting approval for the routes very difficult. The rides often start with 30 or more riders but soon break up into smaller groups by speed so very quickly the groups are only a dozen riders or less. These rides are also organized under the rules or RUSA (Randonneurs USA) which has very strict safety requirements for helmets, lights, and vests since most of the rides require ridding through the night. However, the rules for randonneuring should not be applied to all cyclists.

All bikes that are ridden on unlit or poorly lit roads should have lights and reflectors and reflector ankle bands and clothes should be recommended.

Carrying ID should be recommended but not required. If ID were required then the approved ID would have to be defined whether it is just the rider's name on a scrape of paper or an official government issued ID.

There are also rides organized in neighboring states the come into North Carolina and how would rules be applied to them?

Alan M. Johnson Phone: (919)467-8457 Email: alanj@live.unc.edu

12/27/2015

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting

process at the state level.

Sonja Thalheimer Phone: (919)632-2087 Email: sonja.thalheimer@gmail.com

12/27/2015

I request that the HB232 Committee recommendations be followed, as otherwise cyclist safety will be jeopardized, not improved.

Eric Teagarden Phone: (919)619-9939 Email: eric.teagarden@gmail.com

12/27/2015

I sincerely believe that it is critical to get input and guidance from responsible and experienced cyclists regarding safe cycling practices on our roads. I therefore respectfully request that the HB232 Committee recommendations be followed, as otherwise cyclist safety could well be jeopardized, rather than improved.

Jay Hill Phone: (919)240-7170 Email: jph37su1@gmail.com

12/27/2015

There should be no restriction to riding two abreast-side by side-this occurs during group rides and charity rides.

Riders should not be restricted to a small portion of the traffic lane; we should be allowed usage of the lane to provide for our personal safety and safety of others.

Separate and restrictive laws enacted by many municipalities makes it tremendously difficult to organize and operate large group rides, many of which are conducted for charitable organizations.

Hubert Gibson Phone: (910)822-2209 Email: hgibson@nc.rr.com

12/27/2015

Comment on house bill 232. Bike Safety Law Report.

This sounds like an attempt to fix what can be, at times, an annoying and dangerous problem: bicyclists impeding traffic. However, I don't think the bill accomplishes that. Others have commented on the specifics. My concern with legislation like this is that rather than make the law "cyclists that shalt not unreasonably impede traffic", someone has designed rules that might or might not accomplish that. The rules have little effect on the actual problem and create other unintended problems such as fostering more animosity between cyclists and motorists. My recommendation is to spend some money on public service announcements on radio and TV encouraging "share the road". Host some round tables between motorists and cyclists and let them get to know one another. When I was in the Air Force many long years ago, there was a rule: don't put your helmet on the dashboard when you're completing your post flight paperwork. The idea was it might scratch the windshield. My instructor (old Vietnam F-105 pilot) said: the rule ought to be "don't scratch the windshield".

Iva Anderson Phone: (919)418-5457 Email: iva_anderson@yahoo.com

12/27/2015

I'd like to request that the NCDOT follow the HB232 Committee recommendations, otherwise cyclist safety will be jeopardized, not improved. Its especially troublesome if you allow or encourage each municipality to enact and enforce its own local regulations and permitting process for group rides which will create a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities.

Robert Wurm Phone: Email: robertwurm@frontier.com

12/27/2015

Public comment - H232 Bicycle Safety Law Study

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Bernard Williford

1113 Mockingbird Drive

Raleigh, NC 27615

(919) 368-5437

Email: thebigdiver1@gmail.com

12/27/2015

I request that the HB232 Committee recommendations be followed, as otherwise cyclist safety will be jeopardized, not improved.

Stan MacIntyre Phone: (919)451-6470 Email: samacintyre@nc.rr.com

12/27/2015

Please consider these facts in your decision below, as the report recommendations did not support the HB232 committee recommendations.

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Kelly Evenson Email: kelly_evenson@unc.edu

12/27/2015

I request that the HB232 Committee recommendations be followed, as otherwise cyclist safety will be jeopardized, not improved. Please help protect cyclists!

Tanya Zinner Phone: (929)870-6383 Email: Tzinner@med.unc.edu

12/27/2015

Robbie Sweetser Phone: (828)274-5979 Email: mersweet41@gmail.com

Re: H232

I have read and reviewed the proposed recommendations from the working group and NCDOT to the North Carolina legislature and offer these comments:

(1) Allowing faster-moving vehicles to cross the yellow line when passing a bicyclist is appropriate when done safely, and presents better safety to the bicycle rider.

(2) Care needs to be considered when determining how far to right of travel lane a bicyclist is required to operate in. There are many instances when a bicyclist needs to take control of a travel lane to stay out of the door zone of parked cars, improve visibility at intersections, and avoid right-hook crashes. The bicyclist is the only individual who can determine the amount of travel lane necessary to remain safe.

(3) Identification while beneficial should be left to the rider's decision and their family. The state does not need to become embroiled in this measure.

(4) Visibility requirements are good.

(5) Optional hand right turn hand signal is good.

(6) Four foot passing of bicyclist is good.

(7) Existing law is sufficient for cyclists who exercise safe side-by-side cycling to ride two or more abreast, particularly when groups of cyclists rotate and where they stop at traffic signals. Public education with bicyclists can address the limited instances where bicycles pulling over and narrowing to single file to allow passing of faster vehicle would be appropriate.

(8) Requiring local special use permits for bicycle groups of 30 or more users would create unreasonable bureaucratic systems that would reduce the overall number of bicyclists engaging in a health-improving activity, or potentially in daily commuting activities as bicycle commuter numbers increase in our communities. Every jurisdiction requiring permitting to use of roadways would be mind boggling to local, state, and visiting bicycle users. My experience as a bicyclist is that this is not a problem. I have bicycled across the length of North Carolina more than ten times in large groups without a need for special permitting or faster vehicle problems.

(9) Limiting use of headphones and texting for all roadway users is good.

(10) Arressive driving by all road users is governed by current regulations.

(11) Bicycle riders should be included in road user protections.

(12) Local residents should be notified if formal group events obtain road closure permits.

12/27/2015

Please reconsider your decisions for HB232. You obviously do not have the best interest of cyclists in mind. You will cause more issues for both cyclists and motorists. Education is the key. Please consider a campaign to educate motorists on how to drive around cyclists. As well the program should include how cyclists must act. You are going to make things worse and there will be deaths on your hands.

I was hit by a motorist and knocked into a ditch. I had moved to the right of the white line into the shoulder. He thought he could squeeze by me. He stated he did not remember if a

car was coming in the opposite direction. He was not charged and he nearly killed me. He was not educated. PLEASE EDUCATE. That is answer. Not your unfounded, uninformed new rules.
Wrennie S Edwards Phone: (919)268-1985 Email: Wrennies@yahoo.com

12/27/2015

I am a automobile driver and bike rider in North Carolina. I urge you to strictly follow the draft recommendations of the House Bill 232 Committee, and not include additional NCDOT recommendations, in particular, restricting cyclists to the right half of marked travel lanes, changing the existing law on side-by-side cycling, and allowing or encouraging each municipality to enact its own regulations. Thank you.

Bruce Boehm Phone: (919)442-8410 Email: ratalish@gmail.com

12/27/2015

How many members of the board ride a bicycle, even recreationally, BESIDES THE INDUSTRY REPRESENTATIVE? Being inside a car at 35 mph is NOT the same as riding a bike at 15 mph as the perspective completely changes for time, speed, distance, etc. How can non-riders realistically make recommendations upon a subject which they have no first hand experience? That's like asking a cook to perform an operation on a person since they have experience cutting meat.

To prohibit cyclist from "taking the lane", or riding in the middle or left of center in a lane, is merely a tacit approval for motorist to continue their bullying of cyclist by lane splitting. Experienced riders >KNOW< that by taking the lane, they are creating a much safer operational environment for both the motorist and cyclist. If the motorist >thinks< they can fit between the left yellow lane marker and the cyclist, they will do it. Every. Single. Time. Otherwise, when faced with a rider in the middle or left of center of the lane, the motorist will give more room to overtake.

More importantly, without injury, property damage or a law enforcement officer witnessing the event, there is ABSOLUTELY zero protection for cyclist out on the road. Requiring cyclist to "ride on the right half of the right most travel lane, where clear and safe to do so" will merely absolve reckless motorist who hit a cyclist because, again, without LEO witnessing the event, the issue of culpability devolves to "he said/she said". Then the cyclist loses, AGAIN.

Ken Tucker Phone: (910)574-8469 Email: tuckerkj@nc.rr.com

12/27/2015

I request that the HB232 Committee recommendations be followed, as otherwise cyclist safety will be jeopardized, not improved.

Pamela howe Phone: Email: Pamelakhowe@gmail.com

12/27/2015

I request that the HB232 Committee recommendations be followed, as otherwise cyclist safety will be jeopardized, not improved.

As a very active member of the cycling community in the Raleigh/Durham region, I ride over 5000 miles annually, both locally and in the mountains of NC. I am very concerned about the safety of cyclist as I've had many close calls where drivers try to squeeze by, barely missing myself and others riding in our club groups. Restricting us to single file and the far right side of the road increases this hazard. The committees recommendations address this. I have friends that have been hit and some killed by careless drivers who don't value the life of a human as much as their need to get somewhere fast regardless of safety. I will soon be adding video cameras to my bike to record this growing problem. Some communities are worse than others,

but on nearly every ride, we now encounter careless and harassing drivers.

Thank you for your attention to this request.

Dave Campbell Phone: (378)919-3779 Email: gftman@hotmail.com

12/27/2015

The HB232 Committee has made recommendations that apparently NCDOT is opting to ignore. I do not like the rushed and sneaky way this is being done, only allowing comments during the Christmas holiday. This is obviously a way to sneak a legislative change through unnoticed and without giving all concerned parties a chance to voice their opinions. Recommending that bicyclists stay in the right half of their travel lane is just plain dangerous. For safety reasons, there are many times when bicyclists MUST take the entire lane, as they are legally entitled to do.

Motorists will pass a cyclist when it is not safe (such as when they cannot see around a curve or over a hill ahead) and, if, as a result of their poor judgment, they are faced with the choice of a collision with another vehicle, or running a cyclist off the road, they will ALWAYS choose to save themselves. This situation can be prevented entirely by the cyclist taking the lane when it is not safe to pass; motorists will not run the risk of a passing blind if they have skin in the game, if it is their own vehicle, rather than the cyclist, that they are putting in danger.

Motorists routinely pull out of driveways, parking lots, and side streets right into the paths of oncoming cyclists approaching from their left. In order to increase the chance that such motorists will see cyclists, the cyclists need to be out in the lane where the driver is looking for oncoming traffic, not in the gutter. Being in the left half of the lane also gives cyclists more space and more time to avoid an accident with motorists who are not expecting cyclists.

Of course it is never safe for a cyclist to ride close to parked cars, whose drivers may pull into the lane suddenly or open a door without looking.

Cyclists need to move to the left part of the lane if they are going straight through an intersection, in order to avoid being run down by motorists who are turning right. And they need to move to the left well in advance if they want to make a left turn.

The problem with the NCDOT recommendation is that safety-conscious cyclists will be forced to ignore them. They will choose to live, to fight it out in court. Why would anyone want to create such a conflict?

Katherine Clarkson Phone: (919)556-0483 Email: kimbomail@yahoo.com

12/26/2015

Thank you for the opportunity to comment on the proposed changes to North Carolina's bicycle laws under HS 232. As a bicycle traffic safety instructor, certified by the League of American Bicyclists, I have read the HS 232 study draft report with great interest. Most of the proposals will be very good for bicycle transportation in North Carolina.

However, I strongly recommend that the committee delete proposal number 7, "Operating Position in Roadway," which recommends that bicycle traffic be restricted to the right-hand side of the rightmost travel lane. If enacted, this rule will be extremely dangerous for citizens of North Carolina traveling by bicycle. Simply put, it contradicts the central principles of defensive driving that are taught by every reputable bicycle safety organization in the United States.

Cyclists and motorists can safely share the same lane only where the lane is wide enough for a car and a bicycle to operate safely side by side. That means, at minimum, a lane 14 feet wide. Very few roads in NC meet that standard. Where the lane is too narrow for a cyclist and a motorist to operate side by side, in order to use the road safely, the cyclist must control the lane. By taking a central position in the lane, the cyclist clearly indicates that motorists must move over to the next lane to pass, just as they would to pass any other slow vehicle. If the

cyclist is not allowed to control the lane, motorists will try to squeeze into a lane that is too narrow for safe side-by-side operation, exposing the cyclist to an increased risk of sideswipes, right-hooks, and left-crosses. Under current law, these collisions are largely preventable. Under this proposed change, they would result in many people being seriously hurt or killed.

Furthermore, the proposed language would prevent cyclists from taking the lane for a left turn. In a situation where both straight-through and left-turning traffic are passing through an intersection in the same lane, the cyclist must move to the left and control the lane; otherwise, the cyclist would have to turn left across the car traffic moving straight through the intersection. Obviously, that would be extremely dangerous.

I regularly teach the League of American Bicyclists' RideSmart curriculum (formerly Traffic Skills 101) -- the oldest and best-known of all bicycle safety classes in the U.S.A. That class is centered on lane control. The other major U.S. bicycle safety curriculum, Cycle Savvy, teaches the same principle. If the proposed rule were enacted, I could not teach the traffic safety skills that are taught throughout the U.S. and that have allowed countless Americans to use the public roads safely and predictably.

Finally, the proposed language contradicts the current recommendations of the NCDOT's Driver's Handbook, which all drivers of all vehicles are expected to follow. On p. 77, the DMV's 2014 handbook clearly states, "Bicyclists usually ride on the right side of the lane, but are entitled to use the full lane." It also contradicts the Federal Highway Administration's Manual of Uniform Traffic Control Devices, which in 2013 added the "Bicyclists May Use Full Lane" sign to its list of approved road signs.

The current law, which requires only that bicyclists ride "as far right as practicable," allows cyclists to judge when the lane is wide enough to share, and when lane control is required for safety. This law works. I strongly urge the committee to leave it alone. If the committee still feels that the law on operating position needs to be clarified, I strongly recommend that it instead revise the law to codify the safe operation techniques taught by every reputable U.S. bicycle safety organization. Thank you, again, for the opportunity to comment.

Sincerely,

Brian Glover brian.d.glover@gmail.com

League Cycling Instructor #2602

1407 N. Overlook Dr.

Greenville, NC 27858

12/26/2015

Joint Legislative Transportation Oversight Committee,

I have reviewed the draft report and agree on many points, such as increasing minimum passing distance of bicyclists, usage of right arms for signaling intent to turn, and inclusion of bicyclists in vulnerable road user laws. However, I have to disagree with a number of points where NCDOT's recommendation is not in line with what the working group full of qualified individuals recommended:

-Recommendations to restrict a bicyclist's lane positioning conflicts with defensive bicycling practices such as lane control that keep a bicyclist safe when road and traffic situations require. It encourages harassment by motorists and police of safe bicyclists and invites a number of legal problems for a cyclist hit by a motorist due to North Carolina's contributory negligence laws. Bicyclists are already required to be in the right-most lane and together within the same lane, unless passing, turning left, or avoiding a hazard, and there does not need to be a change to this.

-The issue of bicyclists riding abreast should be solved with education rather than through an additional law, which will likely become even more restrictive as it goes through the

legislative process.

-For the large/group ride situation that may lead to local governments requiring permits or being able to enact their own laws, this will be a nightmare for organized groups, bike shops, charities, and simply groups of friends going on a ride, all of which more often than not will travel through numerous towns, cities, counties, and even states, over the course of a ride. A large group of motor vehicles on the road does not require a permit, bicyclists should not either.

-Finally, requiring bicyclists to use headlamps at all times is overly burdensome to bicyclists, especially children and those who cannot afford to travel otherwise, both because this is not a requirement of motor vehicles and head lamps are not included on new bicycles as purchased in any store or bicycle shop. However, I still agree completely that headlamps should be required at night just as they are now, and I like the proposal to include a red rear lamp requirement in addition to the already-required rear red reflector.

If the NCDOT truly wants to make bicycling on public roads safer for all, the solution is through more education and enforcement of existing laws:

- Safe bicycling practices can be taught in schools long before driving age.
- Driving instruction can include coverage of laws that bicyclists are required to follow, safe bicycling practices, and how to safely coexist with bicyclists when driving a car or truck.
- Police can be further educated on cycling laws and can use more ticketing moments as teaching moments for both bicyclists and drivers.
- Police can enforce existing laws against aggressive driving and distracted driving (especially texting) which puts bicyclists in danger far more than anything else on the road.

I appreciate the opportunity to comment on an issue that would greatly affect me and thousands of others in our state who rely on a bicycle for transportation, and hope that you will adjust NCDOT's recommendations to be in line with those of the committee put together specifically for this purpose.

Thank you,

Rob Schweitzer rschweitzer5@gmail.com

Pineville, NC

Rides a bicycle to work into Charlotte, NC 125+ miles per week

12/26/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight

Committee by December 31, 2015.

Sincerely,

Corinne Shostak corsho@aol.com

114 Crosswind Drive, Cary NC, 27513

919-462-9604

12/26/2015

I am writing to recommend with the strongest assertion that the NCDOT abide by the recommendations that have been forwarded by the Committee regarding H232. As an operator of both a bicycle and a car, and having reviewed the recommendations of the committee, I concur with the committee that:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing rights to the travel lane encourages motorist harassment of safe cyclists, may embolden inexperienced and/or antsy motorists to take chances and unnecessarily put cyclists at great risk of injury or worse by attempting to squeeze by, and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending any new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling side-by-side within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals. Furthermore, the minutes of the committee meetings indicate that extensive discussion was held regarding this topic. The recommendation of the committee was not made lightly and should be respected and supported.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. Thank you for respecting the work of the committee and supporting the above recommendations. Joseph Halloran, Raleigh, NC jhalloranrd@gmail.com

12/26/2015

I am a road cyclist and I am very concerned about the rules changes being considered. People around the country like to cycle North Carolina roads because they are safe to road cycling and are so scenic. If you make it so difficult for road cyclists to be able to ride safely, we will lose our ability to ride this beautiful state. Please do not change the laws to make the roads unsafe to road cyclists like me. We ride two abreast, and we are very careful to adhere to all road laws. Our sport does not pollute our air or streams, and encourages responsible tourism. Please, please consider cyclists and help us keep our state cycle friendly by not passing these unsafe rules that are being considered.

Thank you for your consideration,

Nancy Rausch nancy.rausch.nc@gmail.com

12/26/2015

Dear NCDOT Representative,

I am writing to state my objections to three aspects of the NCDOT's revision of the working group's proposal to improve bicycling safety on NC roads.

Proposals to force cyclists to behave differently than other vehicles that share the road are proven to increase the risk of accidents; these include forcing cyclist to the right side of the lane and to ride single file when in large groups. These present motorists the opportunity to 'squeeze by' the cyclist rather than to pass using a separate lane, as they would when passing other vehicles on the road. Uniformity of regulation is proven to result in safer roads, not creating different rights for different conveyances.

Finally, the proposal that groups of 30 riders should require a permit places an undue burden on cyclists. If such a process is proven to make the roads safer for travelers, then NCDOT should propose similar restrictions for all conveyances; cars and motorcycles alike. Again, there is no indication that this proposal is intended to do anything other than to impair cyclists' rights and threaten their preferred means of transportation.

I request that the NCDOT reverse their plan to submit a falsified version of the work group's recommendation. Submit the recommendations as originally drafted. This will make the roads safer through uniform regulation of drivers of all vehicles that share them. Keep the roads and our democratic republic safe.

Erik Legg

erik.legg@live.com

500 Deerhaven Ct

Hillsborough, NC. 27278

12/26/2015

I am a 51 year old life-long cyclists and diligent voter. BikeWalkNC is spot on with their recommendations. I agree with and support those recommendations.

Additionally, it feels very wrong to this voter to think that the right or privilege of riding my bikes on public roads could be arbitrarily taken away from me and my children. No one here is naïve enough to believe any rhetoric that leaving us the privilege of riding to the right of the travel lane is actually maintaining our ability to ride on the public roads. Cyclists can't ride there without getting a tire puncture about once per mile due to the accumulation of jagged road debris there. It's just a ban on cycling, and everyone knows that.

James Johnston jnjohnston@embarqmail.com

12/26/2015

Dear NCDOT and the Joint Legislative Transportation Oversight Committee,

I'm writing to voice my opposition to the NCDOT draft report of recommendations for the H232 Bicycle Safety Law Study. The draft report includes recommendations that differ substantially from the recommendations of the H232 committee. Specifically, the draft report fails to attend to the following three recommendations:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. As a long time commuter, group rider, and competitive cyclist, I support the adoption of these three recommendations. I oppose the NCDOT draft report that recommends legislation limiting riding abreast (the committee voted unanimously against such legislation) and recommends legislation requiring bicyclists to ride on the right side of marked travel lanes (the committee took no action on this issue; BikeWalk NC had prepared comments on lane positioning but was not given the opportunity to present them).

I appreciate NCDOT and the Joint Legislative Transportation Oversight Committee's attention to my concerns.

Eric Lee

chainsmoke12@yahoo.com

Charlotte NC 28208

12/26/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Suzy Lawrence suzylrn@mindspring.com

Chapel Hill, NC

12/26/2015

Dear NCDOT and the Joint Legislative Transportation Oversight Committee,

I'm writing to voice my opposition to the NCDOT draft report of recommendations for the H232 Bicycle Safety Law Study. The draft report includes recommendations that differ substantially from the recommendations of the H232 committee. Specifically, the draft report fails to attend to the following three recommendations:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding

right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. As a long time commuter, group rider, and competitive cyclist, I support the adoption of these three recommendations. I oppose the NCDOT draft report that recommends legislation limiting riding abreast (the committee voted unanimously against such legislation) and recommends legislation requiring bicyclists to ride on the right side of marked travel lanes (the committee took no action on this issue; BikeWalk NC had prepared comments on lane positioning but was not given the opportunity to present them).

I appreciate NCDOT and the Joint Legislative Transportation Oversight Committee's attention to my concerns.

Sarah Griffith griffiths@queens.edu

Charlotte NC 28208

12/26/2015

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

As a daily bicycle commuter in and around Asheville it is imperative I have the legal right to use as much of the lane as I need to ride safe, avoid opening car doors, Jay walkers, obstructions, broken pavement, declaring left turns, other road users ect.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

As an cyclist, we ride 2 or more abreast to keep ourselves and other road users safe. This is most true in heavy traffic and around blind turns.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. As a road users I find allowing individual municipalities to enact and enforce it's own regulations a joke. This does not exist for other popular forms of transportation and should be

used to regulate bicycles. Smaller municipalities that rely on larger police forces that cover more than one municipality would suffer greatly. In my personal experience, officers of the law, as well as the public in general, are already misinformed or under informed about the laws and regulations.

-Eric E.

Eric Ernst eernt06@gmail.com

Candler, NC

12/26/2015

copied from a friend but he summarized my thoughts about regarding HB232 and the working group's recommendations:

"Part #7 - I agree with the working groups recommendations. Restricting bicyclists to the right hand side of a lane creates an ambiguous situation for drivers - they don't know whether or not to try to pass the bicyclist and if they decide to pass, may not allow enough room. I found that it is better that a driver knows that the bicyclist is taking the lane (controlling the lane) and does not try to pass until there is a safe way to do so. Also, when riding in the city especially, there are numerous obstacles on the right side of a lane such as parked automobiles, leaf piles, roll out trash bins, street drainage grates, all obstacles I have had to avoid by "taking the lane". There is also the danger of car doors opening into the path of a bicyclist causing him to veer left into traffic or crash into the door. The other danger of not controlling the lane occurs at intersections where turning traffic can cause a hazard. From experience and that of other bicyclists I believe it is much safer to allow a bicyclist to ride defensively and use their own discretion as to where in the lane to ride.

Part 2 and Part 6 - Again, I think it best to follow the working group's recommendations which are that no new regulations are needed concerning riding abreast and passing clearances.

Educating drivers as to the rights of bicyclists and the need for courtesy when dealing with them will make the most difference in safety. Secondly, educating bicyclists as to best practices, courtesy and the need for extra alertness will also help everyone share the road safely and equably.

As for the permitting process for group rides, it makes sense to leave that uniform throughout the state."

Thank you for encouraging bicycling in our state by promoting safety in sensible ways.

Matthew Hart hartmp@gmail.com

Recreation and Transportation Rider

Winston Salem, NC

12/26/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local

regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Paul T Caldwell
pcald905@gmail.com

12/26/2015

Below are my two comments about the draft.

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Thank you,
Jim Proctor
LAKELURE2@aol.com

328 Boys Camp Road, Lake Lure, NC 28746

12/26/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is

insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Denise Rhodes, cyclist and motorist
drhodes315@gmail.com
228 E. Millbrook Rd, Raleigh NC 27609
(919) 889-2253

12/26/2015

To whom it may concern:

The laws in North Carolina do not do enough to protect cyclists and give them access to the roadways and facilities that other vehicles and pedestrians have. We need to do more to protect their presence on increasingly congested, design flawed and degrading roadways.

Please do not restrict access to the whole lane that puts at risk defensive maneuvers of both cyclists and vehicles. Please do not restrict side by side riding. This is critical on all roadways for safety. Cars may be impeded by slowing to the posted speeds but, safety increases with visibility. Please keep local control of bicycle access and permitting. The state is too diverse for one blanket rule. Urban and suburban communities know what is best for them.

Terry Lansdell <terry@cleanaircarolina.org>
Program Director
Clean Air Carolina
Medical Advocates for Healthy Air
980-213-6446
www.cleanaircarolina.org
www.medicaladvocatesforhealthyair.org

12/26/2015

Hi NCDOT,

I disagree with the current draft H232 proposal to force bicyclists to ride single file on the roadways. I think it should be left up to the bicyclistists at their discretion to whether riding single or double breasted on the roads since road conditions in North Carolina vary greatly.

As both a motorist and a former cyclist, I feel most cyclist have enough common sense to know when to allow cars to pass or not safely depending on the size of the cycling group and width of the road. Otherwise, you may have cycling groups that can be extremely long when they're trying to stay in a compact formation to move through and away from congested areas.

Please allow it to be discretionary instead of mandatory for cyclists to ride SINGLE FILE.

Thank you,
Rebecca Patterson rebeccadpatterson@gmail.com

12/26/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with well established and validated defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. In addition, it encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. Contrary to popular thought, riding abreast but within the travel lane creates a compact group that is easier to pass safely. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level. I'm curious whether NCDOT is also considering a local permitting process for every event that draws more than 30 cars to it, causing the inevitable traffic back-ups.... Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Eric Wiebe enwiebe90@gmail.com
1507 Hermitage Ct
Durham, NC 27707

12/26/2015

I understand you're the focal point for feedback on some of these proposed restrictions or regulations about where cyclists can ride on public roads. Count my feedback as opposing ANY restrictions, other than those already in place regarding interstate limited access roadways. Specifically the measure meant to limit cyclists from riding 2 abreast, forcing them instead to ride single file on the right hand side instead causes many issues that adversely affect cyclist safety – including:

- Decreased visibility to approaching vehicles
- Increased distance to pass (2 x 5 is easier to pass than 1x10 if you actually yield to oncoming traffic)
- Temptation for motorists to “squeeze past” while oncoming traffic (or blind hills or curves) make this an unsafe maneuver.

Basically – those who push for these type restrictions are completely unaware of how and why cyclists use their lane position, visibility and signals to make themselves safer – and as such, those “get out of my way” opinions need the most forceful rebuttal. The roads of our state and nation are all of ours to share, and as both a recreational cyclist, and one who commutes to work by bicycle, this is about equal access and rights to public resources.

I've been harassed, threatened, and endangered while cycling, most frequently with no reason other than some prejudice on the part of the motorist (i.e. rarely if ever by someone who was legitimately delayed by my presence on my bicycle) so any legislation or administrative actions that would lessen the rights of cyclists to ride in the safest manner possible are unacceptable to me.

Thank you,
Jim Davis jimandkathie@myglnc.com

12/26/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study.

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist

harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Bruce Boehm ratalish@gmail.com

2019 N. Lakeshore Dr. Chapel Hill, NC 27514 504/507-0705

12/26/2015

Any statutes that limit the right of the taxpayers of NC to utilize the roadways without regard as to their means of transportation should be avoided. Pedestrians, Cyclist and the operators of automobiles all have the right to use the roadways safely. I am a driver, walker and cyclist. When I am walking or cycling I frequently feel as if the drivers, distracted or not, are of the opinion that roadways are the sole property of automobiles and their operators.

While I may disagree with some of the positions of the working group and with their inability to come to a conclusion on others, their recommendations should be followed. The NCDOT should not insert their beliefs and opinions over those of the diverse and informed working group and it's committees.

Cyclists and pedestrians support the construction and maintenance of the roadways in the state with their tax dollars as do the motor vehicle operators. All should be treated equally and have their rights to use the roadways safely protected.

Jim Davis jimandkathie@myglnc.com

12/26/2015

As a cyclist as well as a property owning taxpaying resident of NC, I agree with the comments inserted below regarding HB232. I have had similar experiences as a cyclist and motorist that prove putting the "suggested" regulations in place will do much more harm than good.

A much better approach would be increased motor vehicle education regarding the rights and privileges both cyclists and motorists have regarding the roads.

Ronnie Raper ronnieraper@myglnc.com

12/26/2015

Dear NCDOT,

I would like to speak to the legislation at hand related to cycling in North Carolina. I moved to Raleigh two years ago from Atlanta, GA and fell in love with the cycling community. It is made up of a diverse group of people and I love the support from the local towns when it comes to road bikes. I would hope not to lose such support and safety on the roads because of this legislation. I came from a big city without bike-friendly laws and towns. There were no signs with "share the road" and people getting injured on the way to demonstration rides. Please read the three points below.

Firstly, I disagree with NC DOT's recommendation that people riding bicycles must stay to the right of their lane. This will get a cyclist killed. In numerous situations, it is much safer for the person on the bicycle to be in the middle, or even the left side of their lane — to improve their visibility and be conspicuous to people driving vehicles. Research and experience has made it very clear that limiting people on bicycles to any particular place in their lane make it more dangerous for them, as well as dangerous for people driving vehicles.

Examples of this include curvy roads in the Western North Carolina mountains, where the sightline ahead is restricted for the person driving the vehicle. A person on a bicycle "hugging" the right side of their lane is less visible, even if wearing high-visibility clothing and flashing lights activated in the day time. By riding in the middle of the lane, or the left side of the lane, the person on the bicycle can improve the sightline (lengthen it) for the person driving the vehicle.

Perhaps the most egregious aspect of the NC DOT recommendation... is the behavior it encourages in people driving vehicles. I have seen people driving vehicles pass people on bicycles in a very unsafe manner countless times.

Secondly, I disagree with NC DOT's recommendation that people riding bicycles not operate more than two abreast. Even in a "small" group of 5 to 10 people riding bicycles, there are times when it is more safe and more efficient for the group to gather closely together, say to wait at a stoplight and then to proceed through on the green light. If made to line up in sets of two, or worse, single file... there may not be sufficient time when the light turns green to even get the whole group through the light — which in turn will cause even more frustration for people driving vehicles behind the cyclists.

There are numerous other examples of why this isn't a good idea.

The Working Group provided a recommendation: that education be used to improve behavior and techniques, to minimize danger and increase the safe flow of traffic. NC DOT is off the mark by recommending a specific number of acceptable bicycle positions.

Thirdly, I disagree with NC DOT's recommendation requesting legislation so that local governments in North Carolina would "register" informal group rides as small as 30 people on bicycles (again, NC DOT's recommendation is in opposition to the Working Group's recommendation).

While this recommendation may have been well-intended, supposedly to ease the "angst" between people who drive vehicles and people who ride bicycles, it is too vague to be helpful to legislators — particularly those legislators with little or no experience with informal group bicycle rides.

The legislators deserve specific recommendations based on deep experience with the problem at hand. Asking the legislature to enable any local government to "register" (presumably these means regulate, control and administer) group bicycle rides further places responsibility for bicycle events on local officials who may be poorly equipped to take the responsibility.

Please consider these points and not pass legislation that will limit the community as well as endanger the safety of cyclists.

Thank you for your time,
Tara Parks tparks_24@yahoo.com
Registered Voter
Raleigh, NC

12/26/2015

This is a very bad bill. We should be encouraging more cycling and walking. This bill does not promote this.

John Prudente

Phone: (336)420-3358
Email: john@prudentenviro.com

12/26/2015

I see none of these suggestions doing anything but putting a biker in more jeopardy as they are always in fear of the distracted driver already. We have no horn or protective bumper and please dont forget we are clipped in to our pedals, so using our feet is not much use off the pedals without warning. Bikers should always be respectable to automobiles, but giving us restriction lane areas does not apply to the multiple situations we come upon turning left and road disrepair in the right half lane is the most common area of road disrepair a bike must avoid or it can send them in any direction(our tires cant absorb what a car tire can)

Tracy Snider

Phone: (704)929-9328
Email: tracy@sniderinsurance.com

12/25/2015

As a cyclist, I am concerned about the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: The right half of the lane is often the dangerous half. Besides more road debris, cyclists are in danger of motorists veering out of parking spaces and opening doors. I have been a victim of close calls from all three. When a large group of riders has to cross one or more lanes to reach a left turn lane it is safer for everyone on the road to have the cyclists fill the lanes and move as a group. Also, I do not want to be arrested for safely traveling a public street across some arbitrary unmarked line.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. I participate in large group rides. It is safer and quicker for a motorist to pass 20 or more riders in a double pace line (2 abreast) than 20 riders single file. My team only runs a double pace line when there is little or no motor traffic.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, such as the Cycle North Carolina Coastal Ride, Mountain Ride, and Mountains to the Coast Ride. This makes NO sense.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

John Randal Guptill rsjc@mindspring.com
902 W. Carver Street
Durham, NC 27704

12/25/2015

I'd like to add my voice to folks expressing some concern about HB232. Specifically, about:
Always staying right - not always safe for cyclists.

Riding single file at all time - not always safe for cyclists.

Local government supervising all group rides - complete overkill and too vague to be helpful.

Thank you for your attention,

Enjoy your sport,

Marty Gaal, CSCS

marty@osbmultisport.com

One Step Beyond

www.osbmultisport.com

12/25/2015

Below I have copied and pasted a verbatim email you have already received from Fred Holt. I agree with all of Fred's points and fully support these positions. My wife and I are Wake County tax payers, real property owners and owners that operator 2 vehicles that log over 20,000 miles each on NC roadways fueled by gas purchased in NC. Kindly consider these points closely and help to support the enjoyment bike riding in NC.

Regards, Phil Armand, 7020 Talton Ridge Dr, Cary, NC 27519

"I understand you're the focal point for feedback on some of these proposed restrictions or regulations about where cyclists can ride on public roads. Count my feedback as opposing ANY restrictions, other than those already in place regarding interstate limited access roadways. Specifically the measure meant to limit cyclists from riding 2 abreast, forcing them instead to ride single file on the right hand side instead causes many issues that adversely affect cyclist safety - including:

- Decreased visibility to approaching vehicles
- Increased distance to pass (2 x 5 is easier to pass than 1x10 if you actually yield to oncoming traffic)
- Temptation for motorists to "squeeze past" while oncoming traffic (or blind hills or curves) make this an unsafe maneuver.

Basically - those who push for these type restrictions are completely unaware of how and why cyclists uses their lane position, visibility and signals to make themselves safer - and as such, those "get out of my way" opinions need the most forceful rebuttal. The roads of our state and nation are all of ours to share, and as both a recreational cyclist, and one who commutes to work by bicycle, this is about equal access and rights to public resources.

I've been harassed, threatened, and endangered while cycling, most frequently with no reason other than some prejudice on the part of the motorist (i.e. rarely if ever by someone who was legitimately delayed by my presence on my bicycle) so any legislation or administrative actions that would lessen the rights of cyclists to ride in the safest manner possible are unacceptable to me. As a taxpaying property owner, citizen of North Carolina, and multiple vehicle owner (currently 2 more than I have drivers in my family) I have plenty of "skin in the game" and expect fair and equal treatment from the NCDOT and any legislative committees that may be meeting on this topic.

If there's anyone I could call or meet with, I'd be more than willing to explain all this to someone who needs such input."

Phillip Armand philvarmand@gmail.com

12/25/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride

organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Larry A. Adcock

larryadcock@revelstractor.com

(919)795-0300

Sales Manager

Revels Turf & Tractor

revelstractor.com

12/25/2015

I've read this recent blog post and would like to make a comment.

<http://velogirlrides.com/nc-dot-hb-232/>

Obviously, the safety of all important.

The blogger discusses cycling in the mountains. In the mountains, as he mentions, we have windy roads that may create sight-line problems. He mentions that most fatal crashes are in rural areas.

The mountains and rural areas have long, hilly, windy stretches that are mostly two lanes. These stretches can have no-passing zones for many miles with very short patches of broken lines.

The blogger does not discuss the very real problem of long lines of vehicles following cyclists at 10-15 mph in 35-45 mph zones.

As you know, this causes bunching up or tailgating, constant application of brakes, cars moving out of the lane to view the cause of the slow traffic, frustration and delays in getting to one's destination, etc. Drivers who are forced to go so slow will turn to their phones adding distraction as another problem.

On the Blue Ridge Parkway, for example, one can remain behind a cyclist at 10-15 mph for 5, 10 or even 15 miles. It is no wonder drivers take a chance just to finally get on to their destination. This is just one example but indicative of many of the roads in the area.

In town or on roadways with traffic lights, NCDOT times those lights taking into consideration how vehicles move. When cyclists accelerate as slowly as they do, often times one can't make the next green light even though they are timed to allow just that.

We certainly want bicyclists to be safe as they enjoy their hobby. Drivers of cars and trucks need to be able to get down the road safely also. They also, simply, need to be able to get down the road.

Thanks for working on this project.

Alan J. Rosenthal

Rosenthal Consultants rosenthalconsultants@gmail.com

PO Box 2258

Asheville, NC 28802

12/25/2015

I've been riding as a roadie for approx 5 yrs.....and have always thought that riding single file hugging the side of the road was the most appropriate as well as the safest for me and the group I ride with.....I introduced my son my riding about three years ago.....and he has become a serious rider. He is now on the cycling team at Lees- McRae College where he is

actually receiving a partial scholarship.

We took a road ride yesterday while he is home for Christmas break and during the ride he brought to my attention how my current ideas were most dangerous. If we ride two widethe proof is there.....cars that come up from behind are FAR MORE apt to wait till a truly safe spot in the road comes along. There are a few that will become irritated.....however I would rather a few be irritated than harm come to my son or any other rider.

Please take the seriousness of this matter to heart.....

Ryan Smith rsmith@lifetouch.com

828-674-9914 cell

12/25/2015

I agreed with David Billstrom.

Cyclists need to have full access to the lane as any other vehicle especially in areas of limited sight line.

Riders should be able to go as a group through an intersection to not antagonize drivers behind them Local government doesn't need to do what already our great cycling enthusiasts do to ensure group safety during rides Thank you,

June Quick junebquick@gmail.com

12/25/2015

I was recently made aware of the H232 draft report and the recommendations therein. Specifically, recommendations regarding changes that will, in my opinion, reduce bicyclist's freedom and safety on the roads while fostering a perception that bicyclists do not have the same rights to use roads as other tax paying citizens in vehicles. As an active cyclist living in Apex, I am very interested in maintaining my rights to cycle on roads where I need to in order to maintain my safety, which often is someplace other than the rightmost side of the road. In addition, riding in larger groups requires "doubling up" or riding abreast in order to reduce the total distance required for a vehicle to pass. I understand that this strategy may sometimes be perceived by a driver as "getting in the way" but it can reduce the likelihood of an unsafe pass by the car. Keeping cyclists (and other drivers) safe is worth spending time to educate the community on this practice.

Please let me know if there's anything that I can do to help advocate for my position as a cyclist and citizen!

Thanks for taking the time to read my email. Below is the position of BikeWalk NC, with which I fully agree.

"(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers,

whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.”

Merry Christmas and Happy New Year!

Keith Flood, Ph.D.

keithgflood@nc.rr.com

523 Old Mill Village Drive

Apex, NC 270502

12/25/2015

I would like you to be aware of three discrepancies between NC DOT's recommendations and the recommendations of the committee. I am an avid cyclist who rode more than 3500 miles in NC this year. My riding has been done indoors on a trainer, on the road as an individual and in group rides ranging from 5 people to 1100 (Cycle North Carolina sponsored by NC Amateur Sports). I am an experienced cyclist with 25 years of riding experience in NC alone.

I belong to several cycling clubs in the Triangle and am familiar with a number of bicycle shops in the area. Many of these knowledgeable groups and businesses have online recommendations about cyclist's legal obligations as well as suggestions on safe riding. I can think of none of these that would recommend the three suggestions contradicting the committee's recommendations that NC DOT makes in their December 23 report.

I urge you to carefully review the recommendations to ensure that when the legislature considers the report, they have a full understanding of what was recommended by the committee and that the three contradictions are noted prominently.

Specifically, the three issues of difference are:

(1) the bicyclist lane position restriction, (2) the group ride permit requirement, and (3) the riding abreast regulation.

I appreciate the legislature's efforts in forming a committee of talented and interested members. From what I understand, it was diligent and knowledgeable work. Also, I believe NC DOT generally does a nice job with cyclist education, support and safety. The three issues of difference would not make cycling safer nor more enjoyable for either motorists or cyclists.

I would be happy to answer any questions or concerns if any more information is required.

Thank you very much.

Gary Wrayno gwrapno@gmail.com

Cary, NC

12/25/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is

insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Mike Allen mallennc57@gmail.com

919-218-0470

12/25/2015

As an active commuter bicyclist in the Triangle area I enjoy riding many thousands of miles in North Carolina each year. The beautiful roads and scenery, and the friendly and accommodating drivers have made riding here a real pleasure.

I have followed with great interest the progress on House Bill 232 - the Bicycle Safety Laws Study Report. I thought that the members of the committee were well-qualified and that there was excellent feedback from the public.

Now that the final recommendations have been made public I find that I am extremely disappointed in the result. The public review period is unfairly short and occurs over a holiday where many citizens are traveling and cannot review the report. This means that an important report may go into the legislature without feedback on final language.

There are important changes from the committee recommendations that will reduce the safety of bicyclists:

1) Restricting cyclists to the right side of the lane will result in many additional problems. Car drivers will be encouraged to make unsafe passes in the same lane as a bicycle rider. Law enforcement personnel will have difficulty interpreting lane usage where conflicting statements are made after accidents. Bicyclists will be unable to safely ride along parked cars while avoiding the 'door' zone, or to veer into the lane to avoid pedestrians, runners, or even to pass another bicycle under this restriction. For years bicycle safety advocates have recommended that riders 'take the lane' in traffic to avoid issues with unsafe car passes - this strategy is backed up with careful analysis of bicycle accident data.

2) Restrictions on bicyclists riding abreast will prevent riders from passing other bicyclists, and also increase delays for automobile drivers passing larger groups of bicycles. Consider a group of 20 bicyclists riding together - passing them strung out in single file takes much more distance and time (and presents many fewer safe locations to pass) than the same group riding two abreast, making a much shorter group.

3) Allowing local municipalities to set overriding regulations for bicyclists will make it difficult to plan and execute long charity rides in the state. Many group bicycle rides have routes of 60, 75, or 100 miles making it inevitable that they will ride through many jurisdictions. Towns and cities could enforce unpredictable changes at any time that could stop any group attempting to ride through, or just add fees or application/approval bureaucracy. The state-level permitting process works very well for these events today.

Thank you for including my comments in the appendix to the report -

Respectfully,

/pRC

Randolph Carter, Raleigh NC

prcarter@mindspring.com

12/25/2015

I've reviewed the NCDOT H232 report and find a few items that change cycling laws troublesome. Specifically, the portion that restricts cyclists to to the far right side of a lane. I

commute regularly by car, so I understand the frustrations with slower moving traffic...however, as a cyclist, I also deserve the right to protect myself to while riding.

Restricting cyclists to the far right denies us a basic defensive tactic that I use very frequently in the roads of Wayne county. Most of the time I ride as far right as safe, however, sometimes this encourages over-aggressive drivers to squeeze by with oncoming traffic. I've seen this put several people at risk at one time, with a passing car running oncoming traffic off the road while trying to squeeze by, then running me off the road while squeezing back in. To deter this practice, I'll often ride a few feet left when presented with oncoming traffic until it would be safe to pass with adequate room. It works very well and never delays cars more than a few seconds.

Thank you for your time. I hope that I could give you an alternate perspective on what could be some dangerous changes to NC law.

Mike Unruh
munruh@usa.com
Pikeville, NC

12/25/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Mary Sugden
Pittsboro, NC
Mksch@mindspring.com

12/25/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for

cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Joey Hand joey@joeyhand.com

102 Kings Mountain Ct

Chapel Hill NC 27516

919-960-8188

12/25/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Greg Adkins adkins.gl@gmail.com

3112 Bluff Lane

Hillsborough, NC 27278

12/25/2015

I know it's counter-intuitive to most, but restricting cyclists to the right half of the lane actually increases the risk of accidents. Many studies of large number of accidents have concluded that the worse thing a cyclist can do, is to appear inconsequential, but cycling more toward the right edge of the lane. The "sweet spot" - the spot in which safety is greatest, and hassles to motorists are not great, is the exact center of the lane.

In general, cyclists are safest when motorists see them well, and consider them carefully when passing.

Please do not support the H232 Bicycle Safety Law.
I've cycled over 20,000 miles, all over the state. I've been hit twice, both times while in the far right of the lane, by drivers who were at the moment thinking of me as an inconsequential nuisance, to be passed without proper concern for safety.
- Andy Anderson, mygoodfriendandy@gmail.com

12/25/2015

To: Joint Legislative Transportation Oversight Committee

I fully support Steve Goodridge's position regarding H232, explained below. As a bicyclist who rides recreationally and to commute for work and errands, I find further restrictions to bicyclists' ability to ride safely on our public roads as unacceptable. I find the current draft proposal meant to limit cyclists from riding 2 abreast, forcing them instead to ride single file on the right hand side instead causes many issues that adversely affect cyclist safety. I understand you are the POC for feedback, and I ask you to please include my response during further discussion of H232. Please let me know if there is anyone else I can contact, or meetings to attend to voice my opinion.

"I think it's important for me to explain the back story on the three issues of contention where NCDOT's draft report recommends new laws contrary to the Committee's wishes: (1) the bicyclist lane position restriction, (2) the group ride permit requirement, and (3) the riding abreast regulation.

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level."

Sincerely,

Paul Richer paulricher44@gmail.com

Holly Springs, NC

919-389-2665

12/25/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Eric Schumacher eschumacher@gmail.com
919-914-0893

12/25/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Please help us maintain/create reasonable rules for the cycling community. Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Irene Slydel rn1runner@gmail.com
5510 Hideaway Dr
Chapel Hill, NC 27516
919-812-0591

12/25/2015

Joint Legislative Transportation Oversight Committee,

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's

contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Respectively submitted,

Gregory A. Brown

gregory69676@gmail.com

Apex, NC

12/25/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Robin L Gonzalez

robinlgonzalez@aol.com

3915 Hope Valley Rd

Durham, NC 27707

919-622-0028

12/25/2015

Submit and follow the MAJORITY report. NC DOT added or changed the draft to make it unsafe for bicycling in NC.

Graham Douglass

gtdouglass@gmail.com

2712 Fitzford Ct

Durham NC

12/25/2015

To the NCDOT and the Joint Legislative Transportation Oversight Committee:

I understand that NCDOT is about to recommend to the legislature some very detrimental changes to our laws, aimed at diminishing the rights of bicyclists.

One of these is a requirement that bicyclists only use the right half of the lane. This interferes with numerous defensive riding practices. Others will no doubt mention to you the need for the cyclist to be further left in some situations in order to be more visible to other road users, particularly in areas with considerable other traffic and frequent intersections.

I would like to add that I often ride by myself near the centerline on lightly traveled back roads. I'm talking about times and locations where I only get overtaken about every mile or two, and intersections come about once a mile. I ride where I do as a default lane position not merely for reasons relating to my interactions with other vehicles but also due to the danger posed by animals darting out from the roadside. I'm talking about not only dogs but deer, raccoons, possums, cats, skunks – you name it. Out in the country, these dart into my path all the time. Often, the animals aren't visible until they're on or very near the pavement, and often they're moving fast and are big enough to cause serious injury if you collide with them. If the animal comes from the right and a cyclist is well to the right, the cyclist has no time or space to react.

This is not a hypothetical problem. In 2012, I suffered a broken rib when a dog came charging out of the ditch and slammed into the side of my front wheel, behind the front hub. The dog wasn't even chasing me – just playing with another dog. I was near the right edge of the road because I was being polite to an overtaking motorist.

The proposed legislation would require me to ride like that all the time and outlaw perfectly acceptable common-sense defensive cycling that mitigates this hazard.

Here's another situation that others may not mention. On my commute to work from Kannapolis to UNC Charlotte, I have to cross I-485 on Highway 49. The fairly lengthy overpass I have to use has an extra right lane that starts out as a feeder lane from an offramp, then is a through lane across the overpass, then becomes a right-turn-only lane leading onto a freeway onramp. I need to go straight on 49. Under current law, I can go down the left side of this right lane and be legal, then cross just the lane divider line leftward when it changes to RTO, without creating any conflict with other road users. The proposed change to the law would require me to weave across this lane and then promptly weave back again after about an eighth of a mile, sometimes in dense 55mph traffic. This would endanger me, and both endanger and inconvenience motorists.

Cycling is surprisingly safe in North Carolina under current law – despite the abysmal state of cyclist and motorist education; despite the near-total absence of enforcement of existing laws, even very basic ones like using lights at night and not riding against traffic. We have only about two dozen bicyclists killed on our roads per year, versus nearly a thousand motorists and about 300 pedestrians. In 2013, bicyclists were 2% of our road fatalities, compared with over 5% for Florida and California, which both have far-to-right laws and lots of “bike-friendly” infrastructure gimmickry. Cyclists, motorists, and I guess maybe some people at NCDOT could benefit from better education about bicycling, but the legal structure we have now ain't broke and doesn't need “fixing”.

Mark Ortiz

Motorsports vehicle dynamics consultant and writer

Teaching assistant, Department of Mechanical Engineering and Engineering Science, UNC Charlotte

120,000 bicycle miles since 1/1/01

155 Wankel Dr.

Kannapolis, NC 28083-8200
704-933-8876
markortizauto@windstream.net

12/25/2015

NCDOT, The NCDOT recommendations will put cyclist lives in danger. Cyclists are already at a disadvantage and if NCDOT truly cares about the lives of cyclists I strongly urge them to use the recommendations of the working group. The cyclist community is a group of motorists who also cycle. This gives them a unique perspective on what can help save cyclist lives. Motorists who don't cycle cannot fully understand the nuances of navigating a bike on roadways. It takes miles and miles of experience. Please respect the working group's due diligence and heed their recommendations.

(1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

(3) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Lynn Young saritalynnyoung@gmail.com

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: Statistics show that most same-direction vehicle-cyclist crashes occur when cyclists are riding to the right side of the lane, which encourages too-close passing and unsafe passing by vehicles. Additionally, this interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law. Additionally,

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists as well as better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be more restrictive than proposed herein.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level. Since such a statewide framework already exists, I recommend that it continue to be used to provide uniform rules and regulations for cycling within North Carolina.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Keith Gerarden gerardek@georgetown.edu

Vice-President, Triangle Velo

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

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Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Tom Mazzeo tmazzeo@nc.rr.com

3509 Westover Road

Durham, NC 27707

919-490-0671

12/24/2015

Why doesn't NC have bicycle lanes on every road? Why aren't roads closed one day a week to allow cyclists safe riding, especially with global warming? My brother-in-law is a Harvard PhD in Environmental Engineering & he tells me if we don't stop driving so much, we are going to continue to have environmental problems for our future. Please help us.

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand

the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Emily Davis

bicyclingemily995@gmail.com

100 Meadow Run

Chapel Hill, NC 27517

919.869.4059

12/24/2015

Hello, my name is Paul Middleton and I work for the Town of Cary, Transportation and Facilities Department as Civil Design and Survey Manager under Lori Cove- Director. I as well as Lori happen to be avid cyclists and ride frequently on the road and in small to large groups. I am dismayed that there is talk of restricting cyclist to single file riding. I think the safety concerns of riding two abreast are well known and were recommended by a committee studying the subject. I can't help but think that complaints from impatient motorists are overriding the safety of cyclists. Please do whatever you can to influence allowing riders to ride two abreast. Riding two abreast is essential for group rides. Furthermore, it is impossible to ride single file as the lead rider when tired needs to drop to the back, essentially breaking the "proposed" law as he does so.

Also as N.C. tries to increase alternative modes of transportation, cycling ridership being one, penalizing riders seems contrary to this effort.---- and for what? To allow more speeding, impatient drivers the illusion that they will be able to arrive somewhere faster? Passing a single file string of 30 riders puts the squeeze on riders as well as the motorist and will certainly be less safer for all.

Please do whatever you can to stop this proposed law.

Sincerely

Paul D. Middleton, PLS, GISP

middleton.paul@yahoo.com

12/24/2015

I am a cyclist and commute (Durham to RTP), ride socially (Tarwheels and NCBC) and for fundraisers (MS Society), and occasionally race (Raleigh half Ironman, Assault on Mt Mitchell, Blood Sweat & Gears, and several local triathlons). I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane:

This interferes with defensive bicycling practices such as lane control, safely avoiding the door zone of parked cars, avoiding drains and hazardous pavement, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast:

Riding abreast is in many instances the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations:

Over the last 15 years I have helped organize and coordinate fundraiser bicycle rides for the Tarwheels and the Duke Multiple Myeloma clinics. Based on this experience I believe allowing each municipality to enact and enforce its own local regulations and permitting process for group rides will create bureaucratic nightmare for ride organizers, whose rides can

easily pass through several different municipalities. H232 seems insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015. Please feel free to contact me if you would like to discuss this issue.

Sincerely,

John C Swartz johncswartz@gmail.com

6203 Chesden Drive

Durham. NC 27713

12/24/2015

The new proposed legislation - it's counterproductive and should not be enacted. The status quo, where bikes have equal standing as cars on the road, is better than the proposed new regulations.

Why stir the pot? You're just going to make a lot of people mad.

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Regards,

George Mapp

gmapp@mindspring.com

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Jason Weatherhead

j.weatherhead@frontier.com

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Thanks, Loy Kiser

416 Bickett Blvd.

Raleigh, NC 27608

lkiser23@bellsouth.net

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law. Forcing riders to the right whisk motorists may determine it is safe to pass puts cyclists at serious risk.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Randy Heffelfinger
rkhmkm@nc.rr.com
9198120092

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Where cycling is common and a necessity for many: I lived in North Carolina for 30 years and currently reside in the San Francisco Bay Area. Here, cycling is encouraged as a benefit to everyone. It reduces traffic congestion and frees up scarce parking spaces for those who have no choice but to drive. In my experience as a bike commuter, the best policies for bicycle safety are the construction of bicycle lanes, which are now often installed between parking spaces and the sidewalk in order to allow motorists to park and exit their vehicles without interfering with passing cyclists.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Whitney E. Heavner, Ph.D.
heavner@stanford.edu
1001 Tompkins Ave, San Francisco, CA 94110
(828) 413-5847

12/24/2015

I wish to offer my comments on NCDOT's draft H232 report. First of all, a little context: I'm a lifelong resident of North Carolina who relies on his bicycle as a primary mode of transportation. I'm approaching 2000 miles on my bicycle in 2015, so any potential legislation

affecting bicyclists is of great interest to me.

Let me begin my expressing my gratitude for the recommendations in the report that will, I believe, enhance bicyclists' quality of life and protect their safety and rights:

- Item 1, which recommends that motorists be allowed to pass bicyclists over a double yellow line when safe is a positive, since it encourages motorists to allow a safe passing distance. I think that a recommendation that the motorist change lanes would be less ambiguous than recommending 4 feet, which may be difficult for some individuals to gauge.
- Item 2 protects the right of bicycles to ride two abreast. Riding abreast in groups greatly enhances safety and facilitates easier passing for motorists. I believe the language of the recommendation needs better clarity to ensure that bicyclists do not receive tickets for changing formation, coming to a stop as a group, etc. Additionally, care should be taken that this is not amended to dictate that bicyclists drop to single file for motorists to pass, as doing so would actually make passing more difficult and more dangerous.
- Items 3, 4, and 5 all increase bicyclists' quality of life and/or safety. I believe that mandating bicycles be sold with lights may be appropriate given item 4.
- As stated above, the increased passing minimum recommended by item 6 is very welcome, but I believe that a mandate to change lanes would be clearer (and allowing 4 feet for a pass would probably necessitate changing lanes in most situations, anyway).
- Finally, item 11, which recommends that bicyclists receive the same vulnerable road user protections as motorcyclists is a very positive and much appreciated change.

The above being said, I do have some concerns about other parts of the draft report:

- Item 7 actively interferes with bicyclists' safety. Although the great majority of bicyclists desire to facilitate passing by motorists when safe (no bicyclist likes to have an impatient motorist behind him/her), the ability to "control" the entire lane and occasionally ride to the left of the lane is critical for preventing bodily and property damage for bicyclists. Circumstances under which a bicyclist may need to ride on the left side of the lane to prevent grievous injury include:

- Avoiding the "door zone" when riding past parked vehicles. Dooring is one of the most common and most severe collisions that bicyclists suffer.
- Improving visibility at dangerous intersections--important given the tendency of motorists to roll through the white line at intersections before coming to a complete stop.
- Avoiding "right hook" crashes by motorists who neglect to check for bicycle traffic before turning.

I believe that if NCDOT presents item 7 as it is currently drafted, it will be directly responsible for putting bicyclists at unnecessary risk. I cannot overstate this.

- Item 8 concerning permitting for informal rides creates an unnecessary bureaucratic headache for both ride organizers and municipal officials.

Thank you for your time, and happy holidays.

Sincerely,

Adam Raskoskie daraskoskie@gmail.com

Charlotte, NC

12/24/2015

As a cyclist and motor vehicle operator, I have severe problems in understanding how the safety issue has been overtaken by the convenience issue. Why is it that vehicle operators can not be required to treat cyclist the same as a small farm equipment operator. That they do not is only due to thier perception that they are safe within the vehicle if they crash into a cyclist but in grave danger if they do the same to a tractor. The laws and regulations should not let operators continue this dangerous behavior but should reinforce there obligation to avoid it. If the mass of the cyclist does not deter the reckless and dangerous behavior or the fear of

actually hurting or killing someone, then the laws and regulations must do the job. Lives and families are at stake! I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Dr. David B. Gilbert

pawn27514@yahoo.com

Avid cyclist and concerned vehicle operator

12/24/2015

I'm writing to comment on the new regulations regarding cyclists.

Let me say first that I am not a cyclist, though I have friends who are, and that as a motorist I am as annoyed as anyone else at having my progress halted by cyclists in my way. That said, I do not believe that this idea is a solution for anyone.

A cyclist on the road should be passed in the same way as a slow moving car or farm implement, etc., all of whom have the right to use our roads, even if they sometimes momentarily inconvenience the rest of us. And since they are more exposed than the drivers of cars or farm machinery, cyclists should be treated with extra caution. A motorist should always remain behind the cyclist, no matter how annoying that may seem, until it is safe to pass. Not just safe for the driver - safe for the cyclist, too.

Asking cyclists to stay in the right half of the lane and not ride abreast does little, if anything to increase the motorists' ability to pass them safely. Even if the cyclist is in the right half of the lane, the car still needs to move mostly, if not completely, into the oncoming lane in order to ensure the cyclist's safety while passing. Either the oncoming lane is clear, or it is not. Half a lane makes no practical difference.

When a cyclist keeps to the right half of the lane, it can actually encourage motorists to pass when it is not safe to do so. Because they can see around the cyclist more easily than a slow car or farm implement, etc., motorists often attempt to pass cyclists without moving over far enough into the other lane. I have ridden with other drivers who have quickly swerved around cyclists who were on the right side of the lane, when there were cars approaching and there was not sufficient time and distance to move over far enough to pass safely. Sometimes, there was so little distance between us that I could have reached out the open window and touched the cyclists. The drivers almost certainly would not have attempted such a dangerous move, had the cyclists been "claiming their lane" as most cycling safety experts seem to advise.

Please re-think these ideas. Responsible cyclists are the best judges of how to keep themselves safe on the road, and they have no desire to annoy motorists any more than is unavoidable. It is inherently unwise to require them to act against their best judgment.

Tim Perry heathenpriest@gmail.com

Black Mountain, NC

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Patrick J. Buckley, MD, PhD

patrickbuckley@nc.rr.com

4705 Taproot Ln

Durham, NC 27705

12/24/2015

In response to the commenting period for proposal H232, as a resident of the great State of North Carolina, a bicycle rider and a driver, I feel obligated to comment that:

1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers,

whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. I strongly encourage NC DOT to take into account the committee recommendations as well as the feedback from the bicycling community. North Carolina is home to a very active riding community, which also helps support many charities through riding events (such as Bike MS, Ride 5.0, Cup'n'Cone, etc.) as well as through our routine rides and volunteering.

All the best,

Octavio Soares osoares@nc.rr.com

1501 Carrickfergus Ct

Durham, NC 27713

(919) 381-5560

12/24/2015

Dear Joint Legislative Transportation Oversight Committee,

I am a citizen living in NC who loves cycling and believes the Bill H232 to be objectionable for the following reasons:

PLEASE CONSIDER THE FOLLOWING:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. Thank you for listening and taking this under advisement.

Sincerely,

Natalie Gilbert gilbert.natalie@gmail.com

312 Edward St

Durham, NC 27701

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue

should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Alan Metz, M. D.

Alan.Metz@quintiles.com

+19199982245 - w

+19194494591 - c

12/24/2015

As a cyclist and physician I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

As a physician, I see patients affected both by obesity related to inactivity and injuries and conditions related to sports activities. Promoting safe cycling addresses both of these issues. I am concerned that these changes will have the doubly deleterious effect of making cycling more dangerous and reducing the number of cyclists by further marginalizing them relative to automobile traffic. This also seems to go against efforts moving towards a more cycling friendly community.

Sincerely,

David Smith, MD

dasmith530@yahoo.com

12/24/2015

I would like to express my experience about riding bike to the far right of the lane. Over time this has proved to be a very unsafe practice for me as motorist will not pass using a safe distance. They will pass you without crossing the center of the road. I found that the safest place was to ride about 2 feet from the right side white line if there is one or from the edge of the road. Requiring bikes to ride to the far ride is not a good idea for safety.

Also, I am not sure how requiring a biker to carry an id makes for safer roads..I is just a good idea in case of an accident, but making the roads safer is not clear to me.

Thank you for taking the time to read this.

Dennis Geiser dggeiser@gmail.com

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving

visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Corinne Powell corinnepowell@gmail.com
102 Forest Court
Carrboro, NC 27510

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

The bicycle coalition offered well thought out advice on this issue that was ignored by the commission. They are still willing to assist in this decision making process.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
John Hill, Sr.
johnhill320@gmail.com
6131 Castell Dr.
Durham, NC 27713
215-990-8728

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Alyson West alyson.west@gmail.com

325 Brandywine Rd
Chapel Hill NC 27516

12/24/2015

To Whom it May Concern,

As a cyclist, I am not in agreement with the H232 draft. This will put restrictions on group rides, force cyclists to ride in the far right and eliminate the possibility for riding 2 abreast. Cyclists have a right to responsibly use the road, along with motorized vehicles, and our shared use should be considered in any plan.

I request that no new legislation be promoted to restrict where a bicyclist may ride within a marked travel lane or riding abreast within a single marked travel lane.

Thank you for your consideration,

Rebecca Falls rebecca_falls@yahoo.com

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is

insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Roy Terretta <roy@terretta.com>

104 Prescott Dr
Durham, NC 27712
919.383.5073

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

David G. Roberts

dg.roberts1@gmail.com

2804 Royster St. Raleigh, NC 27608
919/781-4637

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling best practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists and motorists as well as improving the opportunity for motorists to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions.

Local Regulations: Allowing each municipality to enact and enforce its own local

regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers whose rides can easily pass through several different municipalities. Limiting group rides creates the potential for the loss of both valuable opportunities for community service and recognition of North Carolina as being a desirable for out of state riders. Fund raising group rides almost invariably cover multiple municipalities, out of state riders bring in new tourism interest and revenue for North Carolina. Making the process for arranging group rides more odious will result in group rides not being held. Additionally restrictive varying regulation of group rides is insensitive to those who worked hard to create a sensible and practical permitting process at the state level for formal group rides.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Respectfully,
Daniel G Massey
dgmasse@gmail.com
435 Edinborough Dr
Durham, NC 27703
(919)672 -7273

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Joel Walukas
joel.walukas@gmail.com

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory

negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Stewart Jurgensen stewart_jurgensen@att.net

Raleigh NC

919-817-4434

12/24/2015

To whom it may concern,

As a native North Carolinian and avid cyclist I applaud your effort to formalize some protections for cyclist and clarify gray areas for motorist and cyclist. North Carolina ranks as the 8th most deadly state for cyclist.(1) In particular, thanks for giving a buffer of 4 feet and allowing drivers be able to cross double yellow line when passing a cyclist. Most every week a motorist endangers my life by coming too close to me at incredibly high speeds, all to save themselves 10 seconds of bother.

However I am greatly concerned about a few items.

1. A requirement for a front headlight and taillight is not reasonable nor accessible to many citizens. While I ride always with a tail-light (with a camera to film everything that happens behind me), to require lights for all would mean a motorist would have a legal loophole if they were to hit a cyclist. It is also up for great interpretation as to what would qualify as an adequate illumination. Further, battery life is so limited with bicycles that most of the time such illumination runs out long before completing a 60 to 100 mile ride. Make this a recommendation but not a requirement.

2. A "requirement" to wear bright clothing is also fraught with potential limitations for cyclist who are hit by a vehicle to win a court case. What qualifies as bright clothing and who decides this? Further, would a motorist be off the hook for criminal or civil cases if a cyclist wasn't wearing proper colored clothing? Make this a strong recommendation but not a requirement.

3. Your recommendation for cyclists to ride as far to the right of the right travel lane as possible does not result in a safer situation for cyclist. Why? First, trailing motorist are more likely to pass with oncoming traffic approaching if they think they can squeeze by. Second, road conditions on the edge of the road are often hazardous on many of our country roads. Third, we would be one of the few states to require this (example - Ohio gives bicycles the same right to the road as vehicles). (2)

4. Finally, a requirement to obtain local permits for groups of 30 or more should not be a law. First, in many instances groups of people gather for a social or training ride with no idea how many might attend. Who is at fault if this occurs in none-organized gatherings? Second, most organized event bike event or fund raiser usually are 62 or 100 miles in distance. For an organizer to have to obtain local permits may involve dozens of communities and endless

difficulties determining who to contact. Third, no other type of “vehicle” is held to this standard. Every weekend there are large motorcycle groups who gather and go out for social rides and never have to ask for permits.

My recommendation is that NC be progressive in encouraging cycling and protecting cyclist. Sometimes that means protecting them from themselves. Therefore, recommend lights and bright colored clothing, but make it mandatory to wear helmets. Other times this means protecting them from motorist. Thus, make it mandatory for motorist to reduce speed to pass cyclist (and mopeds), to be able to cross a double yellow line, and give 4 feet of clearance. However, don't limit the enjoyment of the roads or fitness of our citizens by laws that would discourage enjoyment of beautiful states roadways, or make it difficult for criminal or civil cases to be brought against an at fault motorist who causes a death or injury.

Sincerely,

Douglas Miller douglasmiller911@gmail.com

Winston-Salem, NC

(1) State rankings: <http://www.governing.com/gov-data/transportation-infrastructure/most-bicycle-cyclist-deaths-per-capita-by-state-data.html>

(2) <http://ohiobike.org>

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law. It also prevents cyclists from making efficient left turns at lights, as well as getting across an intersection where oncoming vehicles are waiting to make left turns.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse. (This also would delay cyclists from getting through lights from a stop more quickly, as mentioned above).

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level. Imagine the chaos this would create if each municipality could enact its own motor vehicle traffic laws. (And bicycles are already considered vehicles under NC traffic laws). This is a terrible idea.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Mark Scheible mark.scheible@gmail.com

112 Rosedale Creek Drive

Durham, NC 27703

(919)609-8595

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety

Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

--

Peleg Meron
Bachelor's of Science IT, A+, Network+, Cisco CCNA
Cisco ID: CSC011025916
peleg79@gmail.com
Cary, NC USA.
Home: 919-377-8523
Mobile: 925-286-7195

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Jay Hill jph37su1@gmail.com

245 Wildwind Dr.
Chapel Hill, NC 27516
(919)240-7170

12/24/2015

As an avid cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Karl Brenneman kbrenneman73@gmail.com
1020 Coreopsis Way | Morrisville, NC 27560
(919) 295-2121

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

I'm 72, I'm a long time motorist and bicyclist. Restricting bicyclists to the right half of the lane is

a terrible idea as detailed above.
Paul Killough killoug@bellsouth.net
208 Justice St. Chapel Hill, 27516 919-967-3737

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Philip M Loziuk, PE
Philip.Loziuk@durhamnc.gov
1402 Pebble Creek Crossing
Durham, NC 27713
919 669 0499

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight

Committee by December 31, 2015.
Sincerely, Michael Gapin
michaelgapin@gmail.com

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Penny Hogle
pennyhogle@gmail.com
Raleigh NC
919-368-2698

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Jolene Carpenter
mujozen@yahoo.com
PO Box 294
Crossnore, NC

12/24/2015

To NCDOT and the Joint Legislative Transportation Oversight Committee:

I am writing to share my displeasure with some aspects of the H232 Bicycle Safety Laws Study Report.

It has come to my attention that the contents of the report do not accurately reflect the decisions of the committee. If that is accurate, then as a result some portions of the report are fraudulent.

I wish to focus on three specific recommendations in the report, which are not only counter to the intent of the committee, but also counter to defensive cycling best practices. I know the intent of the committee was to make cyclists MORE safe; however the result of the report if enacted into law would be to make cyclists LESS safe.

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. I strongly request that this report be sent back for rewrite so that it accurately reflects the will of the committee that was established for the purpose.

Please contact me with any questions or concerns.

Sincerely,
Jerry L Canterbury jerrylcanterbury@yahoo.com
417 Nickel Creek Circle
Cary, NC 27519
(919) 381-4792

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory

negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Michael Doub

mike@doub.com

6704 Pauline Drive Chapel Hill, NC 27514 919-802-8833

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Michael Burke michaelburke86@gmail.com

3434 Waterford Forest Circle

Cary, NC 27513

919-234-0697

12/24/2015

Please follow the recommendations of the HR232 committee and take into account the views of bicyclists.

Thank you,

Bruce Hills bhills@warren-wilson.edu

Asheville, NC

Director of Outdoor Programs
Head Cross Country Coach
Warren Wilson College
(828)301-2499

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Karen Bley

lutherlivermon@gmail.com

Luther Livermon & Karen Bley

quarrydogadventures.com

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight

Committee by December 31, 2015.

Sincerely,
Matthew Watts
mowatts@gmail.com
104 Galloway Ct
Raleigh, NC 27615

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Leslie Ottavi leslieottavi@gmail.com
919-651-9254

12/24/2015

I've included, below, my comments on the draft report of the Study Committee formed in response to HB 232. Please note that these are a verbatim copy of those I submitted via the comments form on the NCDOT website. My apology for any duplication. However given the holiday and the time deadline imposed by the legislature I wanted to ensure that these were received.

Comments on Draft Report from House Bill 232 Study Committee

My thanks to the members of the Study Committee formed as directed by HB-232 for their hard work in the last few months. After reviewing the draft report, I would like to offer the following comments:

1. With respect to item (7) regarding operating position in roadway: I do not support the NCDOT recommendation to limit solo riders to the right half of the lane. This would limit the ability of cyclists to ride defensively and safely. If enacted, this recommendation will subject riders to dangers from the door zone of parked cars and from "right-hook" accidents and will limit rider visibility to motor vehicles. Furthermore, when a cyclist is traveling straight at a controlled intersection, it could result in delay of trailing motor vehicles by blocking their ability to make a legal right turn on red. This could have the unintended consequence of increasing tension between motor vehicle and bicycle drivers.

2. With respect to report item (8) informal group rides on rural roadways. I do not

support the NCDOT recommendation that the legislature may consider legislation to register (or restrict) informal group rides. As stated in the intent: "It is unknown the extent to which group rides without special event permits have prevented safe passing or caused unreasonable traffic delay." Legislation in response to an unknown seems both unwise and restrictive. My personal experience as both a motorist and a cyclist is that any delay in passing a group of cyclists does not exceed a minute and is usually much less.

Furthermore, group rides often pass through multiple jurisdictions, originating for instance in a town, traveling through a county area before returning to the start. Allowing each jurisdiction to enact regulations would create a permitting and enforcement nightmare. Lastly, the NCDOT already has a well established permitting system for special events. To the best of my knowledge this differentiates requirements for bicycle races from special events, such as charity rides. The general public often does not differentiate between these two types of events, an education issue. The wording of the NCDOT recommendation states "...should adhere to existing bicycle racing laws...". This is both puzzling and likely to contribute to public misunderstanding of the difference between a race and an organized ride, be it informal or for a charity.

3. With respect to report item (2) regarding cycling abreast: I support the working group's recommendation to address the issues via education, not legislation.

Further Comments: North Carolina is a cycling destination of national reputation and the home of the largest cycling retailer in the United States as well as nationally known cycling manufacturers (Cane Creek, Organic Transport). Significant economic and social benefits are realized by the state and it's municipalities through organized charity bicycle rides such as the MS-150 rides, Blood Sweat and Gears and many others. Further, cycling has proven health benefits which decrease health care costs for the citizens of North Carolina. Steps to educate the public, both motorists and cyclists, will help ensure that the state and it's citizens continue to reap these benefits. By contrast, restricting bicycling in the state will likely result in the unintended consequence of reducing these benefits.

Respectfully submitted,

Steven G. Blanchard steve.g.blanchard@gmail.com

Chapel Hill, North Carolina

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight

Committee by December 31, 2015.

Sincerely,

Jeremy Magid jeremy.magid@gmail.com

4129 Trotter Ridge rd

Durham, nc 27707

918-259-0446

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Sheila Tayrose

stayrose@mindspring.com

919 491 9962

3602 Trail 23

Durham, NC 27707

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at

the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Bobby Lamaute blamaute@gmail.com

Chapel Hill

919-238-4722

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Sharon Roggenbuck

sharonrogg@aol.com

12/24/2015

As a local cyclist I wish to comment on the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at intersections, and avoiding right-hook crashes. It also encourages motorists to attempt unsafe passing of cyclist.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and shortens the passing distance for motorists.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Richard Johnson nosnhojr@gmail.com
632 Brookview Drive
Chapel Hill, NC 27514
408 221-3720

12/24/2015

As a cyclist I strongly agree with the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Connie Winstead connie.winstead@icloud.com
3000 Montgomery St.
Durham, NC 27705

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Alex Semilof, PhD
asemilof@gmail.com
3405 Shady Creek Drive
Durham, NC 27713

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
David D. Kenoyer
david@kdkdesigngroup.com
506 Wayne Drive, Raleigh, NC 27608
919-422-7742

12/24/2015

As a cyclist in the Triangle, I have many of the same concerns as my fellow cyclists and I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages motorist harassment of safe cyclists with close passing and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: In large group rides of 10+ riders having all riders strung out could take up to 1/4 mile of road making it more difficult to pass making drivers attempt dangerous passes around curves and between oncoming vehicles and myself leaving little to no room for error. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Allan Brunner allan.brunner@att.net

103 Olympic Drive

Cary NC 27513

919-324-5219

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Kuanyu Chen

zensequential@gmail.com

(910) 578-6854

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Penelope Gardner penelopekg@icloud.com
9004 Winged Thistle Court
Raleigh, NC 27617
919-757-6856

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Kathleen Hyland kathleen.allen.hyland@gmail.com
7409 Thorn Ridge Rd. Raleigh, NC 27613
919-673-6611

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
David Rayburn
landon.rayburn@gmail.com
9194957777

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Michaela E. Tomás
family@tomasforce.com
919-675-7888

12/24/2015

As a native of North Carolina, an avid cyclist for most of my life, and a registered professional engineer in NC, I would like to offer some comments on House Bill H232. I have read some of the e-mails from fellow cyclists and I will paste the general comments from these e-mails that I am in agreement with.

I have been hit by automobiles twice in the last ten years. In each case, I was as far to the right as "practicable." I didn't insist on having the entire lane. I have seen multiple instances of blatant harassment by motorists. I have begun using a video camera on my rides to document interactions on the road. I can provide you with numerous examples of motorists breaking the law. Neither motorists or cyclists are without fault and the majority of motorists and cyclists are mutually courteous to each other. However, I see the erosion of cyclists rights as a serious problem. This benefits neither group. Cyclists will always be at a disadvantage with motorists. Our rights should not be diminished.

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police

and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

The first item is a problem. If a bicycle is treated as a means of transportation on our highways (and my tax dollars support these highways), we should be entitled to use the road in the safest manner we think in each circumstance. You can not create a set of laws that cover every situation that we may face. I see this change as removing one of our basic rights. Who is say that a belligerent motorist won't claim that we were not following this law when they run us off the road.

I have done numerous group rides over the years. I have been in groups where we have filled the lane. There are a couple of options here: (1) you allow compact groups having more than a single rider or more than two abreast that are more easily passed, (2) restrict groups to single file that string out for a hundred yards or more. There is movement within the group and it is dynamic. I don't have a major problem with restricting the group to a single lane if they can ride more than two abreast during transitions within the group.

The third item is also a problem because most of these rides involve passing through multiple towns/cities and counties. There should be a single, simple process for permitting. I hope you will consider my comments.

Respectfully,
Danny Brinkley
danwb3@bellsouth.net
4008 Cardigan Place
Raleigh
NC PE 23602

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is

insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Ryan Patterson rplp427@gmail.com

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

E Allan Lind allan.lind@duke.edu

5813 Brisbane Drive
Chapel Hill, NC 27514
919-724-1130

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Paul L Martin

paul.martin@duke.edu

1514 Cumberland Rd

Chapel Hill, NC

Home: 919.932.1221

Cell: 919.880.7590

12/24/2015

Per the BikeWalk NC alert regarding the draft H232 Bicycle Safety Law Study, I strongly urge NCDOT to follow the BikeWalk NC recommendations. "Transportation" includes modes other than the ubiquitous automobile, to which NCDOT has always given priority and relegated other modes to near obscurity. Clearly NCDOT are experts at handling automobile traffic but please recognize that bicyclists are a large and growing segment of highway traffic and bicyclist safety is best understood by groups such as BikeWalk NC. Don't ignore that group's recommendations in favor of automobile centric policies yet again! The safety of every bicyclist in NC is in your hands!

Please consider these BikeWalk NC points before recommending bicycle related legislation:

- (1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.
- (2) The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.
- (3) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Regards,

Wes Queen wqueen99@gmail.com

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations

and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level. Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Lawrence Greenberg lhgreenberg50@gmail.com

418 Thornwood Rd.

Chapel Hill, NC 27517

Tel.919-656-4227

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level. Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Sarah Carrier scarrier50@gmail.com

3705 Moonlight Dr. Chapel Hill, NC 27516

919-559-8180

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers,

whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

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Sincerely,

Chris Crawford chrisjcrowford@gmail.com

PO Box 5588

Cary, NC 27512

919.935.1974

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Tom Droege 4002 Westfield Drive Durham NC 27705

I would also add the following comments.

Cyclists pay just as much taxes, gas and property taxes to support our roads as motorists. 99.9% of cyclists also drive cars, or had a car, or will buy a car etc...

We do not intend to hold up traffic. For the most part we ride on the least traveled roadways at times when there is the least amount of traffic.

Most cyclists ride on the road in the place where they feel the safest, for some that is in the road so cars must see them, for others in the shoulder (if there is one), but moving in and out of the shoulder is not a safe practice.

Tom Droege tldroege@mindspring.com

12/24/2015

First, I can't imagine having to read all these emails on said subject... Anyway, as a lifelong avid cyclist here is my commentary on said subject.

I've been riding and racing bicycles for 25 years – it's absolutely who I am. I have a family and hold what I consider a good job at a well-respected company. The only point there is I consider myself "responsible" and not just a bike bum as I feel many drivers consider us. In fact, a large percentage of cyclists are professionals who not only ride, but drive on the roads – a great deal (if only travelling to various bicycle events or races all over this and other states). My

job has moved me around the country a bit, I grew up in Upstate (rural) New York and spent 5 years in Arkansas – prior to coming to NC (Hendersonville Area). I've ridden all around the roads in all areas I've lived and I consider the NC roads absolutely some of the best riding I've done. In fact, I've told people before, I do not want to leave this area, even for a promotion as this area is that nice.... Outdoor lifestyle / quality of life.

Anyway, to the point for the H232 Comments:

(1) Restricting solo riders to the far right:

I personally ride mostly to the right (as many of us do), but NOT all the way to the right.. I leave some bail out room for that motorist event... and by bail out room, Im talking 6-12 inches on average – so I don't feel that is too much to ask. People are the problem (on both sides), but I see some real instant road rage issues out there and that is a shame as most drivers are courteous. My point? Moving to the far right will not change the angry person who buzzes us and then drifts onto the shoulder after passing to show their stance.

Even not considering the road rage situation, if we have to ride all the way to the right, we will be dodging rocks and road debris (even RUMBLE strips – these are horrid for us, luckily its not much of an issue on the backroads I ride). Dodging rocks, pavement “divots” and other conditions will cause a rider to make sudden movements – which is much more dangerous.. I think a smooth, consistent line is the safest situation for both the driver and the rider. Sudden movement cause overreactions, etc.

Also, in urban areas you absolutely have to ride to the left of parked cars and an avid cyclist knows to ALWAYS look and be ready for a car door to fly open.. If we are swerving in and out of parked cars there is not more dangerous condition for all involved.

Bottom line, a smooth and predictable line is the best for both the rider and the driver and this line is not always all the way to the right.

(2) Riding Single File:

I know this probably seems so obvious to drivers that we should do this.. BUT, I do not think this will help at all... Think of 6 cyclists riding together... single file, they take up the length of 6 bicycles plus probably a foot on each end.. Those same 6 cyclist riding next to each other are 50% shorter in length.. If you are a good driver, you should wait for a clear line of sight to pass – it's MUCH harder to find that if a group is in a very long line. A tight bunch is simply easier to overtake.

I also believe the following scenario will occur much more often; impatient driver thinks “ I can do it”, they start to overtake a long line of cyclist, once they realize another vehicle is coming in the other lane – they will veer back to the right and hit cyclists. At least when bunched, this condition is less likely due to overall length. I really all comes down to both sides being responsible.

Finally, can you imagine the irate drivers when we go through a stop sign or light one at a time.. then, there are riders waiting on the other side to resume riding – what a mess.

(3) Allowing each municipality to enact local regulations

I don't know.. We are not going to fix this issue by having lots and varying rules of engagement.. Keep the rules Standardized so its clear to everyone. In my world (automotive) we work very hard to create “standardized work”, this is because it improves safety, quality and throughput via having a common way to do things.

Also, lets look at the revenue generated for many good charities via events like: Assault on Mnt Mitchell, Assault on the Carolinas, Fletcher Flyer in my area alone.. People drive to NC for bicycling plain and simple. They buy gas, pay taxes, have nice cars and jobs and they won't come if NC suddenly becomes a really aggravating place to ride. Events will fold and other states will reap the benefits. Think also of folks like Sierra Nevada and other fine industry that get to “sell” moving to the Carolinas for “lifestyle” ... its real.

Lets not make things hard because of the entitled, angry drivers that will target

anything and everything in their way. Driving is a privilege, not a right. Next up will be motorcycles, runners, mopeds, tractors, kids, walkers, smaller cars even – it wont stop. Thanks for all you do and for keeping our roads as safe as they are today.

Tim Tobbe

ttobbe@borgwarner.com

Advanced Mfg Engineering Manager

BorgWarner Fletcher

40 Cane Creek Industrial Park Rd

Fletcher, NC 28791

828.687.5303

479.459.7421

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Kenneth C. Pennoyer

kpennoyer@nc.rr.com

3731 Medford Road

Durham, NC 27705

919 309-4885

12/24/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Sincerely,

Mark Olsen markymaypo57@gmail.com

President,

Carolina Tarwheels

<http://www.tarwheels.org/>

708-203-9973

12/24/2015

Dear Transportation Oversight Committee:

Please do not restricting solo bicyclists to the right half of marked travel lanes. It is dangerous in many instances and interferes with defensive bicycling practices. Bicycle harassment is a HUGE issue in this state and this encourages the practice.

Please do not alter the unanimously agreed upon decision to NOT have a new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

It is ridiculous to encourage and allow each municipality to enact and enforce its own local regulations and permitting process for group rides. How can anyone know what the rules are in a location and how can they all be deemed safe?

PLEASE do your duty to provide safe roads for ALL of the citizens of NC, which include pedestrians, cyclists along with motor vehicles.

Thank you for your consideration.

robin proctor rhp177@bellsouth.net

12/24/2015

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those

who worked diligently to produce a sensible and practical permitting process at the state level. I, Jason Morgan, support the above three comments.

Jason Morgan morganjason@bellsouth.net

12/24/2015

As a cyclist and bike advocate (I'm on the board of the Boone Area Cyclists), I share BikeWalkNC's concerns about H232. In particular, restricting cyclists to the right half of the travel lane seems the most concerning. I ride a lot in rural areas, and cyclists need to have the full use of the lane in order to prevent cars from passing on blind curves, among many other reasons (avoiding debris, steep shoulders, etc.).

Aside from that, however, I'm also very concerned that NC seems to be doing much to discourage cycling in spite of the proven benefits that cycling can have regarding health, the environment, and economic development. It's an imprudent direction that we're going in, and I think we'll regret it when we see that other states are attracting cycle tourists and enjoying walkable and bikeable communities while we continue to experience poor health, traffic congestion, and lower quality of life.

I hope you can pass on my concerns.

Thanks,

Kathy Henson hensonmk@gmail.com

12/24/2015

Hello! I have heard of the new recommendations for bike laws that may be in the process of undergoing some changes, and I wanted to let you know my two cents, as someone who is purely a bike commuter and not a driver.

1. Staying to the right in a lane consistently is dangerous. This makes left hand turns nearly impossible, since drivers often ignore a left hand signal and zoom by on the left if they have the space. Cars also think that they have more space than they do, and will squeeze by riders at an unsafe distance (definitely not adhering to the three feet rule).

2. For the most part, it makes sense for riders to be in single file, until it comes to group rides. With groups of five or more, it makes more sense for a car to have to pass the entire group at once, when they have full visibility of the other lane, than passing each rider one at a time for so many riders.

3. Requiring the government to register and control "informal" group rides is, in a word, very stupid. This puts unnecessary strain on offices that are already stretched very thin.

Thank you for taking my thoughts into consideration!

Taylor Huntley taylorlynn@gmail.com

12/24/2015

Dear NCDOT and The Joint Legislative Transportation Oversight Committee,

As a taxpayer and cyclist in NC, I do not support this proposed legislation. I strongly recommend that no new legislation be promoted to restrict where a bicyclist may ride within a marked travel lane or riding abreast within a single marked travel lane as it further endangers cyclists in a world where we already have to defend against VERY distracted drivers.

Specifically,

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level. Jason Sutton jasut@yahoo.com

12/24/2015

As an avid cyclist that primarily uses the rural roads of Northern Wake County all the way up to the Virginia border I would like the opportunity to state my opinion regarding the NCDOT overriding recommendations. For the most part I have had a pleasant interaction with NCDOT as the President of Wakefield Homeowners Association, in fact I believe it is a very well run organization. However, I am concerned that Politics has invaded a very thoughtful process in discussing the safety of bicycling. It is unfortunate that the Public (your constituent taxpayers) were afforded such a short period to comment on these recommendations, especially given that it is the Holiday Season. This reeks of Political manipulation and I feel that the Democratic process should be protected here.

Placing specific restrictions on bicycles regarding lane use is an intuitive idea, but in reality causes a much more dangerous situation on NC roads. In most places I ride there is very rarely a shoulder, and if you force me to ride in the rightmost part of the lane I am screwed if I need to correct to the right. That is not fair. On these same roads farm equipment often rides in the center of the lane at speeds far slower than I am bicycling. They are not restricted in their travel, and neither should I. The second issue I want to highlight is that when there is a shoulder I prefer to ride in the lane on the right side as a soloist biker. However if a car is approaching from the rear (I use a mirror) with a curve ahead and a double yellow line I will take the entire lane. Why you ask? TO SLOW THE CAR DOWN and make sure it does not pass on a blind curve putting us all at risk. Once the roadway is clearly safe I can move back over to the right side of the lane. This should never be illegal because it saves lives! Motorists in many many instances on rural roads believe there is no traffic and cross the double yellow to pass on blind curves. I have seen it all too often. Given that I spent 5,000 miles over the past year on these roads I speak from experience not from an office.

Secondly, forcing a group of cyclists to get a special permit or delegating what formation they ride in does not help the goal of saving lives, which is this Commissions primary purpose. Of the 19 cyclists that were killed by motorists how many of these were riding in a group of more than 30 cyclists? My guess is probably very few if any! Yes groups of cyclists slowing traffic should be cognizant of backing up traffic, and the groups I have been in have always yielded when clogging the roadway. We aren't just cyclist, we are motorists too! Letting cars pass under safe situations is always a priority, but legislating these rides is just adding more government to the people. No one wants more government! I have driven many miles over the 11 years I have driven these roads, and NEVER, not once, have I been delayed by a group of 30 or more bikers. These instances are rare, and I would adhere to the recommendations of the Committee not the overriding view of the NCDOT.

Finally, I am all for education on both sides of this situation. As the sport of cycling grows we need to look to the places where avid cycling coexists peacefully with motorists.

Placing restrictions on one side of the argument is not the solution. As our population continues to grow and live a very healthy outdoor lifestyle we need to condone these activities not limit them. These panels worked long and hard to come up with this draft of recommendations only to be usurped by the NCDOT with a few simple keystrokes and some bold ink. THIS IS NOT THE DEMOCRATIC PROCESS, and in truth is not the Department I have dealt with in the past!

Sincerely,

J. Jeffrey Caulway jeffcaw@gmail.com

6229 Wakefalls Drive

Wake Forest, NC 27587

919-761-1224

12/24/2015

As an active cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for coordinating this matter.

Sincerely,

Albert Lauritano

al_lauritano@bd.com

2004 Buckingham Road

Raleigh, NC 27607

12/24/2015

Dear Joint Legislative Transportation Oversight Committee;

I share these comments with you with the expectation that you will read and consider them.

I am a retired NCDOT traffic engineer, resident of Jackson County, a registered Independent who votes fiscally conservative and socially liberal, a commissioned officer of the US Armed Forces, a father of four and grandfather of four. My wife and I own five bicycles and five motor vehicles, and ride bicycles on the public roads in North Carolina. I claim to speak with professional authority and personal experience in the matters under discussion.

I applaud the work of H232 working group committee chair Jim Westmoreland in the leadership of this study, and the dedication of all of the members of the committee except the trucking industry representative, who apparently never attended a meeting.

My comments are numbered according to the twelve topics identified by the working group for discussion, as listed in their report.

1) Regarding overtaking and passing

As NCDOT is aware, passing zones are established based on sight distance and speed

limits. Committee and NCDOT should be comfortable with allowing an exception to passing on a solid yellow line since the speed assumptions of the involved vehicles are not valid for bicycle traffic.

Please consider two additional limitations on the privilege of overtaking and passing:

Add item 6): and the motor vehicle operator did not exceed the speed limit to overtake and pass the bicyclist. NOTE: This is based on my experience seeing even vehicles driving at the speed limit being passed by other vehicles at much greater speeds. "Permission to pass is not permission to speed."

Add item 7): and that the motor vehicle operator first matched speed with the bicyclist, remaining behind the bicyclist, to ascertain whether conditions would safely allow overtaking and passing. NOTE: If a motor vehicle operator fails to reduce speed behind a cyclist, they are not likely to be able to make a safe judgement as to whether it is safe to pass. I find this especially true in the mountains.

I speak in support of requiring motor vehicles to clear bicycles by four feet when passing, or pass completely in the adjacent lane, but only on two-lane roads. Many urban multi-lane highways are designed with a shared lane that is 14 feet wide; a motor vehicle would not likely be able to pass a bicyclist with four foot of clearance without encroaching on the adjacent motor vehicle lane. Also, when a bicycle lane is adjacent to a motor vehicle lane, a motor vehicle may not be able to clear the cyclist in the bicycle lane by four feet and remain in its travel lane. I find those two conditions to generally be safer than when a motor vehicle arrives behind me on a two-lane road, so I am in favor of the four-foot/opposite lane for passing cyclists on two-lane roads, while accepting less in bike lanes and shared lanes.

2) Regarding riding two or more abreast

When there is a difference between the working group recommendation and the NCDOT recommendation, it is not clear who authored the NCDOT recommendation, the source of the recommendation, or if there was any informed debate or research from whence came said recommendation. The working group recommendations are documented as coming from the working group discussion, which includes NCDOT membership; the NCDOT recommendations should be so documented. Failure to do so perpetuates the perception that the NCDOT knows what is best for everyone and can't be bothered to listen to dissenting opinions.

That said, as a frequent road cyclist, this NCDOT recommendation seems reasonable to me. However, I rarely participate in group cycling events, which should lessen the import of my opinion on this issue. I especially like that this NCDOT recommendation intends to remove vagueness, and declares the cyclist's right to ride two abreast.

4) Visibility and Lamps

As a cyclist who especially enjoys riding at night, I would like to offer a suggestion. If compliant lamps can be provided for \$10 each (front and rear), require bicycle sellers to ask the purchaser if the bicycle will be ridden on public roads between dusk and dawn, and for an affirmative answer include a \$10 credit towards a front and rear lamp. For a negative answer, require the purchaser to sign an acknowledgement that they've been made aware of the requirement for lamps for night riding.

Understanding that the committee has recommended allowing a reflective vest in lieu of a rear light, it is my opinion that a vest is superior for visibility at right angles to the direction of travel of the bicycle, but that a lamp is superior for visibility from the rear, a direction of great import for the safety of the cyclist. If spoke reflectors are mandatory for bicycles, a rear lamp is likely safer than a vest.

7) Operating Position in Roadway

The NCDOT recommendation will get cyclists killed. Whoever wrote it has apparently never ridden a bicycle in traffic on a two-lane road.

The cyclist must have the right to exercise judgement to provide for his or her own

safety. Non-riders: imagine you are riding a bicycle on a two-lane road, and the grade begins to ascend, and the horizontal alignment begins to turn right. You are less visible to traffic approaching from the rear when you are in the right half of the lane than when you are in the left half of the lane. When I am in that situation, I am peddling as hard as I can to get clear of that situation, with my eyes watching the rear view mirror (an essential piece of safe riding equipment) closely for an approaching vehicle. If a vehicle approaches, I time my movement to the right side of the lane with the vehicle's arrival to my proximity, such that the driver should see me when I have ownership of the lane, but then be given as much of a view ahead as I can provide. Usually in these circumstances the motor vehicle cannot safely pass due to restricted sight distance, which prevails until the right-hand curve enters at least a short tangent section, so it is imperative that I be seen by the approaching motor vehicle.

The cyclist' right to safe determination of operating position must not be criminalized.

“BikeWalk NC Recommendation on Bicycle-Specific Stay-Right Laws

2. If a stay-right law does not make it clear that it is up to the bicyclist's judgement to decide when to operate away from the lane edge, then bicyclists who employ defensive bicycle driving techniques face constant threat of citation or harassment by less knowledgeable police officers who have different opinions of where bicyclists should ride.”

Ditto.

8) Informal Group Rides on Rural Roadways

The language, “causing significant delay” and “preventing safe passing” are cause for concern. Passing is inherently not safe when requiring the use of a lane of travel intended for travel in the opposite direction, and how much delay is significant is in the eye of the delayed. Some motorists already act (drive) like no delay is acceptable (as demonstrated by speeding, turning right on red without stopping, tailgating, and running red signals.

Any developed “best practices” regarding group rides need to include safety education for motorists on how to respect cyclists' right to the road when encountering a group ride.

Direct the NCDOT to request reports of angst through their 1-800 service, regardless of modes of travel. Over time this would allow an informed decision as to how big of a problem is delay caused by group cycling events.

I had little comment on group rides until reading Mr. Burt's comments at the October meeting on this issue. Regarding his contention that motorists expect to be able to drive the speed limit, and that farm equipment is another slow-moving, travel-impeding, type of vehicle, how reasonable is this expectation? To obtain a license granting the privilege to drive a motor vehicle, one must learn not to overdrive one's sight distance. As a resident of the mountains of North Carolina, I encounter very few rural two-lane roads where anyone expects to be able to drive the speed limit. It is a reasonable expectation that any driver will maintain a speed such that they can stop their vehicle in the distance that they can see. I think the analogy of a tree in the road sums it up – If a motorist runs into a tree that was already in the road, that driver was driving too fast for the available sight distance. If the tree falls in front of them and takes away the driver's sight distance, bad luck, but it wasn't the driver's fault.

Regarding Mr. Burt's assertion that “changes must be made or more severe restrictions will be imposed on bicycle riders”, I find that threat fascist and reminiscent of the actions of King George III. When bicycle riding is outlawed, only outlaws will ride bicycles, and he can have mine when he pries it from my cold, dead fingers. If as Mr. Burt suggests, legislative attempts were made to ban bicycling on state roads, I would campaign vigorously against our state receiving any federal highway funding.

The instances Mr. Burt cited of cycling events closing access (which is different than impeding or inconveniencing) to driveways, and of cycling speeds causing crashes with property damage, should be more thoroughly investigated so as to be more thoroughly understood. I agree that event best practices should contain measures to avoid closing access

to one's property and to avoid damage to property. Those best practices could be more specific if the events Mr. Burt refers to are understood.

9) Headphones/Texting

Mr. O'Keefe is quoted as saying in the October 6 meeting that "distracted cyclists are a threat to all the vehicles on the road". I disagree and call on Mr. O'Keefe to support that statement. I maintain that cyclists bear all the risks of unsafe driving and riding behavior. While I believe that wearing earphones and listening with a volume such that ambient sound is not heard is not smart and is risky, it does not put motor vehicle occupants at risk. Statements such as Mr. O'Keefe's only serve to impugn bicycle riding, possibly leading to the over regulation of bicycle riding and the criminalization of a constitutional right (Article 4 of the US Constitution).

10) Distracted Driving Laws

Regarding Mr. O'Keefe's October statement that distracted cyclists are a threat to all the vehicles on the road, there is no such thing as dangerous bicycling as it pertains to risks to motorists. Cyclists are no more of a threat to motorists than are squirrels, and cyclists fare as well as squirrels in collisions with motor vehicles. Has any motorist ever died in a collision with a cyclist? All risk is concentrated on the cyclist, regardless of who is committing the dangerous behavior. For this reason, all recommendations need to first address the safety of the cyclist as the highest priority, especially over the mobility of the motorist.

On a side note, study the economic benefits of bicycling in North Carolina before you take any action. Bicycling is a multi-million dollar business in this state and is growing. It is a vehicle for attracting other desirable economic investment to the state.

Thank you for your consideration.

Reuben E. Moore, PE

reubenemoore@gmail.com

145 Zed Hill

Sylva, NC 28779

reubenemoore@gmail.com

12/24/2015

Please accept my comments below on the proposed changes to House Bill 232, as recommended by the HB232 NCDOT working group. In addition to my comments below, I find the short comment period, especially considering it occurs during the Holiday Season, to be unacceptable and request that an extension be granted in order for the public to have sufficient time to fully review these recommendations. Here are my comments:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride

organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Craig

Phone: (919)656-6581

Email: cmyoung72@hotmail.com

12/24/2015

Comments on Draft Report from House Bill 232 Study Committee

My thanks to the members of the Study Committee formed as directed by HB-232 for their hard work in the last few months. After reviewing the draft report, I would like to offer the following comments:

1. With respect to item (7) regarding operating position in roadway: I do not support the NCDOT recommendation to limit solo riders to the right half of the lane. This would limit the ability of cyclists to ride defensively and safely. If enacted, this recommendation will subject riders to dangers from the door zone of parked cars and from "right-hook" accidents and will limit rider visibility to motor vehicles. Furthermore, when a cyclist is traveling straight at a controlled intersection, it could result in delay of trailing motor vehicles by blocking their ability to make a legal right turn on red. This could have the unintended consequence of increasing tension between motor vehicle and bicycle drivers.

2. With respect to report item (8) informal group rides on rural roadways. I do not support the NCDOT recommendation that the legislature may consider legislation to register (or restrict) informal group rides. As stated in the intent: "It is unknown the extent to which group rides without special event permits have prevented safe passing or caused unreasonable traffic delay." Legislation in response to an unknown seems both unwise and restrictive. My personal experience as both a motorist and a cyclist is that any delay in passing a group of cyclists does not exceed a minute and is usually much less.

Furthermore, group rides often pass through multiple jurisdictions, originating for instance in a town, traveling through a county area before returning to the start. Allowing each jurisdiction to enact regulations would create a permitting and enforcement nightmare.

Lastly, the NCDOT already has a well established permitting system for special events. To the best of my knowledge this differentiates requirements for bicycle races from special events, such as charity rides. The general public often does not differentiate between these two types of events, an education issue. The wording of the NCDOT recommendation states "...should adhere to existing bicycle racing laws...". This is both puzzling and likely to contribute to public misunderstanding of the difference between a race and an organized ride, be it informal or for a charity.

3. With respect to report item (2) regarding cycling abreast: I support the working group's recommendation to address the issues via education, not legislation.

Further Comments: North Carolina is a cycling destination of national reputation and the home of the largest cycling retailer in the United States as well as nationally known cycling manufacturers (Cane Creek, Organic Transport). Significant economic and social benefits are realized by the state and its municipalities through organized charity bicycle rides such as the MS-150 rides, Blood Sweat and Gears and many others. Further, cycling has proven health benefits which decrease health care costs for the citizens of North Carolina. Steps to educate the public, both motorists and cyclists, will help ensure that the state and its citizens continue to reap these benefits. By contrast, restricting bicycling in the state will likely result in the unintended consequence of reducing these benefits.

Respectfully submitted,

Steven G. Blanchard

Chapel Hill, North Carolina
Phone: (919)949-4613
Email: steve.g.blanchard@gmail.com

12/23/2015

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

4) I would support Bicycles May Use Full Lane in place of the current Share the Road slogan.

The current phrase is confusing to motorists and cyclists alike.

Thanks for your attention to these matters.

Sincerely,

James Cole james@briarpatchadvisors.com

Charlotte NC

12/23/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Douglas J. Brocker
doug@brockerlawfirm.com

12/23/2015

Dear NCDOT,

I am very concerned that the NCDOT is not giving the safest recommendations regarding bicycle safety.

1. Staying to the right of their lane: This bicycle position on the road encourages drivers to try to squeeze past a cyclist in the same lane instead of moving to the other lane when clear as they would another vehicle. I have witnessed this dangerous driving many times in rides here in Western North Carolina.

2. Riding no more than two abreast: I have found a small pod of bikers easier to see and pass than a longer group spread further out on the road.

Please reconsider these recommendations.

--

Wendy K. Coin MD

wcoin13@gmail.com

Medical Director

The Family Health Centers

Asheville, Arden, and Hominy Valley

cellphone and voice mail: 828-242-5605

www.fhconline.com

12/23/2015

I would like to champion what

BikeWalkNC has stated about the proposed restrictions to cyclists on NC road: that no new restrictions be enacted.

(1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

(3) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you,

Barry Bell barryb210@gmail.com

Greensboro

12/23/2015

As you will hear from others, here are my comments regarding the NCDOT draft report recommendations for H232:

(1) Restricting solo bicyclists to the right half of the lane interferes with personal judgement of traffic situations, defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

(3) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thanks

Karin Lukas-Cox karinlukascox@yahoo.com

3200 Mill Pond Road, Charlotte NC 28226

12/23/2015

As a cyclist's wife I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Emma Hymas

rhynstone@hotmail.com

3907 Shoccoree Drive

Durham, NC 27705

919-309-9140

12/23/2015

I support the BikeWalk NC and H232 Committee recommendations. Specifically the topics relating to:

(1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices. I believe this restriction allows drivers to treat cyclist with contempt, and is contrary to the NC State law that treats cyclists as vehicles.

(2) The riding abreast issue should be handled with education as the committee recommended.

(3) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates an unnecessary bureaucracy.

Timothy

TTresohlavy@VHB.com

12/23/2015

I would like to provide comments on the draft Bike Safety Law Report (HB232). First, restricting solo cyclists to the right half of the lane will be a safety problem. There are times, infrequent but critical, when legally taking control of the lane to prevent unsafe passing is the best alternative to potential accidents. I have had a number of close calls while riding where taking control of the lane would have been the wise choice and I now utilize that right when necessary. Second, the Committee recommended education as the method to address concerns over riding two-abreast. I support this approach, not the new restrictions called for in the draft report. Finally, allowing every municipality to enact their own local regulations for group rides is an unworkable one. Rides frequently go for 50-100 miles and pass through many municipalities. It would be way beyond rationale expectation for all of these different rules to be taken in to consideration on every ride.

Thank you for your time,

Keith Houck keithahouck@gmail.com

9622 Collins Creek Dr.

Chapel Hill, NC 27516

12/23/2015

In regards to the NCDOT released draft Bike Safety Law Report (HB232).

The draft report includes recommendations that differ substantially from the recommendations of the H232 committee. For instance, the NCDOT report recommends legislation limiting riding abreast (the committee voted unanimously against such legislation) and recommends legislation requiring bicyclists to ride on the right side of marked travel lane (the committee took no action on this issue).

Below are some comments from BikeWalkNC regarding several parts of the current report:

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Links:

<http://cyclingsavvy.org/how-s-my-driving/>

<http://www.bikewalknc.org/2015/11/the-evolution-of-stay-right-laws/>

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

Links:

<http://www.bikewalknc.org/2015/11/hb232-bicycle-safety-law-study-working-group-discusses-safety-benefits-of-riding-two-abreast-no-legislation-recommended-to-limit-this-existing-right/>

<http://www.bikewalknc.org/2015/04/why-cyclists-ride-two-abreast/>

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Link:

<http://www.bikewalknc.org/2015/08/ncdot-updates-special-events-process/>

I look forward to seeing North Carolina flourish as a prominent and forward thinking cycling friendly state, especially given the soon to arrive national cycling center. It seems this draft would be counter productive to this and I strongly feel the legislation should be changed to promote cycling and encourage safety for cyclists.

Let me know if you have any questions.

Have a great day and happy holidays

Thanks

Dustin Alderson dustin.alderson@gmail.com

12/23/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Ken Melcher ken@kamelcher.com

919-845-3259

12/23/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Rolando G. Gomez
1929 Castle Pines Drive
Raleigh, NC 27604
rolandogomez@bellsouth.net
919-271-5858

12/23/2015

I agree with the wording listed below, please consider all sides to the matter. Cyclist are a huge asset to our state and a large part of our economy. Thank you

1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

(3) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Andrew Griffin
griffinworks@yahoo.com

12/23/2015

I hope the trusted legislature and, in kind, ncdot take the time to access the growing body of research that indicates the restrictions envisioned by H232 will in fact, jeopardize the safety of bikers.

My daughter, son in law, grandson and many other civic minded bikers do their part everyday to decrease the problems caused by the ever increasing number of cars on our roads.

Our laws should encourage the growth of the biking community if for no other reason as showing our gratitude for their efforts.

Thank you for hearing my views.

Bev Wells wellsb@comcast.net

12/23/2015

It is my understanding that a draft of the H232 Bicycle Safety Law Study has been created that completely ignores the recommendations of the H232 committee. It is also my understanding that a single employee of the NC DOT was responsible for this unacceptable action.

The laws currently in this draft will discourage bicycling by making roads more dangerous, and have a profound negative impact on the bicycle industry in our state at a time when bicycling is increasingly popular. You might not have noticed that the cycling world championships were held in nearby Richmond, Virginia this year. Had you been there, you would have seen millions of enthusiastic cycling fans, most of whom were bicyclists themselves. The event was incredibly successful, and generated \$161 million in economic impact for that state.

If North Carolina wanted to also capitalize on this positive trend, the laws allowing each municipality to enact and enforce its own regulations for permitting would make it next to impossible. What would become of the Cycle North Carolina – a hugely popular recreational ride that traverses the entire state? What of events like the IronMan Raleigh, that has generated millions in economic impact for the Triangle?

The laws in this draft also create more dangers for cyclists, and especially women, who by and large tend to be more compliant with these potentially deadly laws and less assertive. Obviously you are well aware of the safety issues, as I know that dozens of my fellow cyclists have already raised them, but think of who would be most impacted by them? It will be a ready made excuse for police harassment of minorities, many of whom rely on their bicycle to get to work. It would embolden anti-bicyclist road-ragers like the men who drove alongside our group in Chatham County and opened the passenger door, trying to hit us. It would incite drivers like the one in Southern Wake County who purposely hit cyclists. It would most certainly lead to more deaths, more injuries, and discourage bicycling.

I'm certain that the DOT's mission is to make roads safer for all users, not more dangerous. As such I hope that this draft will be torn up so that our state can become a welcome place for people using all modes of transport.

Laura Weislo
Cyclingnews.com
Deputy Editor
+1 (650) 302-7960
Skype: laura.weislo
laura@cyclingnews.com

12/23/2015

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Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Marcee Vanore
MarceeVanore@performanceinc.com
Merchant Assistant – Hard Goods and Components
Performance Bicycle
144 Old Lystra Road

Chapel Hill, NC 27517
919-913-3725

12/23/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Scott Douglass scott@sdouglass.com
2712 Fitzford Ct
Durham, NC 27712
(919) 383-9722

12/23/2015

(1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse. Moreover, riding in larger groups is safer for cyclists by discouraging drivers to try to "squeeze" by. In addition, if a larger group of cyclists were not riding abreast, it would lengthen the field, thereby making it more difficult for cars to pass safely and making traffic holdups worse.

(3) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Brett Rumble rumblepublic@gmail.com

12/23/2015

It has come to my attention that the draft of H232 does not incorporate the recommendations of cyclist and that possible those advocates have not been able to be heard, I hope this incorrect. We have to have roads that make it useable by different parties and if you require all cyclist to

go in single file once that number goes beyond 6 or 7 it becomes unsafe for those riding a bicycle. If you have to stay on the right side how do you avoid obstacles such as doors or make left turns etc. It just does not seem to make sense it seems we should be encouraging more people out on bikes not less. Can you tell us how we can help if there is any way?

Mike Roberts Mike@cheapjoes.com

12/23/2015

The NCDOT draft H232 report has several concerning items:

- recommendation against riding abreast
- requiring bicycles to use only the right-most portion of a lane
- allowing municipalities to require permitting for group rides

The League of American Bicyclists ranks North Carolina 23rd of the 50 states in terms of being bicycle-friendly. If the new legislation passes we will be taking a big step backwards.

Each state needs to decide whether it wants to put an emphasis on public health and fitness. Comparing the bicycle-friendly rankings with last year's State of Obesity report shows a clear correlation between high type-2 diabetes rates and low bicycle-friendliness ratings. Some states have clearly made health and fitness a point of emphasis.

Does North Carolina value the health of its residents as much as healthier states like Washington, California, and Colorado, or are we looking to emulate Alabama, Kentucky, and West Virginia?

Please consider the input from the committee. They invested time and effort in providing well-informed recommendations.

Scott McClure cycle@mcclurefamily.net

12/23/2015

I would like to vote to say that I fully agree with the comments below and urge you to reconsider actions or decisions that would deviate from these comments.

I'm bicycle commuter (I commute into work daily/round trip (15 miles each way) from Apex, NC to Fuquay-Varina, NC and an avid recreational cyclist on weekends riding in groups in many areas through Wake County and the surrounding counties. I've also just moved to NC from NJ just last summer. I've done research on cyclist deaths per state, and NC ranks as one of the most dangerous states to ride in. I'm not saying this is at all a direct reflection of the NCDOT and their safety guidelines and laws. However I have to say that the recent changes to these proposed ideas are worrying. Frankly worrying to me about my life. As I said I came from NJ with heavily populated/trafficked roads and I've had more recent scares commuting these last few weeks than I've had in 3 years of heavy riding in NJ (I ride on average 10k miles per year).

All that said, I urge you for all of our safety, not just mine, but everyone who chooses to transport on a bike. To reconsider your position and take these comments into serious consideration, you will literally will be saving lives.

(1) Restricting solo bicyclists to the right half of marked travel lanes interferes with defensive bicycling practices such as lane control, staying safely out of the door zone of parked cars, improving visibility at junctions (to deter left-cross and drive-out collisions), and avoiding right-hook crashes. Taking away half of bicyclists' existing travel lane rights encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Links for more information:

Cycling Savvy, BikeWalkNC

(2) The riding abreast issue should be handled with public education on safe group riding practices as the committee recommended. The committee voted unanimously against

recommending new regulation that would limit riding side-by-side within a single lane. The committee felt that existing law is sufficient for cyclists who exercise safe side-by-side cycling and that new regulations on cycling abreast within a single lane would create unnecessary enforcement problems, particularly when groups of cyclists rotate and where they stop at traffic signals.

Links:

[Riding Two Abreast Discussion](#)

[Why Ride Two Abreast](#)

(3) Allowing or encouraging each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked diligently to produce a sensible and practical permitting process at the state level.

Link:

[Special Event Ride Permitting](#)

Have a happy holiday and new year!

Matthew Tubertini

1209 Bungalow Park Drive

Apex, NC 27502

917 828 3150

m.tubertini@gmail.com

12/23/2015

I wanted to take the opportunity to share my concerns with you about the recommendations from ncdot regarding bicyclists. I commute daily on the streets of Charlotte, often with my 2 year old in tow... The recommendations in h232 would put an undue burden on cyclists and promote an unsafe approach to lane control. Please consider amendment of these recommendations that reflect safe practice for all roadway users... Which is in fact or should in fact be a primary consideration at ncdot. Please consider the following:

(1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

(3) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for your service and consideration.. I hope you have a lovely holiday season.

Anna Benton benton.aw@gmail.com

Charlotte, NC

12/23/2015

(1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with education as the committee recommended,

not with new restrictions that will likely be amended by the legislature to be far worse.
(3) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Please understand that I am in no way trying to be difficult.

My wife and I ride our bikes daily for exercise and leisure.

Thank you so much.

Jesse

jesseklennon@gmail.com

12/23/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Michael Florentino mvf41@yahoo.com

2308 Rooster Way Raleigh NC 27614

919-264-6650

12/23/2015

Hi,

I have read excerpts from H232 and have some concerns. As a person who used to be an avid rider (I haven't ridden but a handful of times due to being struck by a car who turned illegally after not stopping at a light) and don't understand why the US is trying so terribly hard to go backwards in regards to bicycles as recreation and transportation.

The verbiage used to imply that a solo rider should stick to the right is dangerous at the very least. Often times solo riders get absolutely no respect as a vulnerable user. I have been passed within inches, been passed while turning left, etc. Those driving motor vehicles often do not pay attention to those not in a car, whether walking or riding. This often necessitates "taking the lane" so that other users do not hurt those riding, or those in car by passing in dangerous areas where it isn't safe to turn.

Likewise, leaving the responsibility up to a city to understand the issue of those not on bikes isn't the best decision. Many cities do not have anyone on staff who can begin to

understand or relate to those who face the dangers of cars when riding a bicycle-- so how are they going to know how to help keep them safe in regards to laws and regulations? They cannot. They are not equipped to do so.

Thank you for your time in reading this email. Have a wonderful holiday season!

Korey B. Deese

deese.korey@gmail.com

12/23/2015

Thank you to the NCDOT for taking the time to commence the bicycle safety study. The fact that safety is considered matters so much for everyone: commuters, drivers, racers, children, and yes - the government. A death can send ripples and affect so many lives. To be fair, in this rhetoric heavy conversation, taking a breath would be best for all sides.

Those taking an anti-bike position would be well reminded that the majority of us are drivers, tax payers, business owners, sons, daughters, mothers and fathers. As such, bike riders have the right to assert and defend our rights.

In an attempt to find a solution, I support the recommendations made by H232 working group committee.

Here are my thoughts:

Operating Position: Single lane / single rider. Study recommendation is for biker to stay over to the right hand of the lane. If the goal of the legislation is to increase bike safety and reduce number of accidents/deaths, riding to the right is not necessarily the safest answer.

Recommendation: In a single lane where there is not enough room for cars to pass at 4 feet or greater, the biker needs to take the middle of the lane (else it is mistranslated by cars as an invitation to pass at a less than safe distance).

Informal group rides on rural roadways: Requiring all informal group rides to follow racing guidelines and permitting procedures seems to be a punitive action to limit group rides versus facilitating an actionable solution for all parties.

Recommendation: Florida Bike has come up with a solution that benefits both parties in the situation.

As a group ride leader of a group ride that crosses multiple municipalities and jurisdictions, we do feel it is our responsibility to facilitate motor vehicle traffic flow by group shape (two abreast, and no more) as well as consistent release points (single file or pulling over) during the ride. See the following solution from Florida Bike:

"For moderate-size groups a double pace line can actually facilitate overtaking by making the group length shorter."

There may be times when it is not possible for motorists to pass the group due to road and traffic conditions, such as steady oncoming traffic. If motorists have been unable to pass for a significant time, the group leaders should begin looking for an opportunity to release the traffic.

See more at: <http://floridabicycle.org/for-club-cyclists/#.dpuf>

We also make sure our riders adhere to our own ground rules:

- Helmets are required. No exceptions.
- No earbuds in ears, regardless of whether they are in use.
- Obey the laws & rules of the road.
- Do not run red lights.
- Do not cross the yellow line EVER.
- If you must ride with aero bars, please stay at the back of the group.
- If you are at the front of the group, you are responsible for keeping the ride smooth & safe.
- Ride steady. Be obvious with your intentions and moves. Don't cross wheels or stuff

yourself into gaps. Keep it fun.

- Ride no wider than two abreast. Although we assert & defend our rights as cyclists, we try to minimize our impact on motorized traffic.
- Respect your fellow riders and motorists.

Thank you for your time and consideration, and please feel free to reach out for any thoughts or clarifications.

Shawn Moseley shawnmoseley@gmail.com

12/23/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Neal Westphalen nealwest20@gmail.com

o (919) 443-7125

c (919) 306-1503

12/23/2015

I am a developing professional / elite cyclist who also rides for transportation and fun, and I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Most debris and dangerous road conditions occur on the shoulder of the road, and requiring cyclists to remain in this space at all times is dangerous to cyclists regardless of motor vehicles, but makes sharing the road especially problematic.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

As an experienced cyclist, part of my role in the community is educating others on how to safely and efficiently ride in groups and share the roads with motor vehicles, and riding two-abreast is

paramount to this endeavor. A group of cyclists can and should act as a well-oiled machine -- requiring single-file at all times will severely inhibit this and the ability of motor vehicles to pass cyclists in a safe and timely manner.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Hemingway said it best: "It is by riding a bicycle that you learn the contours of a country best, since you have to sweat up the hills and can coast down them.... Thus you remember them as they actually are ... you have no such accurate remembrance of country you have driven through as you gain by riding a bicycle."

The ability to travel by bicycle unencumbered through our beautiful state is one of life's greatest pleasures, not to mention its positive effect in the health of our environment and our bodies.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Suzanna Dupee suzannadupe@gmail.com

112 B Estes Drive Extension, Carrboro NC 27510

919-475-9416

12/23/2015

I am recently aware of legislation that appears to prevent safe cycling in North Carolina. As an avid recreational cyclist and mother, this is highly concerning for several reasons as outlined by BikeWalk NC:

(1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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(3) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

NC needs a safe cycling attitude. Bikes and cars can coexist.

Kind regards,

Liz Bloomhardt liz54ji@hotmail.com

12/23/2015

I have a hard time expressing my dismay and frankly my disgust at the differences between the H232 committee recommendations and the subsequent report that was drafted. I hope that my voice and the many others I'm sure you are hearing will influence the author of the report to reconsider his actions, and to implement the ideas of the committee rather than than his own agenda.

I have been an avid cyclist in North Carolina for more than 30 of my 46 years. Until now, NC has always had a great reputation as a state where the rights of cyclists were taken

seriously and the laws were very much in the interest of promoting safe cycling and driving. These new restrictions are a giant step in the wrong direction:

Forcing cyclists to the right of lane line exposes them to the dangers of faster moving cars not seeing them and not slowing down to pass safely. It also encourages them to pass too closely instead of waiting until the oncoming lane is clear. Riding two abreast is actually a much safer formation for both cyclists and motorists since this reduces the passing time for the driver. And finally, requiring a permit for a group ride simply opens a Pandora's box of regulations that will do nothing but alienate cyclists and law enforcement.

There are thousands of North Carolina cyclists who enjoy riding each day, and we have done so for years with minimal impact on vehicular traffic. The roads in this state were built for all of us to enjoy. At a time when we see the ever increasing need to promote alternative forms of transportation and a healthier lifestyle, it seems that North Carolina is once again ignoring the thoughtfully reasoned recommendations of experts to instead promote a short-sighted agenda of a few selfish individuals.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Stefan Rogers grayrogers91@yahoo.com

12/23/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Cliff Zinner rdcc@nc.rr.com

12/23/2015

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negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

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Sincerely,

Andrew Shetler andrew.shetler@gmail.com

323 Vintage Holly Drive

Durham, NC 27703

919-619-5556

12/23/2015

I recently heard of some possible new regulations regarding bicycles on the road in our part of the state. This is an important issue that needs to be thought through with vision. Please understand how our area, with all its natural and beautiful roads, is a magnet to cyclist all over the country and contributes greatly to the area's business and tourism. People come here to ride! The healthy life style and alternative transportation options that this affords is also a huge attraction to the area. Years ago, Honda sponsored a huge motorcycle event called the Honda Hoot at the Biltmore House and Gardens. The fun was off the scales and economic to the area was in the millions. City and local governments did a good job running this event off to Knoxville, TN because of similar restrictive attitudes.

Cyclist from all over the world, at all levels from pros to recreational, have moved to this area because of our beauty and bicycle friendly attitude. Please consider and legislation that would ruin this fine balance.

A few specific points.

(1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

(3) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for your time.

DOUG SHAW

President

Email: doug.shaw@ohlinsusa.com

Office: 800.336.9029 ext. 306

URL: www.ohlinsusa.com

12/23/2015

I also want to lodge my concern as to why State Traffic Engineer Kevin Lacey was allowed to basically restructure the recommendations to fit his desires with no actual date or knowledge and with the blatant disregard of both the advice given to him that went against his desire to basically shove cyclists off the roads.

Emory Ball emory@emoryball.com

12/23/2015

As a cyclist I wish to state the comments below with regard to the H232 Bicycle Safety Law Study. I use my bicycle to commute to work and also use it for recreation and errands. I cycle 6000-7000 miles per year. I also own and use an automobile and a motorcycle.

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse. It is also noteworthy that when one cyclist is overtaking another, whether or not they are riding in the same group, they must be abreast.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Enforcement: These confusing new regulations will add to the workload of often overburdened law enforcement personnel.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Greg Hohn greg@transactors.org

100 Westbury Ct.

Chapel Hill, NC 27516

919-824-0937

12/23/2015

I've read the draft H232 report and I have some feedback I'd like to provide. I'm a technology manager at Bank of America in Charlotte, and commute by bicycle year round. I also participate in recreational bike rides in and around Charlotte, travel to other parts of the state to participate in organized rides on roads and trails. Finally, I am also a touring cyclist and have done many long distance rides in North Carolina from Charlotte to the mountainous parts of our state, the Blue Ridge Parkway in its entirety, and around various parts of the piedmont.

The draft H232 report contains many recommendations which seem counter to known best practices, and counter to safety and comfort of bicyclists. It's striking that certain recommendations seem to run counter to the recommendation of the working committee, and as you are aware there is an uproar in the cycling community of this glaring injustice. The feedback period occurring over the end of year holiday period, for such a brief period of time,

also certainly strikes of under-handed means to move these recommendations forward. There are also recommendations included which are positive improvements to existing statute and law.

Specifically:

Recommendation #4: Lamps on Bicycles

This recommendation reads that all bicycles must be equipped with front and rear lights, and/or a highly visibly vests at all times. This requirement for lights on all bikes is an imposition on many cyclist who may not be able to afford this equipment. Also, the onus of safety seems to be placed on the cyclist as this recommendation reads, and relieves motorists from exercising due caution in regards to speed and safe passing distance around bicyclists. Hypothetically, for a bicyclists involved in an accident, not having this equipment places blame on the bicyclists in an unfair way.

Recommendation #7: Lane Positioning

This recommendation is short sided for many situation while cycling. Bicycle lane positioning is a common technique taught to protect oneself from unsafe passing conditions and unsafe intersections with limited visibility. I often use lane position to protect myself when bicycle commuting in Charlotte including positioning in the left hand portion of the lane to signal to passing drivers they should not attempt a pass within the same lane, and should instead move into the adjacent lane. Any statutory changes should allow for specific verbiage that states bicyclists may use full lane.

Recommendation #8: Informal Group Rides

The NCDOT recommendation which seeks to encourage legislation requiring permits for rides of more than 30 people shows a lack of understanding of such events, and would serious discourage recreational road riding in this state. Even large group rides organically dissipate into smaller groups of riders that motorists may reasonable pass with due caution. Requiring permits would cause harm to ride organizers and the number of these events would be decreased, and the number of bike riders in the state would decrease. Many riders only feel comfortable in groups because they create higher visibility and awareness to drivers, and therefor fewer new riders would enter the sport. This recommendation clearly favors comfort, ease, and convenience to motorists at the expense of recreational bicyclists. This will have a negative economic impact in the state by discouraging group bike rides, and is unfair to those who choose this recreational activity on roads which their tax dollars have helped fund.

Jonathan Harding jonathan.harding@gmail.com

12/23/2015

As an avid cyclist and transportation planner I wish to express the following comments with regard to the H232 Bicycle Safety Law Study.

Restricting cyclists tot he right half of the lane: this interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclist via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities.

Thank you for including my comments as an addendum tot he appendix.

Sincerely,

Alex Rickard alex.mhc.nc@gmail.com
2705 Cutleaf Drive
Apex, NC 27539
919.538.3611

12/23/2015

I wanted to take a quick moment to weigh in on the draft report of the H232 Bicycle Safety Law Study. For the protection of cyclists and motorists, I believe that restricting cyclist to the right half of a lane is a big mistake. In many situations, that restriction would prevent cyclists from being able to stay away from the door zone of parked cars. Also, I believe this restriction would cause an increase in right hook crashes. Please pass this feedback along to NCDOT. Many thanks.

Chad Pickens
General Manager
Great Outdoor Provision Co.
1800 E Franklin St.
Chapel Hill, NC 27514
919-933-6148
chadp@greatoutdoorprovision.com
<http://greatoutdoorprovision.com>

12/23/2015

I appreciate the important job you all are doing in balancing the interest, safety and liberty of our state's tax paying citizens who ride their bicycles and drive their cars on our roadways. My wife and I are occasional cyclists and regular drivers who believe that the safety of individuals is absolutely more important than preventing any temporary burden to motorists who have to slow down occasionally. We are also first time parents recently and the thought of some day having to worry about our daughter cycling on public roads and that the value of her life / well-being would not on balance be equitable to the possum delay of a motorist seems unconscionable.

Like some others I have 3 potential concerns about the draft legislation:

(1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

(3) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Ethan Geyer ethangeyer@hotmail.com

12/23/2015

(1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory

negligence law.

(2) The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

(3) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Philip philipfisher@att.net

12/23/2015

I am opposed to H232 draft. This will put restrictions on group rides and force cyclist to ride on the far right of the lane eliminating the possibility of riding 2 abreast.

Thanks,

Dave Copley

davidkcopley@gmail.com

12/23/2015

As both a commuter who drives the roads both urban and country of NC 26 miles one way to my office and an avid cyclist who rides often as a solo rider, in a group of 3 or 4 neighbors and occasionally in scheduled group rides where the group numbers from 5 to 15 riders, I feel I am well informed from both sides on the motorist-cyclist issues being faced on the roads and compelled to voice my comments to the recently released NCDOT H232 draft report that largely ignored the recommendations of the H232 committee

(1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. I think it invites legal problems for cyclists via the state's contributory negligence law and could contribute to increased harassment from some motorists who already yell at us cyclists to get off the roads where we are legally riding.

(2) The riding abreast issue should be handled with education as the committee recommended, not with new restrictions. Motorists who IMHO should be giving cyclists more than the required 2 feet of clearance when passing can more easily and quickly pass cyclists if the cyclists are riding in a shorter but more compact, double pace line (two abreast) and I can vouch for this from both sides of the argument being a cyclist sometimes and a motorist at other times.

(3) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities.

I do however agree with NCDOT's recommendation over the working group non-recommendation for increasing the minimum clearance distance for motorists passing cyclists from 2 to 4 feet. But I recommend that new legislation be promoted to restrict where a bicyclist may ride within a marked travel lane or riding abreast within a single marked travel lane. I also think there should be a change to Provide exception to § 20-150 (e) for passing bicyclists when safe so that motorists know it's ok to pass cyclists by moving into the other lane when it's a double yellow as long as it's not on a curve or crest of a grade or in other words, when it's safe.

Thanks,

John Tullo jatullo@nc.rr.com

919-929-8520 (home)

919-302-6929 (cell)

12/23/2015

First off, thank you for taking the time to read mine and other's comments. With a deadline of 12/29 for comments and the holidays coming up, it will surely add some confusion.

I am a 36yr old cyclist and father. I have ridden bicycles in the Raleigh area and all over NC since the early 1990s.

I have sincere concerns over any restrictions that would 'force' a rider to move to the right side of the lane. Bicycles are vehicles. While common sense has a cyclist shifting to the right side of the lane, there are times when that is simply not applicable.

The roads would be less safe for cyclists and auto drivers (I am one too) if H232 recommendations were to pass.

I urge you to please reconsider. I look forward to riding roads with my young kids in future years and want the roads to be at least as safe then as they are today.

Cheers,

Todd

Hodge & Kittrell | Sotheby's International Realty

3200 Wake Forest Road | Suite 101

Raleigh, NC 27609

c.919.270.9314 | f.919.876.5109

todd.hancock@hodgekittrellsir.com

12/23/2015

I browsed the NCDOT H232 Draft Report yesterday and as a cyclist here in Raleigh, NC I have several concerns:

1. I participate in many social group bicycle rides here in Raleigh during the week - passing legislation limiting their ability to ride abreast would severely limit the ability to hold these events and make coordination a nightmare (sometimes there can be up to 100+ riders, imagine that being stretched out single file down a road). I believe instead that any issues with bicyclists who are not playing nice on the road be solved with education. Many times meaningful legislation proposed by the legislature can have unintended consequences that limit the popularity of multi-modal transportation which the state should be promoting as more and more people hit the roads of North Carolina.

2. Bicyclists should have full access to the travel lane. I agree that for multi-lane roads, there is no reason why a bicyclist should be in the left lane other than to make a left turn but like vehicles, bicyclists should have the right to access the full travel lane. I am not sure if NCDOT is aware of the "door zone" and by limiting cyclists to the right half of the lane it affects cyclists ability to avoid potential hazards such as people in parked cars opening doors, potholes and debris on the road. Having the ability to travel the entire lane also improves visibility for cyclists and drivers on the road (and would reduce any right-hook crashes).

3. Having each municipality enact and enforce its own regulations and permitting process for group rides would be a nightmare. Some rides go through Raleigh, Cary, Durham etc... and it would be a pain to have to get approval from multiple jurisdictions.

Thanks for reading these comments and I hope NCDOT will reconsider their stance on these issues.

Thanks!

Pierre Tong ptong@clermson.edu

Traffic Engineer-In-Training

Stantec Consulting Ltd.

801 Jones Franklin Road, Suite 300

Raleigh, NC 27606

(919)-865-7358

12/23/2015

I am a Raleigh resident and long-time bicyclist and bicycle ride organizer. I am also a member of the Raleigh Bicycle-Pedestrian Advisory Commission. My comments here are my own, and are not necessarily the views of the Raleigh BPAC.

My input to the Report: In general, I recommend adopting changes in line with the positions documented by the H232 committee, which consisted of many experts and parties of interest in these matters. Specifically, I would like to advocate for these points:

- Do not restrict solo bicycle riders to the right half of the lane.
- Do not change existing statues regarding bicycle riders riding abreast.
- Do not allow municipalities to enforce inconsistent regulations for group bicycle rides.

State law should guide these activities, since bicycle rides cover many different towns, roads and locations.

Thank you for your support.

Paul Nevill

1341 Cameron View Court

Raleigh, NC 27607

paul@neville.com

12/23/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

C. Tyler Ellis, MD, MSCR

ellisct@gmail.com

127 Mallard Court

Chapel Hill, NC 27517

843.618.3905 (cell)

12/23/2015

First, let me commend the NCDOT on recognizing the need for bicycle safety and commencing the study. I applaud the majority of recommendations (4' passing, ability for cars to cross double yellow, right hand signaling).

Merely 5 years ago I was in the camp that found road cyclists a total nuisance, only on the road to intentionally disrupt my extremely busy days and prevent the flow of traffic.

After a severe back issue, biking was recommended by my surgeon and physical therapist as a low impact alternative to continue cardio exercise.

I inadvertently became one of those atrociously annoying nuisances on the open road. Once out there, I realized that the bicyclist is not a mal-intentioned rider determined to single handedly delay all trips to work, school, the grocery, or other extremely time sensitive task. The rider is out there enjoying an activity that may well be their only transportation method, their only means of physical activity, or positive social community activity.

Being one of the few that can actually see 'both sides' by simultaneously belonging to both groups (driver & rider), I see a few simple elements driving conflict in coexistence - and wanted to give you a rational response to some of the key recommendations from the study. Here are my thoughts, examples, and my simpleton thoughts to resolve:

1. Operating Position: Single lane / single rider - Yesterday I was riding a thoroughfare I often frequent. The route is congested with shops, but a usually uneventful trip because I happily stay in my bike lane and cars happily pass by me at a safe distance in their own lanes. The happy bike lane ends, however, and the 'sharrow' reminds cars that a higher legal authority has deemed it ok for me to be there.

Study recommendation is for biker to stay over to the right hand of the lane.

In my instance yesterday, cars were not able to cross the yellow (as it's not legal for them yet...and there was consistent oncoming traffic). This encouraged drivers to pass in this single lane, giving me well less than the recommended 4 feet. To protect myself, I took the middle of the single lane. This prevented cars from passing, but as soon as gaps presented themselves, cars passed safely over the double yellow. After the 3 blocks of 'sharrow' we were all happily back to bike lanes and all was good in the world.

If the goal of the legislation is to increase bike safety and reduce number of accidents/deaths, riding to the right is not necessarily the safest answer.

Recommendation: In a single lane where there is not enough room for cars to pass at 4 feet or greater, the biker needs to take the middle of the lane (else it is mistranslated by cars as an invitation to pass at a less than safe distance).

Informal group rides on rural roadways

I was not able to discern if an actual recommendation has been made here, but requiring all informal group rides to follow racing guidelines and permitting procedures seems to be a punitive action to limit group rides versus facilitating an actionable solution for all parties.

Recommendation: Florida Bike has come up with a solution that benefits both parties in the situation.

I do feel it is the responsibility of the group ride leaders to facilitate motor vehicle traffic flow by group shape as well as consistent release points during the ride. See the following solution from Florida Bike:

"For moderate-size groups a double pace line can actually facilitate overtaking by making the group length shorter.

There may be times when it is not possible for motorists to pass the group due to road and traffic conditions, such as steady oncoming traffic. If motorists have been unable to pass for a significant time, the group leaders should begin looking for an opportunity to release the - See more at: <http://floridabicycle.org/for-club-cyclists/#.dpuf>"

I apologize for the long message, but I felt obligated to share my thoughts and experiences. Considering we're all sons, daughters, mothers, fathers...a death has horrible impacts to both sides of the accident...and I'd like to find the best solutions for all interested parties.

Thank you for your time and consideration, and please feel free to reach out for any thoughts or clarifications.

Blake Belchee

Blake.belchee@gmail.com

12/23/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Steven M Rosoff, DC

cts27612@yahoo.com

4701-113 Creedmoor Rd

Raleigh, NC 27612

12/23/2015

I have concerns about the DOT ignoring suggestions by the H232 committee. After seeing their reasoning I have to agree with their suggestions and reasoning outlined below:

"(1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

(3) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level."

What this state doesn't need is more well-intended regulation making it harder for people to do everyday activities. That applies across the board, not just in regards to cycling. Some of what DOT is recommending makes things less safe for cyclists.

I do not ride myself. I know some who do. One thing I was taught when I learned to drive was that a bike has right of way and you drive behind them until you can pass safely. People now

seem to think cars own the road and don't care that cyclists are there. They harass them and pass them in a dangerous manner frequently. Making a cyclist keep to the extreme right only encourages cars to pass by trying to squeeze by in the same lane when oncoming traffic is approaching. I see it enough now, it certainly doesn't need to happen more because bikes are forced over to the edge of the road.

What should be happening is impatient jerks who do dangerous things should be getting ticketed with heavy fines because they are endangering the lives of others and people who hit cyclists should be prosecuted to the fullest extent of the law. Further, bike lanes should be provided on new road construction projects by default. The state is enjoying the benefits of increased tax revenue due to the "development at all costs" growth plan they have had in place for several decades. They can certainly afford to make the road a few feet wider to put a bike lane on each side of the road. If we are going to insist on making the state of NC into an over-developed place, the least we can do is provide some basic infrastructure.

kendall johnson kjohnson10@yahoo.com

12/23/2015

NC is home to a massive cycling community that enriches our state commerce, tourism, and economies, as well as improves the image, outlook, health, and lives of our population as a whole. Please help the legislators and public servants of our great state become properly informed so that they may make wise decisions that serve the people as they have promised. Below I have addresses some of the major issues:

(1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

(3) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you very much for your assistance.

Best Regards.

Randy Byers byers.randy@gmail.com

IMBA / SORBA / GTFS member

323 385 2567

12/23/2015

I want to second the very wise comments of Steven Goodridge of BikeWalk NC in his email of December 22, 2015. I ride with the Gyros Cycling Club in north Raleigh, a club with hundreds of members. The rides promote fitness, good health, bike safety, and the quality of life generally for everyone who participates. We frequently have visitors from out of town who comment on how hospitable the club is and how enjoyable it is to ride on the beautiful rural roads of North Carolina. I really think the rules under consideration are a solution without a real problem. Most cycling accidents happen to solo cyclists who are not seen by a driver. Group rides promote safety. Rules like preventing two-abreast riding actually increase the danger for drivers and cyclists, because it creates a line of bikes that is twice as long and tempts cars to get close to the riders. Steven's links show this well.

I don't know if you ride, but whether you do or don't, I would encourage you to invite leaders of local cycling clubs to meet with you and your colleagues before making any recommendations. I know the DOT has good intentions, but the unintended consequences of the proposed rules will be bad for drivers and cyclists alike. I am copying Tony Santalucia, the president of the Gyros, so that you will have his email address. Thanks.

Chris Graebe

Graebe Hanna & Sullivan, PLLC

4350 Lassiter at North Hills Ave., Suite 375

Raleigh, NC 27609

Tel: 919-863-9092

Cell: 919-417-7948

Fax: 919-863-9095

cgraebe@ghslawfirm.com

www.ghslawfirm.com

12/23/2015

The recommendations regarding cyclists being restricted to the right half of the lane is not only unfeasible it is down right dangerous. It invites the cyclist to be subjected to the dangers of being "doored" by parked cars and being much less visible to other traffic. It also invites further harassment by both the police and fellow motorists and furthers the notion that bicycles are not allowed on the road and so do not have and rights.

The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse. This just reeks of of someone who feels that they should not be impeded in any way other legal traffic on the road.

By allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a unrealistic burden for ride organizers, when rides can pass through several different municipalities. In addition it is easy to see how smaller town can misconstrue this to mean that they can block group rides from passing through their jurisdictions.

Emory Ball emory@emoryball.com

12/23/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Thank you for including my comments as an addendum to the appendix. I understand

the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Grover Cable
grovercable@nc.rr.com
2421 Heartley Drive
Raleigh, NC 27615
919-619-4035

12/23/2015

I cycle year round on a weekly basis and reside in Charlotte. Unfortunately, most of the roads I ride on weren't built with the cyclist in mind and many motorists don't understand that cyclists are entitled to use the roads the same as vehicles. The NCDOT should focus its efforts on educating motorists and making the roads safe for bicyclists. The recommendations of the H232 committee should be strongly considered. I have listed my comments in response to the draft report.

(1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Philip Turteltaub philturtle@aol.com

12/23/2015

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Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Peter Hymas peterhymas@gmail.com
3907 Shoccoree Drive
Durham, NC 27705
919-309-9140

12/23/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Sincerely,
Tom Hughes tahughesnc@gmail.com
110 Wicklow Lane
Durham, NC 27713
919-627-5510

12/23/2015

As a cyclist, cyclist supporter and friend to many avid cyclists, I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Sincerely,
Janet and Scot Lowe
scotjlowe@yahoo.com
3917 Song Sparrow Dr
Wake Forest, NC
828-768-2971

12/23/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Tell Republicans it is akin to creating new legislature for gun laws, when, in fact, the ones that exist need to be followed.

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Sincerely,
Chad Lefler act.chadlefler@gmail.com
3420 Suncrest Village Lane
Raleigh, NC 27616

12/23/2015

After reviewing the H 232 Draft Report, I have a few comments to share.

My biggest concerns with this report are in regards to the location within a lane cyclists are allowed to ride, and with the specification of safe passing distance when passing a cyclist. I thoroughly enjoy cycling! I have ridden regularly in Charlotte, the Winston-Salem area, and in and around Greenville.

The closest calls I have had riding (near bike-car collisions) have all occurred in the Greenville area. There is a problem with the perception that cyclists do not have the same rights to the road as motor vehicles. I have had cars move from a stop sign while I am in the middle of an intersection (almost striking me). I have had people yell out their vehicle windows that I need to "get my bike back on the sidewalk where it belongs". I have had cars open their doors into my bike because they didn't see me coming on the right side of the lane. I have had cars and trucks pass me in the same lane while there were cars in the oncoming lane. This has happened so many times that I have stopped commuting to work by bike and started driving.

Luckily that is an option for me. I list all of this to illustrate why I often choose to ride in the middle of the lane. I have found that if I am in the middle of the lane, cars don't attempt as many risky passing attempts if they can't get around me in the same lane. Please don't restrict bicycles to the right half of the lane - allow us the right to the full lane so we can ride safely around other vehicles.

I also saw in the report indecision about recommendations for passing distance. As mentioned before, I often have vehicles pass me in the same lane. When I say "in the same lane", I mean their tires don't cross the yellow line. This happens about 1-2 times each time I go out on a training ride (so, 4-8 times per week). On a handful of occasions, cars have passed me so close I believe I could reach out and touch the side of their car. I believe that restricting "safe passing distance" to anything less than 4 feet would make this problem worse. In fact, I would prefer to see the law require vehicles to completely enter the adjacent lane in order to pass a bike. It should allow enough room for the cyclists to fall to the side, and the car still not hit the cyclist.

Cycling safety is something that is very important to me and many in the community. Within the cycling community, people often say that it isn't a question of if someone will be hit by a car during their cycling career, it is a question of when. To me, this shows that more needs to be done to make roads safer for cyclists. I would love to see bike lanes or wide shoulders implemented across the state to make roads safer for cyclists!

In the report and minutes, there are a lot of comments regarding educating cyclists about best practices and current/new laws. It is also important to educate drivers. Often they do not understand what a cyclist's rights are, or what their responsibilities are when driving around bikes. The report even cited that drivers often don't understand what a traditional left-handed right turn signal means. To me, this perfectly exemplifies the need to provide more education to drivers in regards to a cyclist's rights to the road.

Thank you for your time and consideration of my comments. I hope we can make changes to these laws to make the roads safer for cyclists.

Lindsey Barr labarr12@gmail.com

12/23/2015

Here are some answers to your questions. First of all. I am a long time cyclist. I was riding before it was cool to ride. I rode my first 50 miles in 5th grade, when I was 16 years old I rode my bicycle across the United States and I now at age 50 I ride between 130 and 200 miles per week. That is 6,000 to 9,000 per year. I would say that most people ride 15,000 to 20,000 miles per year.

I have to say reading through this report you are answering some of the questions that need answering.

1) How faster moving vehicles may safely overtake bicycles on roadways where sight distance may be inhibited. That is common since...Cars /drivers wait until it is safe to pass other slower vehicles on the road and when it is not safe or there sight is limited they do not. How is that when you pass a cyclist they (drivers) think we our lives do not matter. We get buzzed, horns blown and yelled at. All because we are riding 20 mph on the road. A car can pass a cyclist faster and safer than they can pass a car. If and only if they, the driver do it with common sense and respect for the cyclist.

2) Ride single file or two abreast. Two abreast is much safer for the both groups. Cars can pass cyclist two abreast quicker than they can pass a group of cyclist riding single file. In addition when riding two abreast we can be seen better while on the road.

3) Should riders carry Identification. YES. Most do carry ID.

4) Visibility (clothing) and lights. Yes. I have both front and rear lights. I bought the brightest light I could find. I find that drivers give me more space when I have lights on my

bicycle.

5) Turn single. I feel that if you make it a law for cyclist you should do the same for cars. In addition to riding at least 6,000 miles per year, I also drive about 30,000 per year and turn singles would be great for everyone involved. I know what I plan on doing and I feel that other drivers should also know what and where I am going.

6) 2 foot or other passing distance requirement. I think it should no less than 3 foot. I also think and feel that it should be enforced with stiff fines and point on your driver's license. Take a look a Tennessee.

7) Operating position in road way. Yes, we, cyclist should operate in the road way. We all need to be respectful of each other. But, I need a way out if a car is going to be aggressive towards me. I also need to be seen. The best place to do that is in the road, not the gutter.

8) Informal group rides on rural roads. Yes, we should be able to ride on rural road ways. I find that most people out of the cities are very nice and respectful. With the exception being Waxhaw, NC.

9) Use of head phones. NO!

10) Aggressive Driving, harassment and distracted driving laws. I think that law enforcement needs to more when cyclist report bad driving behaviors. I know they (law enforcement) or over worked and that this is low on their list. But we really need to confront aggressive driving. You are talking about a 3,000 pound car and 20 pound bike with a person on it.

11) Vulnerable road user protection.... I need more information to answer this.

12) Formal group event permitting and regulations. I guess I would have to ask what you consider "Formal" . From my understanding the event organizers has have a permit now for and event.

I feel that we are heading in the right direction. We, cyclist need laws to protect us. I have been hit 3 times by cars. I was not at fault in any of them and thank goodness I was able to walk away from all three. However some people are not. Many accidents are caused by driver being careless, not paying attention to the road, not being patient while passing cyclist and just plain flat out road rage all because we are "slowing" them down by a few minutes.

I hope that you and your team will look at bicycle safety from every ones point of view and not just the drivers or riders. We all must work together to make the road safer for everyone.

We, cyclist are not the bad guys and we are not total at fault. Yes we have some, me included that break the laws, just like drivers do. We just have to yell and fight more because we are much smaller than a car. Plus, a car thinks they can get away from us. However, some of us are fast on our bicycles and we can catch people/cars in traffic. I feel that this is where the road rage stems from. We need to have laws that protect cyclist from drivers. Drivers need to understand that we have rights to the road. We have families and friends just like they do. All we want to do is go out and ride our bicycles and return home safely.

Let's make the roads safe for everyone.

If you have any questions my telephone number is below or you can respond to this e mail.

Regards,

George Rudisill georger@catawbarubber.com

Catawba Industrial Rubber Company

Out Side Sales NC/SC

704-507-3169

12/23/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling

practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Gary Rohlke

gary.rohlke@entremark.com

271 Ridgecrest Lane

Blowing Rock, NC 28605

(919) 601-6384

12/23/2015

From a totally non technical perspective, if you get a chance, please remind the legislators behind the bill that roads are meant to transport people and that there is an exponentially increasing number of people who want roads to be more welcome to people who use the roads by foot, or bike or wheel chair, and other non-car alternatives etc. Our area of town is so congested, strict rules are hard to abide by as a cyclist unless we want to risk our lives.

What is riding abreast? I ride my bike all the time and have no idea what that means.

Good luck and thanks!

Karin Lukas-Cox karinlukascox@yahoo.com

3200 Mill Pond Road

Charlotte NC 28226

704 756 0458

12/23/2015

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Sincerely,

Dewey Jay Cunningham

jcunn51@gmail.com

1211 Bivins Street

Durham, NC. 27707

(919) 641-1373

12/23/2015

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Sincerely,

Mark Wartski mark@wartski.org

12/23/2015

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Sincerely,

Tony Santalucia tonysantalucia1@gmail.com

Gyros Cycling Club, President

www.raleighgyros.com

Cell: 919-616-9704

12/23/2015

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Sincerely,

Jerry Garrett itsjdubb73@gmail.com

12/23/2015

(1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Robin K Bareng, MD

robin.bareng@gmail.com

12/23/2015

Merry Christmas!

Wanted to connect before the holidays to let you know I, too, am against the draft H232. These restrictions on cyclists are at both unfair and unsafe. Many thanks for your consideration.

Enthusiastically,

DC Lucchesi

704 577 8459

dclucchesi@gmail.com

12/23/2015

I hope you are having a nice holiday week! I was recently made aware of some proposed changes to NC cycling laws from NC DOT. As an avid cyclist and motorist I am concerned.

In particular, forcing groups of cyclists to ride single file can be very dangerous. If you look at the width of many of our roads, even if a cyclist is riding to the right of the shoulder, a car can not safely pass without going into the oncoming traffic lane. Having the group now 2x as long makes them more difficult to pass safely as it doubles the amount of time the car must be in the oncoming lane. Forcing cyclists to stay all the way to the right can create similar issues as it can encourage cars to pass when it is not safe (in addition to exposing cyclists to the dangers of car doors, shoulder debris, etc).

Instead of looking to change laws that have the potential to make cycling less safe and less popular, it seems focusing on education would do a lot more good.

Thanks for your consideration and happy holidays.

Marc Buxbaum marcbuxbaum@aol.com

12/23/2015

(1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

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Julie Kelley

juliecorey4@gmail.com

Asheville

12/23/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

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Sincerely,
Nelson Boyette
7 Mile Solutions
919-608-8283 cell
919-321-2503 office
nelson@7-mile.com

12/23/2015

I would like to mention several statistics that might help inform this law. I would also like to point out that in my experience NCDOT seems uninformed and out of date concerning transportation and especially bicycle transportation.

The number of motorists killed by bicycles in the state is zero. No one in a car has been killed by a cyclist. However 27 people on bicycles were killed by cars in 2012 (the latest year data is available). North Carolina is ranked as one of the top ten most dangerous states to ride a bicycle.

I have lost a friend to a bicycle/vehicle accident and another is in the hospital right now. Each year fatalities continue to rise because the state lacks the safety infrastructure to accommodate other road users and because drivers have become more distracted. There are also more and more people who choose to travel by bicycle every year. Which is great news for those concerned with traffic, parking and all the money spent on both across the state.

For those who don't bicycle and don't study bicycle safety many of the realities of what safe cycling means are counter-intuitive. This is why it is so critical that this law be informed by research.

Cyclists that ride two abreast or take a wider portion of the lane are much less likely to be killed or injured. The reason is because if motorists can't shoot the gap between a cyclist and oncoming traffic they won't and an accident will be avoided. When there is room to pass, with no oncoming traffic, the vehicle will pass safely. Every state in the nation, save one, legally allows cyclists to ride two abreast and for good reason.

Group rides are safer for the same reason and encourage cyclists who wouldn't ride otherwise, to share the road.

Not only that but cyclists who ride in the lane are more likely to be seen by turning drivers from both lanes of travel and cars pulling out from cross streets. The number one explanation of drivers who hit cyclists is that they didn't see them. The best place not to be seen is squeezed up against the side of the road.

This law could have potentially deadly affects not only on people who bike for fun but to the transportation challenges of the state as a whole. Cycling has proven itself as a popular, low cost way to move people in cities across the world, all that's needed is infrastructure to support them. By passing a law that further marginalizes cyclists and emboldens impatient, aggressive drivers, the state will be forced to accommodate more cars and less cyclists. Entrenching traffic, parking and expensive highway construction as problems without the simple, elegant solution

of bicycles.

North Carolina doesn't have a cycling problem it has a driving problem. Motorists are unaware that cyclists have a legal right to the road, require three feet for a safe pass and that slowing traffic happens all the time from vehicles making left hand turns to farm equipment. Cycling is not a special case. They also fail to make connections between cycling and decreased traffic, increased available parking and decreased taxes for car infrastructure improvements. An education initiative for drivers might help them realize the myriad benefits of encouraging cycling or at the very least get North Carolina off the top ten list for cyclists killed by drivers.

Please do not pass laws that discourage people to bike for transportation and do little to educate drivers to the threat they pose and the benefits they reap from people who bike.

Han Winogron

hangalen7@gmail.com

Asheville NC 28805

12/23/2015

First of all, I want to thank you very much for your time & effort you have put into this matter. Having been a motorist & motorcyclist for a few decades, & now a road cyclist, I have realized the need for more public education & awareness in order to keep more people safe.

Following I have responded to each Issue individually, keeping my thoughts concise & on-point as to respect your time.

Issue 1: I concur with the Working Group Action/NCDOT Recommendation.

Issue 2: The groups in which I ride with will ride two abreast quite often just as the Working Group Action mentioned; increasing bicyclists' visibility & being in a more compact formation making it easier for motorists to pass being a shorter distance to overtake. On very rare occasion we may be 3-4 abreast, but that is just commencing a ride at a very casual pace. Under no circumstances do we meander into the next lane if there is any traffic around. If there is traffic following, we will get into 2-abreast formation quickly to allow motorists to pass.

Issue 3: I agree with the 'Intent' as being for my aide, & I also carry 'In Case of Emergency' (ICE) information as well in case my phone is damaged & contacts cannot be found. I am a licensed driver, so that is what I use, but as it pertains to minors, I would hope that parents would supply ICE information for their child.

Issue 4: All I can say to this is what all of my friends have heard me say, "I'd rather be seen than hit." With that said, I have spent a bit of money on very adequate lighting front, rear, & on my helmet that I 'run' ANY time I am on the bike, day or night. The lights are very visible in all conditions, & I've said to cyclists who don't use theirs in daylight, "They don't cost anything to run them during the day, but it could cost you an accident or your life if you don't use them."

Issue 5: I was taught the current left-arm-extended-upward as being a right signal, but I don't know what is being taught in Driver's Ed these days, so younger motorists may not have a clue what I'm signaling anyway. I do not like the right-arm-right-turn signaling because in my opinion it is not as visible to following traffic (cyclists nor motorists). Especially in large groups, we call out "Right turn" or "Left turn" (for fellow cyclists) as well as hand signals anyway. I may be wrong on this, but as I understand it in NC, even signaling as a motorist is a 'courtesy', & is not required.

Issue 6: I completely agree with NCDOT Recommendation & 'Intent'. So many motorists 'misjudge' safe distance, whether being malicious, or simply trying to 'squeeze' by in the same lane. They don't seem to understand or care that you cannot squeeze a 5,000-pound machine past a 200-pound object safely.

Issue 7: I concur with "where clear and safe to do so". I cannot comment further on details since I am unaware what is in "20-146". That is where I ride unless road conditions

prohibit safe travel, or I am coming to a left-turn.

Issue 8: I don't see any need for 30+ cyclist recreational rides to have permits since the many groups I ride with don't travel on higher-traffic roadways for any great distance for our safety's sake more than anything. Any time we do have to get on a State Highway (for example), it's only to get to the next closest crossroad.

Issue 9: I concur & must say it is EXTREMELY negligent to use headphones or text while cycling.

Issue 10: I don't know what to say to this except that, unfortunately, a few of us have felt the need to have video cameras 'rolling' while cycling to submit footage and/or license plates to the proper authorities to combat malicious motorists.

Issue 11: I'm not sure exactly what this means, but it sounds like 'Intent' is to allow for more protection to bicyclists, which I am all for. It goes back to the 5,000-pound versus 200-pound non-battle in which cyclists lose every time. After all, the majority of that 200-pound mass is our body since road bikes are only 25-pounds on average.

Issue 12: I concur.

Again, I thank you so much for your time in this matter, including reading my thoughts, though lengthy overall. I want to wish you & your family a very Merry Christmas & an absolutely amazing New Year!

Jon Wilson

Jon@JackedOnLife.com

12/23/2015

When I ride my bicycle, I am safer when people who drive cars wait until they have clear site lines and can see that there is no oncoming traffic before passing me. I oppose regulations that would require me to ride very close to the right shoulder, thus encouraging motorists to squeeze past me.

When my friends and I ride our bicycles together, we sometimes ride two abreast. If a person who is driving a car approaches us from behind, he or she can pass us more quickly when we are two abreast than if we were single file IF he or she has a clear site line and knows that there is no oncoming traffic. I oppose regulations that would require that I never ride two abreast.

As a taxpayer (who is also a motorist and a cyclist), I do not wish to pay for local governments to administer regulations over group cycling events. Our localities have so many real and legitimate needs. Let's put our tax dollars to work on improving communities, not pushing paper around the already overflowing desks of our local government employees.

Jennifer Billstrom

Email: jen@velogirlrides.com

Phone: (540)320-2849

12/23/2015

Thank you for the work you have done on the Bicycle Laws Study. As an avid cyclist I wanted to comment regarding the issue of distracted cycling. I recognize that it can be a danger to cyclists as well as pedestrians, albeit a rare occurrence. With its rarity in mind, I hope that you will keep it as a part of recommendations of safe riding, and not recommend that any laws be written to address it.

In my experience, riding with earbuds or headphones does not necessarily translate to distracted riding. Much like riding with the car radio does not mean a driver is distracted. Some will argue that a cyclist needs to be able to hear warnings and dangers, but I would argue that the wind in my ears restricts this as a means of safety already. I am not advocating that there is no risk, just that the risk is not as great as it is presented. And it is situational, riding in rural

areas vs. urban areas for example. I use an app during exercise to record workouts as well as receive feedback. I cannot hear this feedback without earbuds.

The rest of your study presents good recommendations, especially the minimum 4' passing distance.

Shawn Svoboda-Barber

Email: strasb1129@yahoo.com

Phone: (919)869-4636

12/23/2015

So, why have a committee representing all of the interests relating to bicycling and then ignore the findings of the committee? More than anything else, that stands out for me as someone who has followed this from the directive from the legislature to the proposed final report. The committee UNANIMOUSLY voted against new restrictions on riding side by side and yet NC DOT goes against a UNANIMOUS finding. The draft report includes recommendations that differ substantially from the recommendations of the H232 committee. Furthermore, NC DOT in the draft proposal votes against wide spread support regarding lane placement and safety issues that are minimized by NOT requiring riding on the right hand side specifically. The old language of riding on the right WHEN SAFE and PRACTICAL was sufficient. Again, why would the NC DOT report go against its own study committee? Before this draft report goes to final publication, additional meetings should be held with the committee to explain why the writers ignored the committee.

Cecil Yount

Phone: (828)454-5253

Email: gr8smokieszeke@gmail.com

12/23/2015

Please follow the agreed-upon guidelines from the H232 committee. This latest NCDOT language, anonymously written and slipped in during the holidays, is bad for cyclist safety, and impractical for bike ride organizers.

Dave Connelly

Phone: (919)357-6409

Email: drpconnelly@gmail.com

12/22/2015

Nice to "meet" you. Thanks for your involvement in a cause that is dear to my heart... both in the psychological sense AND the physical sense. I have to use cycling to maintain fitness, because my knees, hips and back don't allow me to run nowadays, and my circumstances don't make swimming convenient. I would highlight a few items that I consider to present significant problems:

First and foremost, I think that we can't have local jurisdictions idiosyncratically dreaming up and enforcing different regulations. The realities of this are already evident in the Asheville area where I live and ride my bicycle. Woodfin and Biltmore Forest come to mind. As an example, in both towns, their "single file" laws result in confusion... and not just for cyclist. The "rationale" I've heard given by local law enforcement officers has been, on the two instances I've been involved in, inconsistent with the localities' published objectives, not to mention the 'stops' made were specious (the groups were NOT riding two abreast...I know, because I was on the back of the groups). This speaks to the general prohibition of two abreast riding. As someone who's ridden across the U.S.A. and around the world, the oft-discussed and much-feared law of unintended consequences will SURELY apply itself should that occur. That is, single-file groups will "string out" so as to be impossible to SAFELY pass on many roads in

the state. Better to have groups that are half as long, even if they take up the full lane. After all, where would a car/truck have to go to pass... say... a tractor? A horse? Or a slow(er) moving car? Which then touches on any requirement that cyclists be "driven" to the far right of the lane. The realities of road conditions, the lack of shoulders, car doors, pedestrians walking in the lane, etc. require that cyclists have the use of the full lane at any time should it be necessary. In many of these instances, I think that the issue is NOT cyclists in general. In general, the issues are inadequate mutual education of what the laws "mean", incomplete understanding of what the respective parties' responsibilities are, and lack of even-handed and proportionate enforcement of the laws already on the books.

Thanking you for carrying my thoughts to the floor!

Tom Ratajczak
Asheville, NC 28804
TSRatajczak@gmail.com

12/22/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Barbara Keyworth barbk@mindspring.com
Chapel Hill NC. (919-749-5847)

12/22/2015

I have read the draft report for HR232 and would like to express my disagreement on many items. One issue is restriction of the biker's position in the street. This would interfere with my ability to be visible and operate in a predictable manner with other traffic. Often I need to ride in a lane to avoid doors of parked cars, steer clear of debris in the curbs, or make a left turn. I encourage NCDOT to follow the recommendations of the HR232 committee and the views of bicyclists.

Paul Endry
pauls.phone@yahoo.com
Asheville

12/22/2015

. Count my feedback as opposing ANY restrictions, other than those already in place regarding interstate limited access roadways. Specifically the measure meant to limit cyclists from riding 2 abreast, forcing them instead to ride single file on the right hand side instead causes many issues that adversely affect cyclist safety – including:

- Decreased visibility to approaching vehicles
- Increased distance to pass (2 x 5 is easier to pass than 1x10 if you actually yield to oncoming traffic)
- Temptation for motorists to “squeeze past” while oncoming traffic (or blind hills or curves) make this an unsafe maneuver.

Basically – those who push for these type restrictions are completely unaware of how and why cyclists use their lane position, visibility and signals to make themselves safer – and as such, those “get out of my way” opinions need the most forceful rebuttal. The roads of our state and nation are all of ours to share, and as both a recreational cyclist, and one who commutes to work by bicycle, this is about equal access and rights to public resources.

I’ve been harassed, threatened, and endangered while cycling, most frequently with no reason other than some prejudice on the part of the motorist (i.e. rarely if ever by someone who was legitimately delayed by my presence on my bicycle) so any legislation or administrative actions that would lessen the rights of cyclists to ride in the safest manner possible are unacceptable to me. As a taxpaying property owner, citizen of North Carolina, and multiple vehicle owner (currently 2 more than I have drivers in my family) I have plenty of “skin in the game” and expect fair and equal treatment from the NCDOT and any legislative committees that may be meeting on this topic.

If there’s anyone I could call or meet with, I’d be more than willing to explain all this to someone who needs such input.

Thanks,

Fred F Holt

Cary,

holt@nextmailbox.com, 919-616-0803

12/22/2015

I would urge you to consider that disallowing two abreast cycling and restricting a cyclist's legal capacity to control a lane in appropriate situations actually will endanger cyclists and not provide safe passing of cyclist's by motorists. I think the arguments for this are well pointed out and I am voicing my concern that NC maintain it's current cycling laws.

Yours,

Richard Fellman, MD

rfellman@hotmail.com

12/22/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Ian Bundy

flypino227@nc.rr.com

109 Steelwood Ct, Garner, NC 27529

(919) 539-6517

12/22/2015

Just saw the bike safety report and have concerns about some of the inclusions. Mainly the one on restricting solo cyclists ride to the right half of the lane. This doesn't make sense/safety 100% of the time.

For example, I often come to the center/left of the lane behind cars as I'm approaching a red light so I'm visible to oncoming traffic that is making a left turn. I'm certain this has kept me from being hit when behind trucks/SUVs that oncoming traffic can't see past.

Thank you for listening,

Mark Archambault markearchambault@gmail.com

Lewisville, NC 27023

12/22/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Bryan Engle bryan_engle@yahoo.com

404 Parkview Crescent

Chapel Hill, NC 27516

12/22/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely

François Burnot

triangleautocare@hotmail.com

730 mace rd

Mebane,NC 27302

(919)619-6043

12/22/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

John Rogers rogersj@nc.rr.com

113 Emerywood Place

Chapel Hill, NC
27516
Phone: 919 824 6495

12/22/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Della Martin
dellasmartin@gmail.com
919-816-9553

12/22/2015

I respectfully request that NC DOT reconsider the current draft report of recommendations for the H232 Bicycle Safety Law. I do not understand why the draft differs from the recommendations of the H232 committee.

I am 57 years old and have been riding a number of years. The proposals by the committee are conservative and will help protect me and my fellow cyclists.

I urge NC DOT to change the current draft to that originally proposed which is as follows:

- (1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.
- (2) The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.
- (3) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.
- (7) - As a solo rural rider, it is Most safe for me to ride in the right tire section of the roadway for 2 reasons: visibility and road conditions. Any further to the right encourages drivers to pass

when it is unsafe. Also the condition of the road is oftentimes poor or obstacle prone.
Thank you for your time.

Ann Gabrielson ann.gabrielson@gmail.com
4314 Saxonbury Way
Charlotte

12/22/2015

I am not in agreement with the H232 draft.

Thank You,

Chad Campbell

cwmlcampbell@gmail.com

12/22/2015

I am writing to give feedback on the draft recommendations for the H232 Bicycle Safety Law.
I agree with BikeWalk NC's comments copied below:

"(1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

(3) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level."

Thank you!

Ben

Benjamin Gillum

4gillum@gmail.com

(828) 989-2815

12/22/2015

I am a cyclist and motorist, and would like to comment on the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: There are situations where this creates danger, such as the door zone of right-side parked cars. Motorist should always pass when the oncoming lane is clear, so it makes no difference where in the lane the bicycle is located. Passing a cyclist or any other vehicle requires the motor vehicle to enter the oncoming lane. My experience is that some vehicles think they can squeeze by with oncoming traffic, and I've seen many times oncoming cars are ran off the road. Forcing a cyclist to the right-side in all situations will only increase this occurrence.

Riding Abreast: This shortens the overall length of a group, which is safer/easier for motor vehicles to pass. This is no different than long vehicles traveling relatively slower. Restricting this only creates unsafe passing zones that are too long, and it will lead to head-on situations with oncoming traffic. I've seen motor vehicles go into oncoming lanes with blind curves, and restricting riding abreast will only increase this occurrence.

I hope those that are creating the report take practical experience from cyclist into account. Thanks for allowing me to send comments.

sincerely,

Jason Halsey jhalsey77@gmail.com

Resident of Durham NC

12/22/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Bryan Ward bcw@cs.unc.edu

1207 Drew Hill Lane

Chapel Hill NC, 27514

12/22/2015

I am a long-time recreational and commuting cyclist and I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law. I always ride in such a way as to help cars pass me, unless doing so puts me in danger of doors, dogs, road debris, or a motorist intent on passing me on a blind curve.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level. This just seems like a problem that can be avoided.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Liane Salgado gamberster@gmail.com

2514 Damascus Church Rd, Chapel Hill, NC 27516, 919 923 5289

12/22/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

John Beimler john@beimler.org

Holly Springs, NC

12/22/2015

I am not in agreement with the H232 draft. I am a cyclist and believe this draft endangers cyclists, and discourages safe cycling practices. It discourages healthy lifestyles in general, and fuels driver-cyclist animosity. This measure, if adopted in its draft form, is a disservice to the State.

Jake Sadler

jacobwsadler@gmail.com

North Carolina Resident

12/22/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is

insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
John Haws jchaws@gmail.com
Durham, NC

12/22/2015

I urge you to follow the recommendations of the H232 committee on the Bicycle Safety Law Study. The committee members I know are topic matter experts and brought forth sound recommendations. To pursue any other course of action compromises the very intent of the study. If you have personal biases here, please do not let them intrude on the cycling community.

Sincerely,
David Cole, president
dlcole@nc.rr.com
North Carolina Bicycle Club

12/22/2015

Upon review of subject, I would like to make the following comments:

(1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

(3) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level. In addition, this would make NC a bike unfriendly State and significantly limit bicycle tourism and the revenue that comes with it. I certainly hope that decisions are based on what is good for NC and this report is shelved with no action taken.

Sincerely,
Marcus Jones marcus.alexis.jones@gmail.com
Cell 828 699-9276

12/22/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for

cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Todd Stabley

408 Calvin St.,

Hillsborough, NC 27278

(919) 323-0858

Sr. Media Engineer

Duke University

Media Technologies

tcs16@duke.edu

12/22/2015

I'm concerned about the H232 Report due to the following three reasons.

(1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

(3) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for reading my concerns,

Ray Atkinson gismap1@gmail.com

12/22/2015

Thank you for sending this along for review. Just a few quick thoughts and requests from my perspective.

1. I would ask you provide the intent of the working group action (in places where you have a working group action that is different from the NCDOT recommendation/intent). I believe this will help the General Assembly better understand the findings of the working group.

2. I would ask that you provide the actual vote counts of the working group in parentheses versus stating that the item was a "split vote".

3. Under the NCDOT recommendation for informal group ride (item 8), I'm curious to know where the number (30) came from? And would also ask that if local governments are requested to register informal group rides, that we be allowed to assign the responsibility to a local proxy (i.e., local bike club, shop owner, etc.) to administer, to help reduce our costs in this

new endeavor, and to hopefully make easier for the cycling community to use.

4. As with Steven, I don't recall the working group specifying a 200' rear visibility requirement? This seems inadequate - based on the front light being 300'.

Finally, please provide us with a reflection on the next steps the Joint Oversight Committee is expected to take after the report is submitted and also let us know if/how our support might be needed, to help advocate for our work.

Thanks again for the opportunity to serve and I do hope everyone has a very Merry Christmas and prosperous New Year!

Jim Westmoreland, PE
City Manager
City of Greensboro
(336) 373-2002

12/22/2015

It is my understanding the the resulting report from the HB 232 study group contains language that encourages bicyclists to ride on the right side of the lane. I personally ride my bike everyday in a city setting and can tell you that this practice is not only unsafe for bicyclists, but also for motorists. Riding on the right of the lane encourages motorists to tempt fate and try to shimmy up beside you (usually without much warning). When sharing a lane with a motorist, a lot of trust is put on the motorist not to make a wrong move and swerve into the bicyclist (and a lot of trust is put into the pavement conditions that no pothole is approaching). It is my true belief that riding in the center, or even left of center of the lane is much safer. Please consider a revision in the wording to allow bikes to ride left of center of the lane. For safety's sake!

Thanks and happy holidays,
Evan Brigham etbrigh2@ncsu.edu

12/22/2015

bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

(3) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level

geohat55@nc.rr.com

12/22/2015

Thank you for serving as the contact for comments on this draft report. My comments are as follows:

1) I am concerned that the "draft report includes recommendations that differ substantially from the recommendations of the H232 committee."

2) I am concerned that the report was released during the holiday season with very few days for interested parties to read and comment.

3) Since there is so little time to read and comments, I would like to include (and second!) the concerns of BikeWalk NC and the Carolina TarWheels. These concerns are:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving

visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thanks for your work in compiling these comments.

Sincerely,

Eric A. Houck, PhD

919-249-8430

eric.a.houck@gmail.com

12/22/2015

I am not in agreement with the H232 draft. This will put restrictions on group rides, force cyclists to ride in the far right and eliminate the possibility for riding 2 abreast which will in turn make cycling and driving more dangerous. The NC handbook advocates for cyclists to take space at key times to increase their safety. This law/amendment would double the length of any group riding on the road making it more difficult to pass, when it is safe to do so. As a principal manager of VeloSports Racing, LLC based in Western NC I request thoughtful reconsideration be given to the goals and resolutions pursued by H232.

Thank you.

Regards,

Dan Snedecor

dan.snedecor@volvo.com

12/22/2015

I am a resident of New Hanover County, an Emergency Medicine physician, a husband, a parent, an automobile driver and a cyclist. I have participated in planning groups in my community, and have a passing understanding of the complexities of designing a road system that is safe and efficient for cars, bicycles, and pedestrians. I believe that everyone (motorists, not real estate owners) would be happy if there were sidewalks, mixed use trails, protected bicycle lanes and more-than-what-you-have-now car lanes on every thoroughfare in NC. Obviously, that is not going to happen; realistically, a mixed use of roadways must occur, and safety must be paramount.

Assuming no changes to the roadways, the largest impediment to both bicycle and automobile safety is driver error, so laws should be biased to increase the visibility and protection of the most vulnerable users of the system, i.e., pedestrians and cyclists. That is why eliminating the provision for a cyclist to operate his vehicle in a fashion to maximize safety makes no sense.

I gladly will ride on an adequate shoulder, and stay completely off the main roadway if possible. Unfortunately, a large number of the roads in the Wilmington area are not constructed in that manner. I will also preferentially ride secondary/tertiary roads or off-road trails, but they often are a "road to nowhere" - if you need to get to a destination, you have to ride in traffic.

In a situation with narrow roads and no shoulders, the majority of drivers will attempt

to "squeeze by" a cyclist positioned at the far right of the lane, even if there is oncoming traffic, if the lane is too small to safely maneuver, and a speed differential of 30-50 mph. I don't want to die that way, and I should not have it legislated that I must be injured or die that way (with "no criminality suspected" and no consequences to the motor vehicle operator).

All I ask is that the laws should allow safe travels of cyclists. That includes the legal right to ride as far into the lane as to be perceived as an obstacle that must be avoided by slowing down, and passing appropriately. Is that too much to ask? To not be grouped with the wildlife that unfortunately get killed on our roadways because they were not evolved enough to know how to "get out of the way"? Would anyone maneuver like that around another car? Their child? I believe that my life is worth 10-20 seconds of a motorist's time; I will move out of the way and even wave a driver by when I know it is safe to be passed. That is how laws should be written - to ensure that there is an expectation of mutual safety and respect.

Please continue to do your best to protect all users of the roadways we all pay for.

Sincerely,

Kenneth Garm f4doc@aol.com

12/22/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

David M Rieder

davidmrieder1@gmail.com

Raleigh resident

12/22/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue

should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Gregg Rosenthal gwrosenthal@gmail.com

Carrboro

12/22/2015

Hello, these are my comments on HB H232.

The bill has many faults and the legislature has better issues to tackle.

* Restricting solo bicyclists to the right half of the lane contradicts the principle of safety above all. It interferes with defensive bicycling practices such as lane control, staying out of the door zone of parked cars, being visible at junctions, and avoiding right-hook crashes.

* NCDOT would be better served by listening to the committee on riding abreast. Handle it with education, not with new restrictions. This part of the bill in particular invites a pile-on from misguided legislators, who could well make the bill yet further restrictive.

* The state should retain its role without further devolution of power to localities. Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides is unnecessarily burdensome for ride organizers, whose rides may pass through more than one municipality. The bill contradicts the sensible and functional permitting process at the state level.

In an era of scrutiny of all state spending, it is concerning to see taxpayer funds supported the drafting of this bill. Either the department staff behind this can do better or - in the case of the authors - the department needs better staff.

Alex Cowell limeycowbell@gmail.com

12/22/2015

(1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

(3) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Hugh Moran hamoran@gmail.com

12/22/2015

(1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling

practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

(3) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

pdbibb pdbibb@gmail.com

12/22/2015

BikeWalk NC strongly opposes the following NCDOT recommendation in the draft report; it is completely unacceptable and we will mobilize to stop it at every opportunity:

"NCDOT Recommendation: NCDOT recommends that cyclists, when riding single abreast or independently, ride on the right half of the right most travel lane, where clear and safe to do so.

This recommendation may be folded into education materials as a best practice, or may be considered as a statutory amendment. The following language is recommended if statutory language is considered:

"Where a cyclist is riding independently or single abreast, the cyclist shall ride in the right half of the right most travel lane with exceptions described in § 20-146 or except when the cyclist is travelling within 15 miles per hour of the posted speed limit."

For NCDOT to make this recommendation without proper discussion by the committee, and after denying BikeWalk NC's multiple requests to speak about the topic, is in my opinion, irresponsible and reprehensible.

When the topic of bicyclist position on the roadway had been placed on the agenda for our last meeting, I requested 15 minutes of time during the meeting to present the committee with best practices for bicyclist positioning in traffic, consistent with the curriculum taught by all of the major recognized adult bicycling education programs in North America and Britain (LAB Traffic Skills 101, CyclingSavvy, IPMBA, CAN-BIKE, and British Cycling Bikeability). I felt strongly that discussion of NCDOT's proposals for new restrictions on bicycling for the purpose of increasing motor vehicle speeds should include consideration of potential negative implications for highly effective defensive bicycling practices used by knowledgeable cyclists to prevent crashes.

The slides that I had prepared for my presentation can be seen here:

<https://s3.amazonaws.com/BikeWalkNC/Docs/BikeLawStudy/LanePosition.pdf>

<https://s3.amazonaws.com/BikeWalkNC/Docs/BikeLawStudy/LanePosition.ppt>

Also, I remind the committee of BikeWalk NC's previously referenced paper on the history of stay right laws:

<http://www.bikewalknc.org/2015/11/the-evolution-of-stay-right-laws/>

In summary, NCDOT's recommended stay-right law will interfere with defensive bicycle driving practices that require bicyclists to use the center or left half of a marked travel lane to improve their safety, such as when controlling a travel lane at an intersection and improving their visibility to traffic that may turn left or pull out in front of them.

Additionally, BikeWalk NC does not support NCDOT's recommendation on legislation limiting riding abreast, and we feel that NCDOT's recommendation on rear night visibility is inadequate; specifically the requirement of visibility to only 200 feet. Sweden, for example, requires 1000 feet. We think long range visibility is required to support Vision Zero given the

vehicle speeds on state roads.
Steven Goodridge steven.goodridge@gmail.com
BikeWalk NC

12/22/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

Local Regulations: Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,
Marc LeBlanc
LeBlanc@mcadamsco.com
102 Fern Bluff Way
Cary NC 27518

12/22/2015

(1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

(3) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you,
Linda Gucciardi
lgucciardi@yahoo.com

12/22/2015

Please don't make the roads any more dangerous for cyclists than they already are. Keep North Carolina progressive, lets not roll back the clock. I've explored so much of this state on my bicycle and I'd love to continue to do so.

(1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

(3) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thanks,

Steve Gucciardi

sgucciardi@mac.com

12/22/2015

I recently read the states recommendations to the upcoming revisions to H232. As an avid cyclist, semi-pro athlete and tax payer in the state, I am surprised that you would not take the recommendations given to you by a committee that you put together. I am also shocked that you would ignore certain recommendations such as Sec. 7, where bicyclists position would promote better life safety being 2 abreast over 1 abreast. Or putting a cyclist in a position to ride on the right side of the solid white shoulder line, where gravel and debris are built up and create an opportunity for a cyclist to wreck which could put them out in the roadway and risk further injury by a passing vehicle. Another area of concern is having a ride with more than 30 people register for such an event. This does nothing for safety but create an opportunity for you to charge and make money for merely riding a bike. This is totally ridiculous that you would think this could make our streets any safer. You need to go back and rewrite this in agreement with the committee that you put together to come up with positive solutions. If you have any questions or would like more information feel free to reach out to me. Thank you for your time and Happy Holidays.

Eric DePoto

edepoto@gmail.com

12/22/2015

I am writing to inquire as to why the draft H232 report includes recommendations that differ substantially from the recommendations of the H232 committee. As someone who works in the cycling industry, I am here writing on behalf of myself, but I am also acutely aware of any additional legal impediments that discourage people from enjoying cycling. It seems to me that the changes to the committee's recommendations were designed to do just that – discourage cyclists from using "car" roads and set up a culture of victim blaming (as in "that cyclist would never have been hit if he had been riding to the right, etc"). This is very shortsighted, in my view. Here is some feedback:

(1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

(3) Allowing each municipality to enact and enforce its own local regulations and permitting

process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

(4) The requirement that “cyclists should carry identification on their person while riding” and that “Cyclists should wear bright and/or reflective clothing and equip their bicycles with high visibility front and rear lamps, for use in all dim or dark conditions” are also ripe for misinterpretation and abuse. Car drivers are required to carry identification because they are operating a large and dangerous vehicle – cyclists are not dangerous.

My main problem with the draft report in general is that they put the majority of the restrictions onto cyclists, even though it is clear that almost all of the danger comes from people operating cars. Going for a bike ride on a country road isn’t dangerous – people driving cars at a very high rate of speed are. In fact, throughout this entire study process there is a noted lack of data to support any decisions – most of these suggested changes are driven by purely anecdotal experiences. If we really wanted to solve safety concerns on the road, almost all of the restrictions would be for the most dangerous road users, cars and trucks. To solve perceived safety issues with cyclists the main message that needs to be communicated to people driving cars (a group that includes almost everyone who rides a bike) is to “slow down and go around”. Thank you...

*this email was written as a personal response and reflects my own opinions – it is not a formal response from my employer

David Swan

DSwan@performanceinc.com

Social Media Manager

P.O. Box 2741

Chapel Hill, NC 27515-2741

919-913-3678

12/22/2015

I have reviewed the findings of the draft report and found several items that, as both a driver and an avid cyclist, I find counter-productive and several steps backwards. Specifically:

(1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state’s contributory negligence law. In addition, it invites unsafe, close passes in narrow lanes and passing cars veering into oncoming traffic.

(2) The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

(3) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level. Additionally, for endurance riders, such as myself, this would result in never knowing exactly what the law is during a specific segment of a long ride. For instance, I cycled in the Mountains To The Coast ride this year. Can you imagine how many different jurisdictions, and potentially different laws, there are between Waynesville and Oak Island? Bicycle tourism is popular and growing industry and inconsistent laws across the state would only serve to chill that growth.

(4) No recommendation to increase the minimum safe passing distance to 3 feet. A 3 feet minimum passing distance is the standard and has been enacted in most states. See <http://www.ncsl.org/research/transportation/safely-passing-bicyclists.aspx> North Carolina is

conspicuous in its absence.

In conclusion, North Carolina should be leading the charge in making its roadways safely accessible to all users rather than making it more difficult and dangerous.

Regards,

Phil Cunningham

cunninghamphil@att.net

12/22/2015

I have read and reviewed the H232 draft report and have a few concerns. Firstly, it looks as though this draft completely ignores the recommendations of the H232 committee.

While the intent may be to make things "safer" for cyclists in this draft, the current draft will not accomplish this.

Also while limiting riders to single file, this encourages motorists to be in a default "always overtake-regardless-of-traffic" when approaching cyclists.

This is dangerous and does not promote a "share the road" mentality. Also, the requirement for cyclists to be on the far right side of the road and the limitation of riding abreast, further erodes cyclists ability to be seen.

This requirement reduces cyclists to second-rate users of the road.

Again, I understand that the desire is to promote a more safe use of the road by all,

but all this does is to create an overall environment where cars

A: DO NOT SLOW DOWN, B: DO NOT BECOME MORE AWARE OF CYCLISTS, C: DO NOT PASS WITH A SAFE SPACING/BUFFER

This change in legislation will cause the death of cyclists.

I would implore you to rethink, re-evaluate it and use the H232 committee recommendations.

Timothy Cox

tim@stircreativegroup.com

908 Fairmont Street

Greensboro, NC 27401

12/22/2015

The following is my feedback on the NCDOT draft H232 report:

(1) Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

(2) The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

(3) Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides creates a bureaucratic nightmare for ride organizers, whose rides can easily pass through several different municipalities and is insensitive to those who worked so hard to create a sensible and practical permitting process at the state level.

Thank you

Paula Dobbins

pdobbins@bellsouth.net

Cornelius, NC

12/22/2015

As a cyclist I wish to express the following comments with regard to the H232 Bicycle Safety Law Study:

Restricting Cyclists to the Right Half of the Lane: This interferes with defensive bicycling practices such as lane control, staying well out of the door zone of parked cars, improving visibility at junctions, and avoiding right-hook crashes. It encourages police and motorist harassment of safe cyclists and invites legal problems for cyclists via the state's contributory negligence law.

Riding Abreast: There are many instances when riding abreast is the safest option for cyclists, and better for motorists when attempting to safely pass. The riding abreast issue should be handled with education as the committee recommended, not with new restrictions that will likely be amended by the legislature to be far worse.

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Thank you for including my comments as an addendum to the appendix. I understand the final report and appendix will be sent to the Joint Legislative Transportation Oversight Committee by December 31, 2015.

Sincerely,

Donald R. Belk

donaldrbelk@earthlink.net

220 Chimney Rise Dr.

Cary, NC 27511

(919) 710-9522

12/22/2015

Dear Committee Members, NC DOT public servants, and elected legislators:

I am writing to provide comments on the recommendations made by NDCOT and the H232 working group in their report and recommendations, which are due on or before December 31, 2015, in accordance with House Bill 232.

My primary qualification in commenting is as a citizen who votes (and pays taxes). I also hold additional qualifications and experience that inform my point of view on House Bill 232.

For instance, I have been a licensed driver for 38 years; I have held a commercial drivers license in both Oregon and North Carolina, and I am currently a CDL licensed driver. My wife and I currently own three vehicles, and I drive large vehicles for a living. I have an excellent safety record as a driver.

I have also served as a first responder for 30+ years, and I am currently a nationally registered EMT and a Level II firefighter in North Carolina. I estimate I have worked at least 1,000 vehicle collisions, many with traumatic injuries and some fatal, including people who were riding bicycles, scooters, and motorcycles, in addition of course to people who were driving cars, trucks and buses.

I began commuting by bicycle in 1975 (40 years ago) and have ridden a bike in different countries such as New Zealand and Italy; for the past 8 years I have ridden between 2,000 and 4,000 miles per year, mostly in North Carolina.

I have also helped organize and run bicycle training classes, small informal group rides (4 to 20 people), large group events (300 to 1,000 riders) in several states, including North Carolina, and have worked for several years as a tour guide for bicycle tours. As the Safety Director of events, I have authored, edited and implemented formal written safety plans for large bicycle events, in coordination with up to 15 different first responder agencies including law enforcement.

As a result, I am intimately familiar with the issues of bicycle safety on public roads,

informed by my perspective as a first responder, professional driver, event organizer, tour guide, and of course, as an avid cyclist.

In my opinion, the NCDOT recommendations in the draft report have three grievous mistakes:

First, I disagree with NCDOT's recommendation that people riding bicycles must stay to the right of their lane. In numerous situations, it is much more safe for the person on the bicycle to be in the middle, or even the left side of their lane -- to improve their visibility and be conspicuous to people driving vehicles. Research and experience has made it very clear that limiting people on bicycles to any particular place in their lane make it more dangerous for them, as well as dangerous for people driving vehicles.

Examples of this include curvy roads in the Western North Carolina mountains, where the sightline ahead is restricted for the person driving the vehicle. A person on a bicycle "hugging" the right side of their lane is less visible, even if wearing high-visibility clothing and flashing lights activated in the day time. By riding in the middle of the lane, or the left side of the lane, the person on the bicycle can improve the sightline (lengthen it) for the person driving the vehicle.

Perhaps the most egregious aspect of the NCDOT recommendation... is the behavior it encourages in people driving vehicles. I have seen people driving vehicles pass people on bicycles in a very unsafe manner countless times, both when I was driving a vehicle and when I was riding a bicycle. It is obvious to me that when a person on a bicycle "hugs" the lane to the far right, people driving vehicles are somehow encouraged to attempt to pass, to "squeeze" by.

When I ride my bicycle in the middle of the lane, rather than the far right of my lane, approximately 19 out of 20 people driving cars will follow me, and wait until they have a clear sightline, and then pass me.

If I ride on the far right of my lane, it is the opposite: only 1 out of 20 people driving cars will wait for a safe passing opportunity... the other 19 will "squeeze" by... even with absolutely no sightline (in a curve, coming to a rise in the road, etc).

I come by these numbers from first hand experience. I keep count of illegal and unsafe passing, versus legal and safe passing by people driving vehicles. I kept count this year, from April until October.

The consequences of staying to the right are severe: just last week, I was riding to the far right of my lane, and a young man in an older car started to pass me, without an adequate sightline. When oncoming traffic came into view from the opposite direction, he abruptly swerved back into my lane and skidding his tires and coming to a stop. The squealing tires and his movement into my lane forced me off the road -- had I held my position, he would have hit me, based on where his vehicle ultimately came to a halt. As I left the road, I fell into a drainage ditch. My bicycle suffered minor damage, and I was bruised. All because he did not wait for a clear sightline before attempting his passing.

I will also point out that I have very powerful front and rear lights, literally equivalent in brightness to an automobile's headlights, and I had these lights activated even though it was daytime. I was wearing a high visibility helmet (neon yellow-green), similar jacket, and even my socks were high visibility. After the incident, the young man told me that he saw me, but thought he could pass when he should not have (his statement to me when confronted). Apparently, my placement on the far right of the road must have "encouraged" him to attempt a pass when it was unsafe for both of us.

In my experience, the NCDOT recommendation, if implemented, will actually cause more poor behavior by people driving vehicles, not less.

Second, I disagree with NCDOT's recommendation that people riding bicycles not operate more than two abreast. Even in a "small" group of 5 to 10 people riding bicycles, there are times when it is more safe and more efficient for the group to gather closely together, say to

wait at a stoplight and then to proceed through on the green light.

If made to line up in sets of two, there may not be sufficient time when the light turns green to even get the whole group through the light -- which in turn will cause even more frustration for people driving vehicles behind the cyclists. There are numerous other examples of why this isn't a good idea.

The Working Group provided a recommendation: that education be used to improve behavior and techniques, to minimize danger and increase the safe flow of traffic. NCDOT is off the mark by recommending a specific number of acceptable bicycle positions.

Third, I disagree with NCDOT's recommendation requesting legislation so that local governments in North Carolina would "register" informal group rides as small as 30 people on bicycles. (again, NCDOT's recommendation is in opposition to the Working Group's recommendation)

While this recommendation may have been well-intended, supposedly to ease the "angst" between people who drive vehicles and people who ride bicycles, it is too vague to be helpful to legislators -- particularly those legislators with little or no experience with informal group bicycle rides.

The legislators deserve specific recommendations based on deep experience with the problem at hand. Asking the legislature to enable any local government to "register" (presumably these means regulate, control and administer) group bicycle rides further places responsibility for bicycle events on local officials who may be poorly equipped to take the responsibility.

I have helped organize bicycle rides for small groups of 5 to 10 people (about 1,000 rides in the past several years) and I have been responsible for safety planning and operations of numerous large bicycle events (300+ riders). I think I can speak for all of us who lead bicycle rides and organize events when I say that safety is our #1 priority. And we are all very, very aware that driver-rider frustration is a key component of hosting a safe bike ride and a safe bike event.

Frankly, dangerous events are ultimately unsuccessful. Off all constituencies, we organizers have perhaps the strongest motivation to conduct safe rides and events.

So why invite government to take a deeper role in attempting to "improve" something they don't know much about, are not funded to administer, and for which vague guidance is offered from NCDOT?

In an era of heightened scrutiny on the cost of government, this NCDOT recommendation seems headed in the wrong direction: towards bigger government, attempting to do more and spend more, not less.

Thank you for the opportunity to comment on this report, and the potential House Bill 232.

Sincerely,

David Billstrom

david@velogirlrides.com

Black Mountain, North Carolina

12/22/2015

I DISAGREE with your recommendations below and they are NOT in agreement with the Working Group's recommendation. These are:

1. Must ride to the far right of the lane
2. Cannot ride more than 2 abreast, whether a formal or informal group ride.

I am aware you have decided to make these recommendations in opposition to the research, best practices elsewhere, and the Working Group.

Please utilize the research and best practices used for enhancing bicycle safety in our state. Allow bicyclists to ride safely on the road by occupying the lane they ride in. I have found

when I ride to the far right of the lane, this is when motorists are MORE likely to pass less than 3 feet away from me and at a higher speed which is very dangerous. Motorists do not think and feel squeezing by is appropriate in this situation. When I take my position on the road appropriately cars are more likely to SLOW down and give more space while passing. I have seen it time and again from my own personal experience. Allowing cyclists to ride 2 abreast increases the safety of the cyclist and the motorist passing.

Please utilize research and best practices used around the country. We are ALL pedestrians any time we get out of our car. Let's work on protecting our citizens. Support the safety of what should be the primary mode of transportation: biking and walking.

Best,

Sarah Neumann

sarahsviolets@gmail.com

Cyclist and Motorist in Asheville NC

12/22/2015

My wife and I are bicycle riders here in NC. We have seen the draft report and would like to encourage the NCDOT to not promote any new legislation that restricts where a bicyclist may ride within a marked travel lane or riding abreast within a single marked travel lane. We ride approximately 2500 rider miles a year in group rides and don't think that changes would be in the best interest of bicycle safety.

Thanks,

Tim & Leslie Hiteshew

hiteshew.tim@gmail.com

919-454-6505

12/22/2015

I am an avid cyclist and often assume the role of enforcer with my fellow cyclists in group rides we perform in Charlotte. I had the honor of recently winning a photo contest created by the NCDOT for the Watch for Me campaign (which is a great, long-needed thing!). I am enclosing a couple of pics below, including the one that won. Below is my post on Facebook in response to the Bike Walk NC group post about the H 232 working group report:

"Overall, I think much of this is a logical change of existing law and provides all of us a sort of "Cycling Bible" to go by through common sense deliberations. What I do take exception to is what Jeff Viscount mentioned as the NCDOT power in discounting or usurping the working group findings and compromises. One key takeaway for me was the lack of any substance to creating PSAs for the Watch for Me campaign. The lack of driver information about cyclists through signage, PSAs, or required license test learning about the growth and prevalence of cyclists is alarming to me. I know money is tight, but I don't think this could cost the state too much compared to the safety and awareness it could provide. The big exceptions I have are with #7 & #8. For #7, I take the right lane closer to the divider or yellow line until someone is behind me, I give a hand signal, and then move over to the right half of the lane. When two same-direction lanes exist, we should be able to use the full right lane for visibility and safety. Until street cleaners clean the whole right half or shoulder, I will continue to practice this method. Hand signals go a long way, and in my experience, drivers appreciate you seeing them, acknowledging the coexistence, and moving as far right as possible to let them pass. The one that gets me is #8. The first thing I thought is it goes against the 1st Amendment right to peaceful assembly. Making us get a special permit is cumbersome and presupposes the group is not riding safely and legally. Our group rides, with few exceptions, are awesome displays of biker-driver coexistence. As a side note, I think corking works in certain situations, but should be done with extreme rarity. In all, this is an awesome compromise and I truly appreciate the

fact this working group exists and that we have people like Jeff Viscount & Ann Groninger in the mix for ALL OUR safety!"

As you can see, I think what the group has performed is an awesome series of events that were sorely needed. I also do not think I really need to get into why cycling and my group rides have changed and enriched my life immeasurably. BUT, I think the agenda items #7 & #8 need to be clarified and discussed more fully before your department or legislators get in and make changes that will negatively affect our group rides and how we operate on the roads. As you see from my post, we are conscious of policing our own, and I am very active in this. Quite often though, whenever drivers get aggressive, I will say that I am THE LAST cyclist a driver wants to endanger or piss off because I do and can defend myself and my fellow cyclists with great vigor, skill, and intensity. In essence, to prevent me from having to truly be an enforcer all the time we're riding, I need the State to "amp-up" and start putting more money into driver awareness of cyclists and create more signage and infrastructure to accommodate cyclists, especially on rural roads, intersections, and in driver education. The whole movement to create special permitting for group rides is ridiculous (#8), as you know, anytime government gets involved in banning or creating special processes for anything it doesn't work well and creates unneeded obstacles to progress and logic. Any visit to a DMV or visiting our legislature will prove this fact.. That said, I do believe that amending or usurping the working group recommendations and imposing the will of the NCDOT upon this study is farcical, anti-democratic, unjust, illegal, and truly makes us continue to be the "Rip Van Winkle State." I would like to see the current working group draft become law except for the issues I have stated in my Facebook post and in this email. How many people at the NCDOT actually ride a bike? How long or in what detail would the process of special permitting occur? How much would it cost or how difficult would it be to make public service announcements and include cyclist safety in driver's education? I appreciate your time in reading my short novella/response and hope these comments can be included in the draft report appendices for discussion and reasoning to be considered in future legislative action. Thank you for all of your work and have a wonderful, restful holiday season!

Scott Yamanashi

12348 Copper Mountain Blvd.

Charlotte, North Carolina

28277

scott.yamanashi@gmail.com

704-492-2249

12/22/2015

I am an avid cyclist, currently living in SC, but spend many hours each week riding in NC, where I formerly lived.

I have also lived in the Northeast, and have ridden in every state on the East Coast.

Most areas have bicycle & pedestrian laws that protect the individuals and allow sharing of the roadways for all activities.

I am a motorist as well as a cyclist, and my rights should not be limited depending on my mode of transportation.

To do so means bike lanes, shoulders along the roadways and signage to make motorists aware that cyclists use the roadway.

NC has very few shoulders or bike lanes. I see this as the major problem that occurs between motorists and cyclists.

The DOT should do more in this area. They should require builders that continue to put up huge housing projects, to improve the roads by widening them and if possible provide room between the white line and the edge of the roadway.

Another issue, is riding two abreast. This actually makes the cyclist group more compact and predictable, giving motorists an easier and safer passage around the cyclists.

Also, the issue of requiring a permit if there are more than 30 cyclists in a group is absolutely unworkable. If I show up to join friends for a Sunday morning ride, and it is a perfect weather day, there may be a couple dozen riders. Then along the way, the group may pick up many more riders that join in. It is impossible to know if a certain number of people will show up any given day.

There is never going to be absolute agreement between motorists and cyclists under all conditions, however the DOT should be working toward making things safer for all.

Please follow the advice and recommendations of the committee, that worked with cyclists and understand what needs to be done for the safety of all.

Thank you for your time.

Regards,

Kevin Williams

kcyclist@gmail.com

12/22/2015

Good afternoon and I hope your week is going well as the holidays approach. I am contacting you as a bicyclist in NC and specifically in Wake county. I understand that there have been changes in the draft that restrict how bicyclists may travel in a lane. I would oppose any changes that restrict where cyclists may travel in a lane and how many abreast cyclists may ride. Cyclists need all the encouragement they can get.

Thank you for listening. All the best. K

Kevin Coggins

kevin.coggins@att.net

1208 College Pl

Raleigh, NC 27605

919.424.5534

12/22/2015

I am writing in opposition to any further restriction on cycling on public roadways. Bicycling helps with our country's pollution, energy and transportation issues as well as providing life altering health benefits to millions. Please don't let a few special interests restrict the rights of the many.

Mike Robinson

Mooresville, NC

Capndar@cs.com

828 226 0623

12/22/2015

I appreciate NCDOT working to reshape the laws applying to cyclists that will allow for motorists and bicyclists to enjoy the roads in a safe and coordinated manner. However, I do have concerns with some of the proposed language. My concerns focus primarily on three recommendations:

Visibility and lighting requirements – While I understand the intent and focus on safety, a requirement to always burn a light isn't consistent with laws that apply to other vehicles utilizing the road. Unless we are going to require all motorcycles and cars to burn front and rear lights during normal visibility, daylight hours, it is an undue burden for cyclists to absorb the expense of doing so. Perhaps removing the need for these lights during "core" daylight hours under normal visibility conditions would be possible, while requiring both a front and

rear light 30 minutes after sunrise, before dusk and at night.

Operating position in roadway – I believe cyclists have a responsibility to operate their bicycles in a considerate and predictable manner. However, restricting them to use only the right half of the lane goes too far. Perhaps that can be recommended as a best practice while still allowing cyclists the flexibility to ride further into the lane should the conditions or scenario dictate it. In general, taking a lane prior to turning or when in traffic with other motor vehicles is seen as best practice and the law, as currently drafted, may prohibit safe cycling.

Informal group rides on rural roadways – The threshold for the definition of a group should be increased (75+) or the language referencing the General Assembly considering legislation to register informal group rides should be removed. Legislation for cyclists should be no different than that for motorcycles or any other groups of motorists. Ultimately if local officials feel a particular informal group ride is causing undue and significant impact on the community, it should be addressed at the community level through dialogue instead of legislation.

Thank you for considering my comments and once again thank you to the NCDOT for spending time developing these regulations.

Regards,

Greg Thompson

EnPro Industries

(o) 704.526.3833

(c) 704.937.1576

greg.thompson@enproindustries.com

12/22/2015

I stand with BikeWalk NC, They recommend that no new legislation be promoted to restrict where a bicyclist may ride within a marked travel lane or riding abreast within a single marked travel lane.

I travel quite a bit on bicycle, we need to share the road, not limit the bicycle areas.

Ron Jelich

Ron@GooseDown.com

Goosedown Web Development

12/22/2015

As an avid cyclist in Mecklenburg and Union Counties, I just wanted to provide you some feedback on HR232 Bicycle Safety Law Study. First off, I appreciate your efforts to help keep cyclist safe and provide an environment where bicycles and vehicles can coexist.

I 100% agree with the proposed 4 feet safe passing buffer when a motor vehicle is overtaking a bicycle. If a vehicle can not safely pass while providing 4 feet of distance from the cyclist, than the pass is most likely not safe to perform at all.

Riding two abreast is safer for cyclist by minimizing our footprint and making it easier for a vehicle to pass. On numerous occasions, I have witnessed vehicles trying to squeeze past, in the same lane, a group of cyclist riding single file when it was clearly unsafe to do so. I have also witnessed vehicles passing a single file group of cyclist only to discover they can't complete the pass and swerve back into the group of cyclists. Riding two abreast forces vehicles to approach the cyclist as if they were a vehicle occupying that space on the road and act accordingly.

As far as groups of 30 or more registering for a permit, where did this number come from? Was there a study done to find the optimal number for a group or is this number arbitrary. If this language is included, the most likely result of groups of 30 or more will most likely just split into 2 groups and ride with a short distance/gap between them creating an even

larger effective group and having the opposite effect of what the law intended to prevent. If this law is passed, it needs to apply uniformly to running clubs, motorcycle clubs and any other club that utilizes public roads.

Thank you.

David Fowley

dkfowley@gmail.com

908 Amanda Drive

Matthews, NC 28104

12/22/2015

#2 and #7

Regarding riding two or more abreast and riding to the right of the travel lane. Limiting lane position and riding formation is a proven way to make cyclist less safe when riding. Allowing cyclists to ride in a more compact formation when needed and allowing them to take the lane to discourage passing when it is not safe to do so has been proven time and again to improve cyclist safety without. This addition solves no problem and is a step backwards, and frankly is trying to solve a problem that does not exist.

I propose removing restrictions on riding formation width and any restriction on lane positioning, so that cyclists may use the safest portion of the travel lane at all times.

Richard Brandon

richard.brandon@gmail.com

12/22/2015

To whom it may concern: It is my firm belief as both a cyclist and a motorist that the proposed recommendations relating to the H232 Bicycle Safety Law are, as a result of their deviations from the recommendations of the H232 committee, the addition of restrictive language concerning cyclists' use of lanes, and the absurd requirements concerning registration of group rides, substantially flawed, would present a significant danger to cyclists, and would not materially increase road safety for either cyclists or motorists. I find it amazing that legislators/regulators in a state in which cycling is both thriving and growing as a healthy and clean means of exercise and transportation could both disregard substantive recommendations from a committee that is far better versed than they in cycling safety and fail to take into account input from various cycling groups in attempting to determine what is or is not the correct way to deal with cyclists on roads. The proposed recommendations issued by the NCDOT are, in my view, deeply flawed and should be entirely re-worked.

Keith A. Mrochek

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12/22/2015

I have some concerns about the Draft HS232 Report.

My main question is about the riding to the far right provision. In paper, that sounds good but in practice, our roadways often have potholes and debris, making conditions unsafe for riding. For that reason, I prefer the as far right as practicable criteria. If our roads were

better maintains or there was always a shoulder, this would not be an issue but in reality, it is an issue.

Secondly, the group ride provision. Most group rides that I participate in are "pick up rides." There is no registration and we just show up. There is often no standard route, just how far to you feel like going today. If this week six people show up and next week, the weather is great and 45 people show up, how are the organizers supposed to handle this? Further, as a cyclist, I've been held up by the Miata club and the Porsche club. Do they have to register their driving events?

Third, the double yellow line provision really should stay. I'm sorry if cyclists are not as fast as motorists but if the motorist cannot see and begins a pass and then swerves back into the lane, what happens to the cyclists occupying that lane? What happens to the unsuspecting oncoming car? The double yellow lines are there for a reason.

I think that you struck a nice balance on the riding two-abreast issue. "Bicyclists shall not operate more than two abreast in a single marked travel lane on public roadways except when overtaking another bicyclist." Single file is too little, three abreast is too much, especially when you consider rotating pace lines/passing other cyclists. I was very happy to see a four foot passing distance included!

Janyne Kizer
jmkizer@gmail.com

12/22/2015

I would like to strongly voice my opposition to the recommendations presented in the draft study. Edge cycling is extremely unsafe for both cyclists and drivers. As someone who is both an everyday commuter and avid road cyclist, it is important that I am able to take the lane whenever I feel it is important for me to do so for my safety. Strict limitations to the number of cyclists able to ride abreast in group rides also presents no additional safety improvements.

I have hit by drivers multiple times while riding my bike. In most cases, this was due to inattentive drivers "right hooking" me while in a bike lane, shifting lanes without signaling, or making other erratic maneuvers. I was once hit deliberately in a hit and run. The driver yelled out of his passenger side window and then sideswiped me. Luckily, other drivers behind me stopped without hitting me after I crashed.

In none of these circumstances would the recommendations presented by the H232 study have been an improvement. Furthermore, these recommendations primarily focus on mandating behaviors for the more vulnerable road users (cyclists), rather than education and enforcement directed toward significantly less vulnerable drivers.

Thank you for your time and attention on this matter.

Best,
Jordan Dalton
jordan.a.dalton@gmail.com
Chapel Hill, NC 27516
404.630.6245

12/22/2015

I am writing to you as a Citizen of Charlotte, North Carolina to express my concerns about the Draft H232 Report that was made available publicly for review, which will be sent to legislature at the end of this month.

Simply put: It is negligent and ethically misguided to ignore the recommendations of the H232 committee that was assembled for this purpose.

It appears that the NCDOT has appended their own recommendations to those put forth by the H232 committee, many of which seem to only favor motor traffic, rather than the health

and safety of the many cyclists in NC who already use our roads. The committee that was selected is comprised of well-qualified individuals who have enough experience with both driving and cycling to know what best keeps the needs of the public in mind.

It is dangerous to recommend that cyclists stay to the right half of the rightmost lane of travel (recommendation 7). Having the right to use the entire lane in all situations gives cyclists the ability to avoid obstacles in the roadway, to prevent themselves from getting hit by drivers opening the doors of their cars when parked on the right side of the road, and prevents cars from overtaking them unsafely when performing right-hand turns.

Requiring group rides of >30 cyclists to register each time they ride (recommendation 8) is a needless addition of bureaucracy. The NCDOT claims a concern about group rides routinely slowing traffic - claiming that these rides should need to follow the laws in place for bicycle racing. This is simply not fair. Directors of these group rides spend plenty of time and effort organizing rides on roads that inhibit as little motor-traffic as possible, while safely getting dozens of cyclists out at the same time. There is a definite safety in numbers for cyclists riding in groups. Disbanding these rides due to the need for constant registration would endanger cyclists and eliminate something that is deeply rooted in the culture of many public groups.

Is it worth stripping cyclists of their safety on the road so that motor traffic is occasionally obstructed? You and I both know the answer is no.

Aside from being completely out of line in the first place, the recommendations put forth by the NCDOT which are contrary to the H232 committee's recommendations are poorly thought-out, dangerous to citizens of North Carolina, and are an affront to the sport of Cycling in North Carolina. Rest assured, if these actions are taken, it would be a major step backwards in progress and culture for the state.

Thank you for your time.

Mike Bifulco
mbifulco@aquent.com
Director of Technology

12/22/2015

I recommend that no new legislation be promoted to restrict where a bicycle may ride within a marked travel lane or riding abreast within a single marked travel lane.

Aaron Rosenberg
aaronr1958@gmail.com

12/22/2015

I am very concerned about the proposed legislation regarding riding abreast for cyclists. As an avid cyclist on back country roads, I am constantly dealing with near-misses by cars/trucks that come within inches of my handlebars at a pretty good clip, sometimes adding a nice little emphatic puff of exhaust. Riding abreast does slow vehicles down and the riders in my group are always looking for a clear and safe opportunity to wave those vehicles around us. It's even more focused riding through towns, where there is even less room to pass, yet cars/trucks seem to think that they can squeeze by us on a narrow road.

I am also concerned about any requirement to ride to the right side of the marked travel lane. This area is almost never maintained or cleaned and constantly has loose gravel and sharp objects that could potentially cause a cyclist to swerve or lose control of their bike. The width of the area to the right of the marked travel lane is never consistent, ranging from a couple feet to a couple inches.

Thanks for taking the time to review and take these concerns into consideration.
Thanks.

Melvin Barrientos
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L&L Insurance Agency
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365 N New Hope Rd Ste 2
Gastonia NC 28054

12/22/2015

As a well-informed and very active cyclist, it has been brought to my attention that the NCDOT group commissioned a panel to explore, in part, the states laws regarding bicycling including, but not limited to, the safety aspects in relation to other vehicles on the road. It has also just been brought to my attention that the NCDOT is currently planning to make a proposal that goes against many of the suggestions made by that panel. There are many reasons this direction should be rethought by the powers that be. As a citizen who rides over 100 miles a week by bicycle, but who drives over 400 miles a week by auto, I strongly urge everyone involved to follow the suggestions of the committee that was commissioned to look into these issues.

Sincerely,
Sean Earnhardt
searnhardt@aol.com

12/22/2015

I just started cycling this year. I've been amazed at the cycling community and their dedication to safe riding for all. I completed a Cycling Savvy course, which has enabled me to begin bike commuting from South Charlotte into the city most days. There are some bike lanes and trails that I can use, but when I ride in the street, I take the lane. I ride pretty much in the middle because I have found that is the safest position for me. When I ride to the right, cars come way too close to me. The further towards the middle I go, the more room they put between us when they pass me. It's like - they know we can't both be in that lane together, and they don't want to make a scary pass for me and for them and an oncoming car - so they will wait until it is safe for them to pass. When I'm further to the right in the lane, they come so very close to me. They want to fit in the lane with me. They seem more likely to chance it. I feel in order to protect me and the drivers, it is in everyone's best interest for me to ride further out into the lane that this report is recommending. I don't always ride like that, but I do when it is where i feel safest. I do what is best to protect my life. If anyone from the NCDOT would like to come observe me on my bike commute to understand the choices I make, I'd be happy to have them along.

On some commutes, I'll have a friend and we ride side by side. This helps promote our visibility and encourage drivers to give us a wide pass.

The registration of groups over 30 does not make any sense at all to me. I would be concerned that this would eliminate a number of rides that I specifically enjoy, but also rides that encourage and educate new riders.

I'm pleased to see some of the recommendations made by the work group have been incorporated, but I'm concerned that NCDOT is deciding to present their own recommendations which are in conflict, or short-changing, the recommendations made by the workgroup commissioned by the legislature. Please present the recommendations from the workgroup. They have been well vetted by a qualified group of citizens. Thank you for allowing me to comment.

Christine Weber
christine_weber@me.com
Charlotte NC 28210

12/22/2015

Concerning H232 Bicycle Safety Law Study, why has the NCDOT opted to present their interpretations and for the most part, ignore those made by the work group commissioned by the legislature? The right way is to use the hard work and study provided by the citizen group, not brush it's work aside, and then use their own recommendations. This is NOT the way it's supposed to be done. NC is moving backwards on the issue of bicycle safety yet again. Please do not make changes based on your findings vs. the findings of a work group commissioned by the legislature. You should look at the way other states address the issue as well. NC should be leading the way in cycling safety, not moving backwards.

A concerned citizen/cyclist
joshbgray@yahoo.com

12/22/2015

It is with great alarm that I read about the proposed H232 regarding the safety of cyclists. As a cyclist, along with my wife, son and daughter; I have great concern over the language being recommended regarding lane position, riding position (single vs two abreast) and group rides. This causes unsafe situations and surely will injure (or worse) cyclists. These items are directly in the face of what the working group recommended. It will also make driving much more difficult and unsafe as well – causing drivers to make unsafe passing and risking head on collisions or pulling back into a group of cyclists when meeting oncoming traffic. PLEASE DO NOT ENACT THESE NEW RULES!

We will be watching this situation very closely.

Thank you
Richard Moody
704-488-9638
rmoody@midlands-marketing.com

12/22/2015

I recommend that no new legislation be promoted to restrict where a bicycle may ride within a marked travel lane or riding abreast with in a single marked travel lane. Thank your for your time and hard work.

Levi Jones
ljones@gmail.com

12/22/2015

I recommend that no new legislation be promoted to restrict where a bicycle may ride within a marked travel lane or riding abreast with in a single marked travel lane.

Mark Yunker
Mark.yunker@gmail.com

12/22/2015

I recommend that no new legislation be promoted to restrict where a bicycle may ride within a marked travel lane or riding abreast with in a single marked travel lane.

Regards, Mike
Mike Thomas, MBA
charles.m.thomas2.civ@mail.mil

G-8 Executive Officer
U.S. Army Forces Command
Ft Bragg, NC
910.570.6717 DSN: 670

12/22/2015

Hello,

This is putting us back 50 years in transportation in regards to bicycles. When you think of forward cities, that are looking outside the 2 ton SUV to transport a 100lb soccer mom, you'll see how regressive this is.

- 1) Any legislation that recommends against riding 2 abreast is literally being written by someone that doesn't understand bicycles. It is a safety issue for all involved.
- 2) Any language that restricts cyclists to a location they can ride should not be passed unless you can provide that area for the entirety of its route (i.e. no jumping back/forth from sidewalk, to bike lane, to shoulder, to travel lane).

Seriously, did NCDOT even read the committees recommendations? Why waste everyone's time?

Please go back and look at the recommendations from the committee!

Tyson W. Cook
815 Scotty Court
Cramerton, NC 28032
704.414.0423 c
TysonWcook@Gmail.com

12/22/2015

Why would our legislators continue to infringe upon my rights. The person on that bicycle is as American as you, pays his taxes like you, so therefore pays for that road as much as you. Cyclists own cars as well, we just don't drive them unnecessarily, which should be applauded, not a right infringed upon or taken away.

Matt Doll

Matt.doll@hotmail.com

12/22/2015

I'm writing you with deep concern over the language being used regarding lane position, riding position (single vs two abreast) and group rides of cyclists. Groups of 30 or more would be required to register their ride each time. Why is this being done and for what purpose?

These items are directly in the face of what the working group recommended. NCDOT has decided to overlook the hard work of that group and is presenting their own interpretations. Obviously you aren't a cyclist and don't understand the impact this has on the enjoyment of those who are cyclists. Not only that it will directly impact the business generated by cyclists.

I ask that you sit down and actually speak with cyclists and understand the impacts this will have before making such rash and unnecessary regulations. Keep your politics out of our enjoyment.

Sincerely,

Jim Heckman

thejimheckman@gmail.com

Charlotte, NC

12/22/2015

To whom it may concern

Please note that I herewith strongly oppose the content of the draft report!

The draft report includes recommendations that differ substantially from the recommendations of the H232 committee, who invested a lot of time and obviously was largely ignored.

Cyclists are citizens and taxpayers and there is no reason to discriminate against them.

Respectfully

Peter Brust

21baylisstic@gmail.com

Charlotte, NC

12/22/2015

I have read and reviewed the H232 draft report and have a few concerns. Firstly, it looks as though this draft completely ignores the recommendations of the H232 committee.

While the intent may be to make things "safer" for cyclists in this draft, the current draft will not accomplish this.

Also while limiting riders to single file, this encourages motorists to be in a default "always overtake-regardless-of-traffic" when approaching cyclists.

This is dangerous and does not promote a "share the road" mentality. Also, the requirement for cyclists to be on the far right side of the road and the limitation of riding abreast, further erodes cyclists ability to be seen.

This requirement reduces cyclists to second-rate users of the road.

Again, I understand that the desire is to promote a more safe use of the road by all, but all this does is to create an overall environment where cars

A: DO NOT SLOW DOWN, B: DO NOT BECOME MORE AWARE OF CYCLISTS, C: DO NOT PASS WITH A SAFE SPACING/BUFFER

This change in legislation will cause the death of cyclists.

I would implore you to rethink, re-evaluate it and use the H232 committee recommendations.

Timothy Cox tim@stircreativegroup.com

908 Fairmont Street

Greensboro, NC 27401

12/22/2015

As a motorist and cyclist I disagree with some of the content of this draft.

1. Restricting solo bicyclists to the right half of the lane interferes with defensive bicycling practices. Often motorist will try to pass when it's unsafe to do so, placing cyclists life in grave danger.

2. The right to ride two abreast is critical to the safety of the motorist and the cyclist. Too often I've almost been run off the road by motorists trying to overtake me on double lanes or blind rises. Riding two abreast where appropriate forces the motorist to treat you like another vehicle when overtaking. It also makes you more visible, thereby enhancing safety.

3. Riding in groups is a critical component of cyclist safety. Safety in numbers is very true for this sport for numerous reasons. Allowing each municipality to enact and enforce its own local regulations and permitting process for group rides will be a nightmare as often groups ride through multiple municipalities. Additionally motorists don't understand cyclist road rights as it is. This will further compound that problem.

Regards,

Leslie Morrison lmorrison@ci.charlotte.nc.us

Project Manager

City of Charlotte

12/22/2015

I am very concerned about the proposed legislation regarding riding abreast for cyclists. As an avid cyclist on back country roads, I am constantly dealing with near-misses by cars/trucks that come within inches of my handlebars at a pretty good clip, sometimes adding a nice little emphatic puff of exhaust. Riding abreast does slow vehicles down and the riders in my group are always looking for a clear and safe opportunity to wave those vehicles around us. It's even more focused riding through towns, where there is even less room to pass, yet cars/trucks seem to think that they can squeeze by us on a narrow road.

I am also concerned about any requirement to ride to the right side of the marked travel lane. This area is almost never maintained or cleaned and constantly has loose gravel and sharp objects that could potentially cause a cyclist to swerve or lose control of their bike. The width of the area to the right of the marked travel lane is never consistent, ranging from a couple feet to a couple inches.

Thanks for taking the time to review and take these concerns into consideration.

William Hunt | iQmetrix
Enterprise Account Manager
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704.897.1836 o
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12/22/2015

In regards to the draft H232 report, I would like to share my feelings.

First, cycling in and around Charlotte, specifically is generally unsafe; I'm framing all of my comments based on this fact.

One, I completely agree about the lighting requirements. I run my rear LED light continually out of sheer fear of being invisible to drivers who do not usually look for non-cars in a roadway.

Two, the ability to ride two abreast is far less unsafe than riding single file. There is no benefit of being forced to ride single file for anyone, especially the motorist. I say this because I believe few motorists can - at any speed - properly judge a few things: Speed of their own car relative to the cyclists; the actual overtaking distance between them and the car (besides, how hard is it to enforce a 4-foot distance?); and the number of and spacing of the cyclists. If there is a line of cyclists 100-riders long, why is it that a car must attempt to safely pass all 100 at 4 feet while being far more concerned about oncoming traffic and other cars?

Lastly, the thought of changing requirements to use universally-known hand signals is unfortunate. This is not a "misunderstand" of the hand signals, it's a miseducation of both drivers and cyclists alike. They are on the left side for visibility and control purposes (changing from slowing down to right turn, for example).

Yes cycling needs to be less unsafe in NC - I just think this doesn't get at that as far as it could; the lights are the only great recommendation in this draft.

Thanks for your service - I'm sure there's a lot more of these coming!

Andrew Bowen, Charlotte
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12/22/2015

I'm writing to encourage you not to adopt new legislation to restrict where bicyclists may ride

within a marked travel lane or riding abreast within a single marked travel lane. Bicycles are vehicles and should maintain the same rights as motor vehicles on the roadways. I believe all cyclists should follow and obey the laws of the road as if they were in a motor vehicle and motorists should be better informed of cyclists rights. That's where we should be focusing our attention. Not restricting or taking away the rights of cyclists.

Thank you for your time.

Kevin Elder

Coltsman4ever@gmail.com

President - Mooresville Area Cyclists

11/20/2015

I'm writing to provide an advance comment on the issue of encouraging reflective clothing for bicyclists and whether or not it should be considered a "best practice." Most of this you probably know already, but I thought it might be good if you had an official comment on the topic from which to quote if desired.

Visibility equipment is typically mandated for the vehicle instead of for the user because specialty clothing requirements are very unpopular with the public for cultural and practical reasons (e.g. public resistance to mandatory helmet laws).

Casual utility cyclists want to simply hop on a bike and go in normal clothing just as they do as pedestrians, and resist unusual bicycle-specific clothing. For exercise-oriented cyclists, there are few if any breathable, wicking, stretchable retro-reflective garments on the market that are suitable for wearing while exercising in warm weather. The binders used to attach microspheres and microprisms to athletic textile weaves degrade very quickly with use and laundering, resulting in very limited life span and low consumer satisfaction.

The most durable and successful retro-reflective clothing materials are waterproof reflective tape and sheeting used in high-visibility raincoats and vests. Most cyclists will avoid wearing significant amounts of such materials except under rainy or especially cold conditions due their lack of breathability and the trapping of perspiration. As a result, most cycling-specific clothing will feature no more than a small amount of reflective trim or piping. This reflective trim can provide a useful supplement to rear lights by assisting drivers in recognizing the shape of a human bicyclist, but cannot compete with the visibility range of normal LED tail lamps. Reflective safety vests with larger retroreflective surfaces are worn by some bicyclists under some conditions that they find particularly worrisome, and can provide notable visibility benefits under some conditions with ideal motor vehicle headlamp orientation, but are generally unpopular.

When I discuss night visibility with my students, I describe reflective clothing as a "nice to have" but not as essential equipment. I insist that they use a white headlamp and a good tail lamp in addition to a good rear reflector, all mounted rigidly to the bicycle with proper vertical alignment. It is also easy to add reflective tape to the back of a bike helmet and reflective dots to the back of bike shoes used with pedal systems lacking reflectors.

Regards,

Steve Goodridge

Steven.goodridge@gmail.com

BikeWalk NC

11/16/2015

My concerns are:

- a. It may be safer and more efficient for motor vehicles to pass a compact group of cyclists instead of a long line of riders in single file. The single file concept concerns me in that it may encourage motorists to take risks trying to pass cyclists too closely in narrow lanes

facing oncoming traffic instead of moving into the adjacent lane where it may be safer.

b. Current statute states cyclists must ride as far to the right as is practical. This practicality is based on a given location at a given time, and could have significant impact on safety. I fail to understand how a statute could be formulated which could cover every situation given the wide variety of factors on the roadways at any given moment, including traffic volumes, speeds, width or lack of shoulder, presence of rumble strips, sight distance, curvature, road debris, road width, paved or unpaved, positioning to make turns, etc.

c. Traffic congestion is the result of large numbers of motor vehicles going the same direction at the same time. No one expects motorists to observe limitations on group size. Given the dynamics of cyclists riding in a group, it is impractical to expect them to monitor their size and require some to wait while others proceed, just as it would be impractical to expect the same for motorists.

d. Often the higher speeds roadways may offer the only reasonable connection to destinations, especially for cyclists who may not be familiar with the territory they are traveling. In many instances, the higher speed roadway may be more likely to have a wider shoulder for cyclists, whereas another route may be longer, winding roads with steep climbs and no shoulders with limited sight distance. In the mountains particularly, it seems the design of higher order roadways offer the greater safety.

Ken Tippette

ktippette@ci.charlotte.nc.us

11/17/2015

Dear Mr. Lacy and Ms. Blackburn,

I am writing about your upcoming meeting this week on House Bill 232. I have seen on the agenda that the committee will be discussing the positioning of bicycles in the lane, and also how many cyclists can ride side by side. I am a League of American Bicyclists certified cycling instructor, and I often teach cyclists that it is sometimes safer to ride in the middle of the lane than over to the far edge of the road. This is usually in response to the fear they have experienced when hugging the edge of the road, and having a motorist think incorrectly that there is room to pass the cyclist and attempts to do so. Not only is there not enough room for the motorist to pass, but it puts the cyclist in a very vulnerable position on the edge of the road where there could be a curb or a drop off the shoulder that could cause the cyclist to crash. I hope that that before attempting to regulate bicycle positioning to promote passing, you ensure allowance of safe, defensive positioning of cyclists on the road.

Riding 2 abreast is often safer than having a long line of cyclists riding single file. Again, as there is often not enough room for the car to pass even one cyclist without changing lanes, having 2 cyclists riding side by side allows for quicker passing by a motorist when it is safe to do so. I have never seen data that would indicate single file is safer, or that it results in fewer accidents. As a middle-aged woman who commutes by bike and who mostly uses a bike as my source of transportation, I hope that this committee is trying to make the road safer for all forms of transport, and especially for the most vulnerable users.

Sincerely,

Heidi Perov Perry

heidiperov@gmail.com

407 Robert Hunt Drive

Carrboro, NC 27510

11/17/2015

Dear Committee Members:

My name is Ted Silver. I am currently the teaching faculty for the countries only

colligate academic bicycling minor degree at Lees-McRae College and I am the Chair of the Banner Elk NC Bike/Ped Committee. Before moving to Banner Elk almost 8 years ago, I had served as the Chair of the Bike/Ped Advisory Committee to the Miami-Dade County Florida MPO for over 6 years and as a member prior to that. I recognize the combine experience and expertise of this committee and the arduous task that has been placed before you.

The proposition that requiring single file/on the far right riding for a bicyclist is "a"/"the" solution to creating safety on a narrow road because a motorist "cannot react fast enough to a slow bicyclist in a curve or hill" seems to be tantamount to suggesting, "If someone doesn't use a gun safely, everyone should learn to duck".

Given that NC DOT and the Board of Transportation's policies, the current pending national legislation along with NC's policy endorsing Complete Streets, the trend to raise acceptance of NACTO alongside AASHTO and the MUTCD standard all point to a multimodal approach to transportation and in doing so recognizes each form of transportation (pedestrian/motorist/bicyclist/mass transit) obligation to operate cooperatively.

One can certainly ignore, data, design, the realities of the road, driving habits and attitudes, the reams of work that have gone into the design manuals and expert recommendations and opinions that disagree that "single file" is the way to go. If you were to inquire of the PBIC or contact the Transportation Research Board of National Academies, Committee on Bicycle Transportation you could find enumerable reasons why "single file" as a law IS not the answer. (longer to pass a line of cyclists, if the lane is too narrow a car will still try to pass, anti-cyclist mentality will prevail, motorists drive too fast for conditions..etc.).

Hopefully this is not a situation where..."Don't confuse me with facts", and where in the guise of bicyclist safety, creates an atmosphere that bicycling is a necessary evil and really discourages all the efforts being made to have a health impact, transportation alternative, positive environmental impact, and a positive effect on quality of life.

If anyone would like to discuss this further with me please contact me by return email or phone me.

TED SILVER
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11/16/2015

Committee members,

I wanted to comment on the h232 committee, started to respond to a minutes concern by Mr. Lacy, accidentally sent it to just him. I meant to look up others' emails on NCgov directory, and send to others from this email, only found a few so here are my comments, thanks for considering:

"I don't know the input process on the H232 committee but read the Oct minutes and would like to express two concerns, one on the "the issue of riding two abreast." It must be clear that on typical NC country roads (almost all have 10' lanes) drivers encroach into the oncoming lane to pass single cyclists, who are invariably on the right side of the lane. I have observed cars only pass doubled cyclists when it's clear there's no oncoming traffic. This confirms the comment in the minutes that cycling doubled is safer, particularly to drivers who are more likely to pass a solitary rider on a blind corner or hill.

The more general concern is based on misperceptions of cyclists. One is an implication they impede traffic enough to require regulation. But the only data I've seen is reflected in <http://www.seattletimes.com/opinion/traffic-goes-from-bad-to-worse/> (6.9 b hrs/year, \$160 b.) If impediment requires legislation, it should be directed to cars. Is there any such data on bicycles slowing traffic? Or is the problem truly insignificant?

Also, by state law, only motor vehicles can impede traffic, cyclists cannot:

(h) No person shall operate a motor vehicle on the highway at such a slow speed as to impede the normal and reasonable movement of traffic except when reduced speed is necessary for safe operation or in compliance with law; provided, this provision shall not apply to farm tractors and other motor vehicles operating at reasonable speeds for the type and nature of such vehicles. <http://www.ncleg.net/gascrpts/statutes/statutelookup.pl?statute=20-141>

The other concern is a desire to act based on safety. The facts I see, from http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/37_NC/2013/37_NC_2013.htm is that motor vehicle deaths in NC are common (avg over 3/day) but cycling deaths are rare. It does not address risks of cycling doubled, I believe there are none (a driver hitting two cyclists would make the news.) Overall, cycling is quite safe (fatality rate .26/million hours, at an hour a day that's 1/ 11,000 years.) Anecdotaly, in 40 years of cycling, over 200k miles, I've had zero car collisions. The data also relates to a third misperception, that cyclists are less likely to follow the law. The facts are both bike and car drivers seldom stop legally at stop signs with no traffic, but do to yield, and of course cars frequently speed (and impede during rush hour.) More importantly, regulations are for safety, the data shows actions like failure to stop is far more dangerous for drivers.

I mention those misperceptions because they're common. And understandable, drivers would not understand cycling safety,) but misinformation should not lead to legislation, any change requires data."

Patrick Mortell

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Chapel Hill