

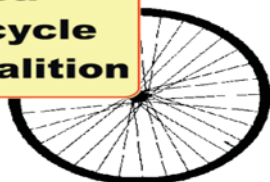


Pedal Power



Volume 16 No. 1 March 1, 2005 #60

**College
Park
Area
Bicycle
Coalition**



REPRESENTING:

College Park	Greenbelt
Bowie	Beltsville
New Carrollton	Laurel
University Park	Lanham
Mount Rainier	Seabrook
Riverdale	Hyattsville
Silver Spring	Adelphi

EXECUTIVE COMMITTEE:

Chairman- Bill Kelly
 Membership- Linda Stemmy
 Treasurer- Larry Bleau
 Secretary- open
 Promotion- Larry Black
 WB&A Trail- Morris Warren
 ADT Trail- Harry Cyphers
 Safety, BBC- John Overstreet
 Map Mont. Co.- Randy Mardres
 ECG- Barry Wells
 Greenbelt Coalition- Bill Clarke
 Bike Safety- Cpt. John Brandt
 Newsletter- Barbara Klieforth /
 Reuben Anderson

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From the Chairman

We are well into the New Year and have a pleasant amount of snow, it seems to snow at night and on the week-ends something like Camelot and allows us to go about our business of living. We have another action filled newsletter with much information and history about biking and the controversial bikeway on the 18-mile ICC if and when it is built for nearly \$3 billion. We want to thank all our writers/contributors who took time to write up their stories and get them to us so Barbara Klieforth and Reuben Anderson could edit/compose and get our 60th edition out to you. This is no small task and Pedal Power is the backbone of your CPABC. Our newsletter is read cover to cover by many of the folks who make the decision on what's happened transportation wise in Md. I get many comments back, even pages of the newsletter asking, "Where did you get this information?" Our info. is nearly always right and we at CPABC reflect the pulse of the bike/ped community and provide a service to the transportation folks and the elected officials on what is really needed to make Maryland truly bike/ped friendly. The hardest part of writing this edition #60 of Pedal Power after nearly 17 years is that it is the last one I will be writing while living in College Park. As I have mentioned before Sue and I have bought a home in Ellicott City and will be leaving College Park in a few months. It is the hardest decision we've ever made and we only do it to be closer to our 4 children and nine grandkids who all live in Ellicott City just off of Rt. #40 & Rt. #29 in Howard Co. I will not be leaving CPABC and plan to be actively involved in all the good things (see our Top 10 List) in what is happening to make College Park, P. G. county, Montgomery county and the State of Maryland more bike/ped friendly. I have asked folks to take over the Chairmanship of CPABC, no offers yet, and I will stay on until a new Chairman is selected. CPABC is too important and has accomplished too much not to continue on. I will be available and assist the new Chairperson in anyway I can to keep the great work and accomplishments of CPABC moving ahead. Think about being an active part of CPABC and find the satisfaction that I have in making Maryland more bike/ped friendly. March is membership month, so get your dues in to keep CPABC moving ahead. Lastly I need to thank all the wonderful and supportive folks who have helped me keep CPABC alive and being the most active successful bike/ped advocacy group in Maryland. Morris Warren from Bowie and WB&A Trail has been with us from the beginning along with Larry Bleau our Treasurer, Linda Stemmy-Membership/Mailing, Randy Mardres Guidance/Great Ideas, Larry Black-Extremely Supportive, Jim Hudnall-Guidance/Web-Page, John Overstreet-Bike Safety, Barbara Klieforth, Reuben Anderson for their great work on Pedal Power and many more (elected officials) over the years who worked tirelessly to make Maryland truly bike/ped friendly. Hope to see you at our next CPABC Meeting Mon. 3-7-05 at REI. Thanks for all your great help and support,



Signs of Change

My parents are children of the great depression. To them and their generation, less is more, is a lesson not completely lost. Bicyclists embody it every time they climb on their bicycles, i.e., expend less energy to go further. Finally there's a traffic engineer, practicing in Holland for over 30 years, who agrees and knows how to make the principle work. Hans Monderman stresses that removing traffic signals, signs and even, in some cases, curbs and narrowing travel lanes, makes everyone, especially motorists, pay attention to everyone else using the road. Not the solution for all locations, but where it works, it works very well. *Wired* magazine and the *New York Times* have recently done pieces on him. Bicycle groups across the nation and internet blogs have been busy discussing the merits of virtually naked selected intersections and road sections (stripped of all lights, signs and road markings). Monderman considers most signs to be not only annoying or insulting, (i.e, a sign showing the outline of a cow next to a herd of real cows), but downright dangerous. To him, they are an admission of failure. A sign, literally, that a road designer somewhere hasn't done his job. "The trouble with traffic engineers is that when there's a problem with a road, they always try to add something," he says, "To my mind, it's much better to remove things." He can point to cities in more than 6 European nations, Britain and the US where his ideas are successfully being implemented. Fewer fatalities, increases in property values, improved quality of life and even faster motorized trip times have resulted. We are beginning to see some of his influence here in our area with more roundabouts, narrower travel lanes, more innovative thinking, but we are also still seeing plenty traditional thinking: adding lanes, expanding roads, isolating pedestrians and bicyclists, and telling motorists via numerous devices and regulations that they are not responsible for what happens outside of their cars. Monderman's principle, simply put, is to leave control of the roads to the people who are using the roads, both drivers and pedestrians. They'll know what to do and can sort out their priorities efficiently.

Randy Mardres

Full stories of Hans Monderman—

www.wired.com/wired/archive/12.12/traffic.html?pg=2

www.hamilton-baillie.co.uk/papers/NewYorkTimes230105.doc

David Engwicht, in Street Reclaiming, takes the concept further here

www.lesstraffic.com

At Knox road and US1 there's plenty going on even with only one sign to keep track of.

1. Remove signs: Let the architecture of the road, not signs and signals, dictate traffic flow.
2. Install art: indicate how congested an intersection is by the height of a fountain.
3. Share the spotlight: illuminate not only the roadbed, but also pedestrian areas.
4. See eye to eye: negotiate right-of-way by human interaction, rather than commonly ignored signs.
5. Eliminate curbs: Instead of a raised curb, denote sidewalks by texture and color.



NUTS-NUTS-NUTS-NUTS-NUTS

As American as apple pie, the term "NUTS" expresses total frustration when a logical process isn't followed. The word "Nuts" is quite appropriate to SHA's refusal to build a Bikeway on the proposed 18 mile ICC. Others expressed it because SHA is not willing to do the right thing and build a much needed 18 mile bikeway to complement the ICC. It makes sense to build a full service multi modal travelway at the same time as the road. General Anthony McAuliffe who was born in our own Washington, DC in 1898 used the word "Nuts" most famously in World War II on Dec. 22, 1944. Just over 60 years ago, the general sent a note to his German counterpart in the middle of the Battle of the Bulge while surrounded in the small Belgian town of Bastogne. The German commander had demanded the Americans' surrender. McAuliffe's one word response "NUTS" would go down as one of the most famous lines uttered in American military history. McAuliffe's grandparents were from Ireland, giving him a good sense of humor and the tenacity to say the right word at the right time. He died in Washington in 1975 and is buried at Arlington National Cemetery. We will continue to say "Nuts" until SHA/MDOT does the right/professional thing and build an 18 mile bikeway on our ICC.

"Washington Wheelmen prepare for rite of spring" could've been a headline in Pedal Power 120 years ago. They were the largest bicycle club in the area had a clubhouse near the White House. One or more members would ride out to "the country in Prince Georges County" to buy from "their" farmer the 1st watermelon of the year. Sometimes the honor of bringing the first melon back would fall to the most distinguished member, other years it was a competition. They were noted for trick riding, one member even rode with a watermelon in each hand, steering by balance only! Most likely it would be the first watermelon of the season seen in the city because the bicycle gave them the mobility and speed to reach the countryside and back in an evening. The ride on the old "boneshaker" was made easier since Pennsylvania Avenue was one of the 1st roads in America to be "macadamized" (paved).

Biking for watermelons anyone?

Is there a bike map of the northeastern corridor of the Washington area?

Still Working on CPABC Kelly Color Coded Bicycle Map

The CPABC Map Making Committee has been working the last 6 months under the able leadership of Chris Pooley, master mapmaker at BARC, to bring our CPABC Bicycle Map to life. We received a \$15,000 Rec Trails grant from SHA to cover costs of producing thousands of these much needed maps to help cyclists travel safely along our crowded streets. We hope to have it ready for printing this summer.

Great Delmarva Bike Trail

It was with great pleasure that we met up with Bob and Barbara from Delmarva Low Impact Tourism Experience (DLITE) and the Delmarva Alliance for Bicycling at the 8th Annual Bike/Ped Symposium in Annapolis. It was their first appearance at a symposium, and they brought knowledge and experience of over 2,500 miles of great bicycling on the Eastern Shore. Their presentation invited the bike/ped public to travel through the 2,500 miles through historic Delmarva, past farmlands, cypress swamps, marshes, and creeks, to fishing villages, wildlife preserves and ocean shores. DLITE's beautiful brochure and maps are designed to serve cyclists of all ability and experience. They provide a network of rural and light trafficked roads leading to the most interesting corners of each of the 14 counties of Delmarva, from Chesapeake City on the North to Cape Charles on the south, from the Chesapeake Bay on the west to the Delaware Bay and the barrier islands of the Atlantic on the east. DLITE ! is working with the Delmarva Tourist Board and is a 501(c)(3) non-profit organization. DLITE created their brochure to invite folks from the rest of the Old Line State to come visit on their bikes and find beautiful cycling (mostly level terrain) awaiting them on the 3,600 miles of shoreline and 5,500 square miles. Bob Carson and Jim Hudnall met with the DLITE Folks recently to discuss a joint OLC/CAM/DLITE bike tour for 2006. Contact DLITE at www.delmarva or 410/213-2297 in Berlin Md.

ICC TRAIL DEBACLE CONTINUES...

The Inter County Connector is the top transportation project for Governor Ehrlich. First proposed in the 1950's as an Outer Beltway/Northern connector from Rockville to Laurel, it's always been controversial, with residents evenly split for and against. The one point everyone agrees on is, if the \$2 billion ICC is built (the Gazette now quotes \$2.4 billion and opponents say \$3 billion, but that includes interest), it should have a cross-County bikeway along its entire right-of-way. This 18 mile off-road bikeway was proposed in all Montgomery and Prince George's County master plans. Everyone always thought an ICC would have a state of the art bikeway that would be the best in the region. As the Governor moved the ICC up to his top priority, he decided the bikeway would be too expensive and environmentally unsound. MDOT/SHA estimated it would cost \$100,000,000 dollars to build a 10' wide 18 mile bikeway alongside the 6 lane expressway. CPABC finds this \$100,000,000 cost figure way out of line. If you divide 18 miles into \$100,000,000 it comes out to \$5 Million per mile - \$1,000 per foot. We aren't completely doubting the price estimate of \$100 million. The high price reflects many grade-separated crossings near interchanges and environmental mitigation through parks. But much of the proposed mitigation could be done more cheaply. The cost factor really caught us off-guard and the environmental part does not make any sense. The whole bike/ped community has risen up in the protest against the Governor's lack of support of this much needed bikeway to connect the State's 2 most populated counties (1.5 million residents). MDOT tried to 'salvage' the trail by describing an alternate path (about 1/3 of the ICC's length) via existing paths and disconnected trail segments and proposes not to pave any parts of it. From the ICC Purpose and Need Statement, page one: "There are numerous accidents of all types and severity due to local, longer-distance and service vehicles mixing with bicycles and pedestrians. The number of potential conflicts due to the numerous driveways, side streets and other access points contributes to the unsafe condition on the local road network." The alternate bike path does not address this and is not an acceptable solution. What we originally hoped for and imagined as a fair and equal treatment for cars and bikes serving the transportation needs of local communities has been dashed under the wheels of cars in the name of progress.

It's outrageous that:

- ⊗ For environmental concerns, a bike trail can't go through parks that already have trails.
- ⊗ A state that pays <1% of its transportation budget on bikes balks at costs for bikes as transportation.
- ⊗ The bulk of the money the state does plan on spending on "bikes as transportation" is on recreational parks in rural areas, far from people and destinations.
- ⊗ Parks and Planning issued a statement that, with recreational trails in the area, the ICC bike trail is not needed.
- ⊗ The people that design our bike facilities seem clueless about "need" and, even more outrageous, seem unresponsive to public demand.

Take Action!

BIKE NEW YORK

Sunday May 1, 2005

www.bikenewyork.org

The most fun you can have on 2 wheels in the Big Apple! That says everything about New York's Five Borough Ride. Your chairman, Bill Kelly, has biked this 42 miles tour twice in the last 10 years and highly recommends this wonderful unforgettable slow crowded ride through New York. The 1st time was with Jim Wallace about 10 years ago and then five years ago rode it with my daughter, Christine. The Five Boro Tour began 27 years ago with just 250 riders and had recently risen to over 30,000 Bicyclists. What is like to ride in the Five Boro with 30,000 Bicyclists, when you participated in the largest recreational cycling event the United States. I can tell you it is like no other Bicycle ride you have been on before. The tour starts in lower Manhattan and moves up the spine of midtown through Central Park. Riders travel through Harlem, where there is a bit of stopping to let folks get to church cross the street. A quick loop in and out of the Bronx, and then it's down the FDR Drive and up over the Queensborough Bridge, through Queens and Brooklyn across to Staten Island and take the ferry back to Manhattan. There are ample rest stops about every eight miles. You should try this ride once in your life.

Check out the new bike racks across from Potomac Video in College Park



Send letters and emails asking for a full ICC trail to:
Governor Robert L. Ehrlich, Jr.

State House

Annapolis, Maryland 21401-1925

Email: governor@gov.state.md.us

Fax: 410-974-3275 Phone: 410-974-3901 or 1-800-811-8336

See www.mobike.org for more information

Ask the governor to include the full trail in the ongoing Environment Impact Study of the ICC. Because MDOT hasn't studied a full trail as part of the ICC, it hasn't adequately considered the many ways that the trail could be built in an environmentally friendly, cost-effective manner.

There is too little space here to properly address this issue, see our website, www.mobike.org or www.waba.org for more information on the ICC trail!

MORE Receives State Grant For Mountain Bike Trail Development

The Mid Atlantic Off Road Enthusiasts (MORE), the DC region's largest mountain bike club, recently received a \$75,000 grant to continue its work developing and improving multi-use trails in Maryland. MORE President Eric von Eckartsberg says a priority is to develop trails on "brownfield" sites, turning blighted land into outdoor recreation areas. Mountain bikers, hikers and equestrians alike have lauded their trails at Schaeffer Farm. MORE also deserves praise for their work in again securing funding for cycling as a form of recreation - now if we could just get state support and respect for cycling as a form of transportation! Bicycling, as a viable commuting option is not being adequately considered, respected, budgeted, or supported. Maryland spends less than 1% of its transportation budget on bikes...

College Park Trolley Line Trail Should be built this Summer.

The long awaited extension of the College Park Trolley Trail is supposed to start this summer. The Trolley Line will extend both north and south from the existing trail. The south portion will be extended south from the Paint Branch Pkwy to Albion St. along Rhode Island Ave and the old DC Transit Right-away. The northern portion will be extended north from Greenbelt Rd. to Paducah Rd and hopefully to Sunnyside Ave. The funding is in place and the engineer study is finished and ready to start construction.

Maryland 500 Ride/Tour set for Sunday April 24, 2005

Mark Sunday, April 24, on your calendar for our next Maryland 500 Ride (Spring Ride). This is our 17th or 18th year of putting on the Md 500. We form-up at REI before 9:00AM. Come Early for Bike Safety Check provided by REI. We do a nice slow ride (10 to 12 miles) around College Park and stop in Old Town College Park for refreshments with friends new and old. The ride is free, no sign-up. Just show-up and enjoy the ride. Check www.cpabc.org for further details. See you there!

Membership committee
volunteer opportunity

JOHN OVERSTREET'S BICYCLE SAFETY REPORT

John Overstreet is the Baltimore Bicycle Club's (BBC) outstanding bicycle safety chairman for over 30 years now. John gives many bike/ped safety talks every year to hundreds of school children across Md. He also voluntarily keeps the bicycle injuries and deaths statistics for SHA. The latest stats for 2004 show 12 bicycle/vehicle fatalities of 5 youths (under 17) and 7 adults. Anne Arundel Co had 2, Baltimore Co 3, Harford Co 1, Cecil Co 1, Caroline Co 1, Howard Co 1, Montgomery Co 1, and Prince George's Co 2. We need to ride safe out there and always wear helmets, bright clothes, lights/vests at night for the legal vehicle that the bicycle is in all 50 states.

March is membership Month - Volunteer Needed

CPABC is entering its 17th year of existence. March is our membership renewal month. Please return the enclosed form, noting any changes, with your dues (still \$10/year). We are holding strong with 125 members. We keep the dues reasonable because of your nice donations and our CPABC Bike Rack installation program. All our costs go for printing, mailing this newsletter and keeping our website online. Hits on www.cpabc.org are increasing nicely (many thanks to our webmaster, Jim Hudnall). Larry Bleau has been our treasurer for years and does outstanding work, as with Linda Stemmy (Linda would like to have someone take over the membership committee - any volunteers?). We thank all 125 of you who have been so supportive of CPABC for so many years and look forward to many more.

PROTEUS GARAGE

The City of College Park gave Proteus Bicycles \$2000 towards building a pilot BMX park, with small modular ramps that can be configured many different ways to build ongoing skills and challenges. The smaller ramps and Proteus' new paved surface create a safe riding environment. Potomac Pedalers is also supporting them to fence in the area and buy materials and tools. The youth in the 'Proteus Garage' after school program are responding great to the staff's efforts. They are back in school, making honor roles, keeping up with homework and taking on this opportunity with responsibility and pride.

<http://gazette.net/200440/collegepark/news/238284-1.html>
<http://proteusbicycles.com>

HOW DO YOU CROSS A BUSY STREET?

Very carefully. Local drivers do not yield to pedestrians in a crosswalk about 90% of the time. I test this each time I try to use a crosswalk, which averages several times a week. What's the solution? SHA is planning to install several mid-block crosswalks on Rt. 1 in College Park. Wonderful! But who is going to make drivers respect the state law requiring them to yield to pedestrians at crosswalks? Given the observed mind set of local drivers, the safest way to cross a busy street is at a traffic light, which is not very convenient in north College Park since lights are about a half a mile apart. So we need to add regular traffic lights for crosswalks, since this is the only thing that drivers seem willing to obey. We could try blinking yellow lights changing to blinking red when a pedestrian crosses the street, but I'm not sure this is safe. A better option might be to install new crosswalks at existing intersections and signalize them, getting dual use - for pedestrians and cars on side streets. This could have a significant effect on through traffic, but maybe that would convince some of the tens of thousands UM commuters to find a better route to UM via New Hampshire or Kenilworth Ave. I believe the SHA District 3 Engineer, Charlie Watkins, can mandate new lights for pedestrian safety, but indications are that this is not on the table now. However, will any pedestrians actually walk a few hundred feet to cross a busy road more safely? I understand that the \$2,000,000 pedestrian overpass at PG Plaza is virtually unused, so that demonstrates how a typical pedestrian thinks. Another option would be to lower the traffic volume on Rt. 1. A UM connector road would do this quite nicely, but NIMBYs (Not In My Backyard) are impeding this option, though they are fighting a losing battle. As Rt. 1 traffic continues to increase past its ridiculous level, more and more people are complaining. Sooner or later, Md. will have to build a UM connector road, the sooner the better. If not, maintenance along Rt. 1 will be extremely difficult. Even short-term lane closures result in chaos. I have tried to convince SHA to require that contractors use the center lane as a temporary through lane during any lane closures, a far less damaging option. For long-term construction, it may be necessary to use jersey barriers to prevent left turns in some areas. Less traffic, via a UM Connector road, coupled with the Rt. 1 Improvement Program, will revitalize College Park and make it a more pleasant and safer place to walk, live and work. In the meantime, be extremely careful when crossing any street, especially Rt. 1. We don't want to add you to the pedestrian death toll on 'Blood and Guts Boulevard' (about 900 accidents/mile/year).



The crosswalk at Guilford and US 1 is the last place to safely cross to the south until the intersection of East-West Highway.

Sam Bronstein

Legislation Affecting Bicycling in Maryland

The Maryland General Assembly Bike-Ped Caucus and One Less Car – Maryland Campaign for Bicycling and Walking are working together to improve portions of the Maryland Traffic Laws pertaining to bicycles. The reforms proposed will make Maryland traffic laws more consistent with safe and efficient bicycle operation. They will also make it easier for motorists who share the road with cyclists because they promote lawful and predictable behavior of cyclists. The changes are based on a set of model traffic laws recommended by the National Committee on Uniform Traffic Laws and Ordinances. Current Maryland law states "Each person operating a bicycle on a roadway shall ride as near to the right side of the roadway as practicable and safe, except when making or attempting to make a left turn, when operating on a one-way street, or when passing a stopped or slower moving vehicle." Senate Bill 551 would amend the law to read "Each person operating a bicycle or a motor scooter at a speed less than the normal speed of traffic on a roadway shall ride as near to the right side of the roadway as practicable and safe, except when making or attempting to make a left turn; operating on a one-way street; passing a stopped or slower moving vehicle; avoiding pedestrians or road hazards; approaching a location where a right turn is authorized; or operating in a lane that is too narrow for a bicycle or motor scooter and another vehicle to travel safely side by side within the lane." Maryland is one of only six states requiring the use of a bike lane if one is present and only one of four states requiring the use of shoulders. Maryland law states "Where there is a bike lane paved to a smooth surface or a shoulder paved to a smooth surface, a person operating a bicycle or a motor scooter shall use the bike lane or shoulder and may not ride on the roadway, except in the following situations:(i) When overtaking and passing another bicycle, motor scooter, pedestrian, or other vehicle within the bike lane or shoulder if the overtaking and passing cannot be done safely within the bike lane or shoulder; (ii) When preparing for a left turn at an intersection or into an alley, private road, or driveway; (iii) When reasonably necessary to leave the bike lane or shoulder to avoid debris or other hazardous condition; or (iv) When reasonably necessary to leave the bike lane or shoulder because the bike lane or shoulder is overlaid with a right turn lane, merge lane, or other marking that breaks the continuity of the bike lane or shoulder." House Bill 1408 would repeal Maryland's mandatory bike lane use and shoulder use. These are rules of bicycle operation that do not apply to other vehicles and are unnecessary. They can also be dangerous in that they encourage cyclists to operate in a way that deviates from the normal rules of the road and in that they encourage motorists, police, and courts to treat cyclists differently. SB-549 and HB-805 would allow bicycle commuters to deduct 10 cents per mile on Maryland income tax. Several other bills address homicide by aggressive driving and vehicular emissions.

Sharing the Road:

"...Avoiding pedestrians or road hazards; approaching a location where a right turn is authorized; or operating in a lane that is too narrow for a bicycle or motor scooter and another vehicle to travel safely side by side within the lane." – from Senate Bill 551

Take Action!

These bills need the support of bicyclists. Write, phone, or e-mail your state legislators. For more information, visit www.cpabc.org. Your voice can make a difference.

Ask to be included on this website:

<http://www.mdarchives.state.md.us/msa/mdmanual/07leg/html/caucus/00list.html>

OR

email

jon_cardin@house.state.md.us

CPABC TOP TEN OF 2004

1. Awarded a \$15K recreational trail grant from SHA/TEA-21 to develop our CPABC Kelly color-coded bicycle map of the US#1 corridor area 14 Miles from DC to Laurel.
2. Worked with SHA when Queens Chapel Road Route #500 was reduced from 6 travel lanes to 4, allowing for 2 bike lanes to be installed on both side of Queens Chapel Road.
3. Bike to Work this year on May 7, 2004 had over 200 Cyclists Biked through from the College Park Rest Stop on their way to work. MNCPPC, WABA & REI worked together to make this annual event a success.
4. Saw Route #197 in Bowie repaved along Bowie/Laurel Rd. and bikes lanes installed on both sides.
5. Powder Mill Rd. Route #211 was repaved from US#1 to Rt. #95, travel lanes reduced allowing for bike lanes on both sides the entire length. Thanks again SHA.
6. Met with SHA Administrator, Neil Pedersen on April 22 at IKEA with 25 attending, to discuss improving bike/ped travel in Maryland on state roads.
7. Held our 7th successful Bike/Ped Symposium in Annapolis (with WABA, OHBTC, OLC)
8. Worked with our newly formed Bike/Ped Caucus In Annapolis on Bike/Ped Legislation.
9. Met with Dale Coppage, Director of Prince George's DPW&T to discuss bike/ped issues.
10. CPABC once again worked on, chaired or served on over 50 Bike/Ped committees/groups, attended close to 100 meetings, maintained CPABC membership at over 125, published 4 'Pedal Power' newsletters (to a total of 60), maintained the CPABC.org website, and led 3 awareness rides and still are the most active Bike/Ped group in Maryland.
Thank you for your great support and help!

Report on the 2005 Maryland Bicycle and Pedestrian Symposium

The 8th Annual Maryland Bicycle and Pedestrian Symposium, held every year on the 1st Wednesday in February, brought together advocates from across Md. to promote legislation and planning on safe routes and access for Marylanders who use walking and bicycling as transportation. Eight years ago Bill Kelly organized the first symposium. When Bill joined the board of One Less Car 4 years ago, they assumed responsibility for the symposium. February 2nd saw exhibits and discussion of bike/ped issues among advocates, state and local planners, transportation officials, and members of the Maryland General Assembly. Bills being introduced clarify the rights of cyclists by: adding exceptions to the requirement to ride as far to the right as practical and safe; providing a 10 cents per mile state income tax deduction for bicycle commuting to work, create the offense of homicide by aggressive driving, establish criminal penalties for homicide by vehicle, and seek to reduce air pollution from automobiles and power plants. The Legislative Bike-Ped Caucus, led by new chairman Jon Cardin, held an open meeting to discuss these bills being presented during the 2005 legislative session. Advocates discussed with legislators the recent decision of the State Highway Administration (SHA) to drop plans for a trail the full-length of the ICC. SHA's Draft Environmental Impact Statement has only an option for grading and wider bridges that could accommodate a trail being built with a later project for several segments totaling less than 8 miles out of the 18-mile ICC. Advocates face an up-hill battle to restore plans for the full-length trail. The Maryland Bicycle and Pedestrian Advisory Committee (MBPAC) met during the Symposium so that advocates could attend the meeting and members of MBPAC could visit the symposium exhibits. MBPAC endorsed the SHA option for grading for a partial trail and will meet with Secretary of Transportation to discuss the long-range goal of an end-to-end connection within the ICC corridor.

At the symposium were displays and information from 36 groups. Next year's symposium will be February 1, 2006. Many thanks to everyone who made the 2005 Bike/Ped Symposium a success. For more info; <http://www.ohbike.org/symposium/2005/report.htm>

SPRING 2005 Schedule of Events.

Mon. March 7, 2005 7:30 PM CPABC Meeting College Park REI www.cpabc.org

Tues. March 15, 2005 1:00PM Wash. COG Meeting-Wes Mitchell explains ICC Bikeway

Wed//Thur/Fri. March 15-16-17 LAB Bike Summitt Reagan Bldg. DC

Thurs. March 17, 2005 Happy St. Patrick's Day Rest and Relaxation-R&R

Sun. April 24, 2005 9:00AM Md 500 Ride REI College Park www.cpabc.org

Fri. May 6, 2005 Bike to Work Day -WABA/CPABC www.cpabc.org-www.waba.org

Mon. June 6, 2005 7:30PM CPABC Meeting College Park REI www.cpabc.org

Thurs/Fri/Sat/Sun. June 23-24-25-26 CAM Tour Weekend 2005 www.onelesscar.org

Mon. Sept. 12, 2005 7:30PM CPABC Meeting College Park REI www.cpabc.org

Mon. Dec. 5, 2005 7:30PM CPABC Meeting College Park REI www.cpabc.org

Wed. Feb. 1, 2006 9th Annual Bike/Ped Symposium Annapolis www.onelesscar.org