

# Maryland Bicycle and Pedestrian Advisory Committee

Minutes of September Meeting

Friday, September 12, 2000

10 am till noon

Maryland Department of Transportation

BWI Airport, MD

## ATTENDEES

### MBAC Members Present:

Bill Kelly, Chairman, DC Metro Area, 301-441-2740, [ws.kelly@worldnet.att.net](mailto:ws.kelly@worldnet.att.net)  
Dave Jones, Maryland State Police, 410-582-5618x5605, [djones3@sha.state.md.us](mailto:djones3@sha.state.md.us)  
Don LaFond, Dept. of Education, 410-767-0209, [dlafond@msde.state.md.us](mailto:dlafond@msde.state.md.us)  
Randy Madres, Metro DC Area, 301-890-0064, [rmadres@juno.com](mailto:rmadres@juno.com)  
Bob Moore, Baltimore Area, 410-435-6623, [bikemoore@smart.net](mailto:bikemoore@smart.net)  
Harvey Muller, SHA, 410-545-5656, [hmuller@sha.state.md.us](mailto:hmuller@sha.state.md.us)  
Carl Rebele, Western Maryland, 301-387-6399, [creb@mail2.gcnet.net](mailto:creb@mail2.gcnet.net)  
Bill Siwak, Southern Maryland, 410-757-1318, [bsiwak@annapolis.net](mailto:bsiwak@annapolis.net)

### MBAC Members Absent:

Mike Levensgood, Baltimore Area, 410-876-3373, [rideleader@msn.com](mailto:rideleader@msn.com)  
Matt Miller, Dept. of Economic Dev., 410-767-6272, [mmiller@mdbusiness.state.md.us](mailto:mmiller@mdbusiness.state.md.us)  
Jim Phillips, Eastern Shore, 410-543-6007, [jlphillips@ssu.edu](mailto:jlphillips@ssu.edu)  
David Taylor, Dept. of Natural Resources, 410-260-8162, [dtaylor@dnr.state.md.us](mailto:dtaylor@dnr.state.md.us)  
Gregg Ukaegbu, Dept. of Health and Hygiene, 410-767-5780, [ukaegbu@dnhh.state.md.us](mailto:ukaegbu@dnhh.state.md.us)

### Visitors from Maryland State Agencies:

Jill Adler, Health, 410-767-5032, [adlerj@dnhh.state.md.us](mailto:adlerj@dnhh.state.md.us)  
George Branyan, MHSO/SHA, 410-582-5578, [gbranyan@sha.state.md.us](mailto:gbranyan@sha.state.md.us)  
Bob Herstein, SHA Office of Traffic and Safety, 410-787-5867, [rherstein@sha.state.md.us](mailto:rherstein@sha.state.md.us)  
Tom Hicks, SHA Office of Traffic and Safety, 410-787-5015  
Sharon Reichlyn, Md. Dept. of Planning, 410-767-4512, [sreichlyn@mdp.state.md.us](mailto:sreichlyn@mdp.state.md.us)  
Linda Singer, SHA District 4, 410-321-2812, [lsinger@sha.state.md.us](mailto:lsinger@sha.state.md.us)  
David Whitaker, Dept. of Planning, 410-767-4564, [dwhitaker@mdp.state.md.us](mailto:dwhitaker@mdp.state.md.us)

### Others:

Barry Bergman, Baltimore Metro. Council, 410-732-0500 ext.1048, [bbergman@baltometro.org](mailto:bbergman@baltometro.org)  
Bob Chauncey, One Less Car, 215-637-5728, [bcrchauncey@aol.com](mailto:bcrchauncey@aol.com)  
Al Essen, Howard County DPZ, 410-313-4361  
Jim Hudnall, Oxon Hill Bicycle and Trail Club, 301-567-0089, [hudnall@concentric.net](mailto:hudnall@concentric.net)  
Paul Lebow, One Less Car, 202-767-3006, [info@onelesscar.org](mailto:info@onelesscar.org)  
Debbie Mayer, Rockville Bikeway Coordinator, 301-315-5796  
Steve McHenry, BRTB-CAC, 410-789-8705, [srmchenry@mindspring.com](mailto:srmchenry@mindspring.com)  
John Overstreet, 410-969-1717  
Steve Rapley, Federal Highway Admin., 410-962-4342x146, [Steve.Rapley@fhwa.dot.gov](mailto:Steve.Rapley@fhwa.dot.gov)  
Fred Shaffer, M-NCPPC BTAG, 301-952-3661, [fshaffer@mncppc.state.md.us](mailto:fshaffer@mncppc.state.md.us)  
Margo Stanton, Mont. Co. Traffic Safety Task Force, 240-777-4226, [margo.stanton@co.mo.md.us](mailto:margo.stanton@co.mo.md.us)  
John Wetmore, Perils For Pedestrians TV, 301-654-5305, [john@pedestrians.org](mailto:john@pedestrians.org)  
Bill Wilkinson, National Center for Bicycling and Walking, 202-463-6622, [bikefed@aol.com](mailto:bikefed@aol.com)

**Agenda Items:****Pedestrian Issues**

Tom Hicks reported on Pedestrian Safety and 1999 Pedestrian Accident Data (see Attachment #1.)

Linda Singer reported that there have been three meetings of the SHA Pedestrian Task Force. The Task Force hopes to make use of the new FHWA Pedestrian and Bicycle Crash Analysis Tool (see <http://www.walkinginfo.org/pbcats/>).

Paul Lebow asked if the MBPAC could be provided an organizational tree and list of pedestrian contacts.

Dave Whitaker introduced himself. He had been working on transportation issues with the Department of Planning for 6 or 7 months. He was a planner in Frederick. He bicycles 7,000 miles a year and sees that bike/ped access is lacking in Maryland. He said Secretary Harriet Tregoning wants to see "walkability" increase across the state and wants Maryland to have "Safe Routes to School."

Margo Stanton introduced herself as Montgomery County Comprehensive Traffic Safety Coordinator and representing Delegate Bill Bronrott, the chairman of the Montgomery County Blue Ribbon Panel for Bicycle and Pedestrian Safety.

Bill Wilkinson said it is good to tie bike/ped to smart growth. He mentioned the guides to improving bike/ped at the local level, (see <http://www.bikewalk.org/>). Bill suggested a subcommittee or 90-day Task Force on "walkability." The Task Force would scope the resources, draft a vision for "walkability" in Maryland, and recommend how to make Maryland "walkable." Seventeen who volunteered to be on a pedestrian committee are

Jill Adler	Randy Mardres	Fred Shaffer
George Branyan	Steven McHenry	Margo Stanton
Bill Bronrott	Bob Moore	John Wetmore
Bob Chauncey	Harvey Muller	Dave Whitaker
Bob Herstein	Carl Rebele	Bill Wilkinson
Don Lafond	Sharon Reichlyn	

**Access 2001**

Harvey Muller reported that Access 2001 is a program started by MDOT/MTA in response to the 1995 legislation that required an inventory of transit stations for bicycle and pedestrian access. Three hundred potential projects were identified, with 50 expected to be done in the next few months to year. These projects will be funded 100% by the Neighborhood Conservation Program with funds that MTA can spend on local projects for sidewalks and bike improvements. Paul Lebow questioned why Maryland requires 50/50 match for Transportation Enhancement funds when 80/20 is okay by federal guidelines. Bill Wilkinson questioned whether Maryland is making use of Hazard Elimination Funds.

**Retrofit Bicycle Program**

Bill Kelly praised the SHA district tours, or field reviews, that were initiated this summer by SHA Administrator Parker Williams. SHA plans to spend at least \$1 million each fiscal year for short-term for projects that will improve pedestrian and bicycle access on existing roadways. SHA plans to have something done in each county by the end of the year. Bill requested that SHA give the

schedules and costs to the BPAC for review. Randy recommended the article in the Washington Post on the tours. (See attachment #2).

### **Safe Routes to School**

Randy Madres called attention to "Walk Our Children to School Day" on Wednesday, October 4. (see Attachment #3). Randy asked, "Can you walk to your neighborhood school? Try It!"

### **Director of Bicycle and Pedestrian Access**

Harvey Muller reported that MDOT received 25 resumes, selected 7 for interviews, and narrowed the field down to three candidates who are coming back in for another interview. MDOT expects to have somebody on board by October 1.

### **Annual Report**

Jim Hudnall and Harvey Muller will get together before the next MBPAC meeting to work on the report. Committee members should send reports from their subcommittees, regions, and/or agencies to Jim at [info@ohbike.org](mailto:info@ohbike.org) by October 7<sup>th</sup>. Local planners are invited to submit a section (up to one page) on activities, progress, initiatives, and plans in their jurisdictions.

### **ProBike/ProWalk Conference**

Bill Wilkinson reported on the 11<sup>th</sup> ProBike Conference held in Philadelphia September 5-8. The conference has grown from 180 attendees at the first conference in 1980 to more than 500 attendees. This year attendees came from 46 states and about half were advocates and half from public agencies and consultants. Maryland was well represented with advocates from College Park, Area Bicycle Coalition, Oxon Hill Bicycle and Trail Club, and One Less Car, and professionals from Transportation, Health, Planning, the Governor's Council on Physical Fitness, and the Baltimore Metropolitan Council.

### **SHA District Representative**

Harvey Muller reported that the addition of John Christman is the only change on the list previously given to the MBAC

### **Bicycle and Pedestrian Access 2001**

Paul Lebow reported that he was meeting on September 20 with the Transportation Subcommittee of the House Ways and Means Committee to discuss budgeting and funding for bicycle/pedestrian access. He asked what legislation is need? Steve McHenry said let's wait and see what problems we have. Bill Wilkinson said that there is a high level of support in the General Assembly and "Safe Routes" legislation is needed.

The legislation passed by the General Assembly and signed by the Governor in April states the Governor shall appoint a Bicycle AND PEDESTRIAN Advisory Committee to provide guidance to State agencies concerning bicycle AND PEDESTRIAN issues. The Committee shall consist of the same representatives as before, with the exception that one of the citizen members shall have expertise in bicycle AND PEDESTRIAN safety. Most members of the Committee indicated they view this as a name change of the committee and added duties for bicycle AND PEDESTRIAN issues. Harvey Muller's stated that he believed the seven citizen members should reign and submit resumes for a reconstituted committee. He also said the new Director of Bicycle and Pedestrian Access should be the chair of the committee. (editor's note: *the legislation states that the Director*

*consult regularly with the bicycle and pedestrian advisory committee. ... The Governor shall select a chairman from among the citizen members. ... The staff for the Committee shall be provided by the Executive Branch as directed by the Governor.)* Steve McHenry suggested that the citizen members be the voting members and the agency representatives serve as staff. Randy Madres said it is premature to ask for resignations and that the Secretary of Transportation should be asked to review the legislation.

**MOTION** by Bob Moore with second by Bill Siwak:

Move that the current committee members request a dialog with MDOT before any reconstitution of the advisory committee.

**PASSED** with committee members Kelly, Jones, LaFond, Madres, Moore, Muller, and Siwak voting yes, and Rebele abstaining.

### **New Business:**

#### **Maryland Bicycle Map**

The Maryland bicycle information map is being upgraded. Although August 15 was the closing date for comments to Harvey, suggestions can still be given to him. Carl suggested that MBPAC members go over the map with their SHA district representatives. He showed the DNR map, county and contour map, and Garrett County brochure. Paul Lebow mentioned that George Mauer is doing a map online for Anne Arundel County. Bill Wilkinson said that several mapping companies are in Maryland, including MAPQUEST and ADC. He also said Steve Spindler of Philadelphia (<http://www.bikemap.com/>) does excellent bicycling maps.

#### **Symposium**

Bill Kelly announced the Bicycle and Pedestrian Information Symposium will be in Annapolis on Wednesday, February 7, 9 am to 9 pm, in the St. Johns Hall of the Lowe Office Building.

#### **Baltimore Planning Forums**

- Bicycling and Walking: Creating Safe Transportation for Livable Communities (guest speaker Dan Burden), October 10, 2000, 10:30 - 5:00 PM,
  - Protecting Greenways for the Baltimore Region. October 26, 2000, 1:30 - 5:00 PM
- To register for these free events, call Barry Bergman at 410-732-0500, ext. 1048 or email [bbergman@baltometro.org](mailto:bbergman@baltometro.org). More info at <http://www.bikemap.com/plans/events.htm>

#### **Conference Dates**

- January 7-11, 2001 Transportation Research Board, Washington DC (Dan Burden will be the Key note speaker). More info at <http://nationalacademies.org/trb/>
- September 17-21, 2001 Velo-city 2001, Edinburgh and Glasgow, Scotland. More info at <http://velo-city2001.org/>

#### **Next meeting**

Friday, October 13, 2000, at MDOT Headquarters, Chesapeake Room, 10 Elm Road, BWI Airport.

Minutes compiled and edited by Jim Hudnall, chairman of MBPAC Communications Subcommittee.

**Attachment # 1      Pedestrian Safety**

Tom Hicks, SHA/OOTA 09/15/2000

Area of concern of long standing - for pedestrians and drivers

Extensive accident data

- + high accident locations/situations

Maryland Highway Safety Office

- + Pedestrian, bike, school, older driver, Safe Communities (4)
- + Community Traffic Safety Program (CTSP) - each County and Baltimore City

SHA Pedestrian Task Force

- + 3E process - engineering, enforcement, education
- + human factors
- + elderly, ADA, youth
- + extensive research available
- + FHWA Pedestrian Safety Office (5 case studies)
- + goal - Best Practices Notebook
- + public information and education/PSAs
- + training

School Zone Traffic Safety Task Force

- + multi-discipline
- + handbook/guidelines

Maryland Vehicle Law

Traffic Control Strategies

- + crosswalks
- + warning signs
- + pedestrian signals
- + advanced WALK
- + crossing guard/police "signals"
- + pedestrian lighting

Issues/Concerns (pedestrians and drivers)

- + lack of understanding
- + lack of care
- + poor judgement
- + device misuse
- + disobedience
- + aggressiveness
- + elderly/disabled

Recent situations

- + Riverdale Park (MD 201)
- + Hyattsville (MID 500)
- + Elkton (US 40)
- + OceanCity(MD 528)
- + Baltimore County (M1D26)

**Pedestrian Accident Data (1999)**

Total Pedestrian Accidents

2,600 All Roads  
600 State Highways  
980 Baltimore City  
560 Montgomery  
340 Baltimore County  
330 Prince George's

Pedestrian Fatalities

118 All Roads  
72 State Highways  
21 Baltimore City  
19 Montgomery  
18 Baltimore County  
16 Prince George's

Pedestrians Alcohol-related Accidents - 200 statewide

Nighttime Pedestrians Accidents - 36%

**Attachment #2****Making Room for Pedaling and Pedestrians**

By Anita Huslin

Washington Post Staff Writer

Thursday , August 10, 2000 ; Page M22

From <http://www.washingtonpost.com/wp-dyn/articles/A1925-2000Aug10.html>

The view from the nondescript white van traversing Maryland this summer is decidedly unremarkable: miles and miles of roadways, with particular attention to the shoulders and the painted lines.

The van is carrying a dozen or so highway designers and engineers, along with an entourage of advocates who have been opening their eyes to the perils and frustrations of bicyclists and pedestrians on state roadways.

They are visiting virtually every metropolitan county in Maryland to view state roads from the perspective of people who would travel them on foot or by bicycle, and to find ways to make their trips a little easier.

From the rural environs of Southern Maryland to the suburban enclaves of Anne Arundel and Howard counties, to the busy urban roads of Prince George's and Montgomery counties, members of the State Highway Administration--with the help of the Maryland Bicycle Pedestrian Advisory Committee--are identifying small and large ways to provide more access.

"Maryland is one of the better states in terms of bicycle and pedestrian access," said Parker Williams, Maryland state highway administrator, who has joined the summer road tours. "But we shouldn't be burying our heads in the sand and saying we're great. We can do more, so we need to go out and figure out ways to do that."

So far, committee members in Howard, Prince George's and Montgomery counties have pointed to a variety of impediments:

- Road shoulders converted into turning lanes force bicyclists and pedestrians into dangerous traffic, for lack of anywhere else to go.
- Potholes and crumbling shoulders pose hazards for bicyclists.
- Telephone poles jutting into sidewalks create barriers for pedestrians and people who use wheelchairs.
- Little or no space between road striping and curbs, leaving a "valley of death" for cyclists to navigate.

Williams plans to begin spending at least \$1 million each fiscal year, on top of the \$40 million already in his budget for pedestrian and bicycle access, on short-term projects that will improve access on existing roadways. And the General Assembly, through legislation passed this year, has

directed the highway administration to be more sensitive to pedestrians and cyclists when it reconstructs existing highways and builds new ones.

"The burden of proof is being placed on us to show: If we can't provide bicycle capacity, then why not?" Williams said.

He agrees with committee members that a variety of quick, reasonably inexpensive fixes could be undertaken almost immediately on some state roads, such as improving rough shoulders and narrowing turning lanes to leave more room for cyclists and pedestrians on the shoulder.

As back roads, such as Route 99 in Howard County, are redone, state workers could narrow the vehicle travel lanes slightly.

"That would have a calming affect on the traffic, which is what communities want anyway, and give more room for bicyclists and pedestrians to safely proceed along the roadway," said Mike Levingood, the Howard County representative on the advisory committee.

Bill Kelly, chairman of the advisory committee and Prince George's County representative to the panel, credits the Glendening administration, and its focus on designing roads and other infrastructure to reduce sprawl, with helping to raise awareness of pedestrian and cycling issues.

"To get people out of their cars, you have to give them a variety of options," he said. "When you think transportation, you can't just think automobiles."

When officials complete the tours, they will have covered much of Maryland's 5,000 miles of state roadways and developed a list of short-term, lower-cost projects that could begin as early as this fall.

Residents with suggestions for pedestrian- or bicyclist-friendly improvements should contact Harvey Muller at the Maryland State Highway Administration at 800-252-8776.

Still, only 20 percent of roadways in Maryland are owned and operated by the state. So county and municipal governments, as well as developers, need to take pedestrians and bicyclists into account in their plans, Williams and advisory committee members said.

"There's a lot of changes that have to be made, and I don't see it happening overnight," Levingood said. "But we've got to get it back to where kids can bike to school like we once were able to, and where people don't have to hop into their cars every time they need to go to the grocery store."

**Attachment #3****Walk Your Child to School Day this October 4**

Handout from Randy Madres

Last year more than 300,000 kids, parents and community leaders from some 170 cities across the United States found reasons to walk or bicycle on October 6, 1999. Some walked to promote physical fitness. Others walked to reduce traffic congestion, pollution and speeds in neighborhoods and near schools. Some walked to focus on teaching children safe walking or bicycling skills. Others walked to find out how walkable their community was and to identify safe routes to school

It is our community routes and roads that most of us must start our bicycle or walking trips on and the same to reach where we are going. As citizens concerned with the conditions on these trips we have an opportunity to further our interests while supporting a growing movement across the country and across the world.

The following website can be checked for further information on the International Walk Your Child to School Day program <http://www.iwalktoschool.org/index3.htm>

And for information including program material, sponsors etc in the United States <http://www.walktoschool-usa.org/> is very useful.

Schools in Chevy Chase, Ellicott City, Largo, Laurel, Silver Spring and Westminister have already registered for this event. I think this is a great opportunity for any of us in Maryland interested in improving conditions for bicycling or bicycling safety to become involved at some level. Schools are not only often in the heart of our communities but are also where other facilities, ball fields, recreation centers etc can be found, they are very often a major hub of where we live. They should be highly accessible by all means of travel.

Walk Your Child to School Day gives us a wonderful opportunity to network with other organizations, maybe even a way to thank them for their support of our bicycling programs over the years, (Or the next program...). It gives us a reason to speak with local officials and educators about our concerns and interests.

So take your bike to a school and find out if they are thinking about an event. Participate in an already sponsored event or organize one for your local school. There are plenty of opportunities at all levels of involvement. Pass on the word.

**THIS IS A CHANCE FOR BICYCLISTS ALL ACROSS THE STATE TO SHOW THEIR STUFF.**