



Pedal Power



Volume 17 No. 2 June 1, 2005 #61



From the Chairman

Greetings from Ellicott City. Sue and I made the final move on April 20, 2005 and bade farewell to our home of 39 years on Paducah road in College Park. We have to tell you again this is the hardest operation we have encountered in our lives. Thank goodness our four children all live in Ellicott City and are there when we need them. It will take us literally years to ever find all the "stuff" we moved up here if ever. Getting this newsletter together was quite painful because I could not find the reference material I needed to back-up the stories with facts and correct information. It took me days to find the last copy of "Pedal Power" we published in March. In reading over the March copy of Pedal Power I was pleasantly surprised at the quality of such a fine newsletter that Reuben Anderson and Barbara Klieforth, our editors put together for us. The photos, layout and neat stories really put CPABC in the best light and explain why our membership returns were outstanding and the best ever. Edition #60 was written in College Park and this edition #61 was written in Ellicott City 25 miles north of College Park. I have spent a lot of time in College Park over the last several weeks attending meetings and receiving awards and it looks like my heart will be in College Park for a long time. You can take Bill Kelly out of College Park but you won't ever take College Park out of the Kellys. We raised our four children in the fun college town, Sue works as a Emergency Care Nurse at the UofM Health Center(Now a 29 mile Commute) and three of our guys graduated from the UofM and I have taken every Fire Service Management Course offered at MIFRI. So I would say College Park will always be a major part of our lives. In the same feelings are our connections to CPABC and the wonderful folks that have made CPABC the success it has been. CPABC is the most active and successful Bike/Ped advocacy group in Maryland and has been for the last 17 to 18 years. I get most of the praise and credit because folks know where to find me and I need to roll that credit and praise over to the Executive Board and Membership of CPABC. I have never been associated with a better group of hard working dedicated folks who know how to get things done. To you folks I will forever be in your debt. Talking about getting things done, we have to get serious about a new chairperson for CPABC. As I have expected, not being in College Park everyday traveling the roadways and by ways I will not be able to keep abreast of what is happening or not happening Bike/Ped Wise to be able to advise our transportation folks of what is needed. Give the chair some serious thought and let's see if there is someone out there to carry on the important work of the CPABC. Hope to see many of you at our next Membership Meeting at REI on June 6, 2005 where we will work on our bicycle map with Chris Pooley and the map group and other important CPABC matters. Enjoy this info packed newsletter and take a bike ride. Thanks again for your help and support,

Bill Kelly

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

Contents:

Letter from the Chairman.....	1
SHA Excellent Job & TEA21.....	2
Membership and Map.....	3
OLC Director & ATHA.....	4
Potomac Heritage Trail	5
President Rides in Beltsville.....	5
Bill Wilkinson awarded.....	6
Happy Trails.....	7
Letter to SHA.....	7
Litter Pickup.....	9
Bill Kelly Awarded.....	9
Events.....	10



State Highway Administration (SHA) Does Excellent Job Finishing Partial Crosswalk at US#1-Sunnyside

We are pleased to relate that SHA has just completed the partial crosswalk at the busy intersection at US#1 and Sunnyside Ave. in Beltsville. We had a pedestrian struck by an auto at this intersection in April. This crosswalk is on the northern portion of the intersection and was not finished due to a three foot elevation difference. This was supposed to be completed when US#1 was expanded from four to six lanes, but somehow was missed. We at CPABC have been following this missing portion for the last two years and under the able leadership on Majid SHAKib it was nicely finished last week. SHA installed two riser ramps and both sides have railings along the ramps. It is a first class job and we appreciate and thank Majid. Check it out the next time you travel US#1. We are only sorry to relate that Majid is retiring from SHA after 33 years of great service. We always thought Majid was special at SHA since the first three letters of his last name (Acronym) SHAKib stand for SHA State Highways Administration. Thanks, Majid, for the many great things you did to make Dist.#3 more Bike/Ped friendly. Hopefully SHA will hire you back as a consultant. We are going to miss your strong friendly professional work style.

The crosswalk at Greenbelt Rd. and Rhode Island Ave. is in need of a light with 5 lanes of traffic going two directions on Greenbelt Rd., 3 from Rhode Island Ave. emptying onto Greenbelt Rd., 1 bike trail, and 1 bus stop

TEA-21 TEA-3 Passed by Senate Not Passed Full Congress Yet

Congress has been debating the transportation bill for close to two years and offering extensions to keep the federal transportation funds flowing back to the states. We have gotten strong support from congress on the Bike/Ped funding, but it would be more comfortable to see the full transportation bill passed by congress and let us know what is going to be funded for the next five or six years. A complete street portion of the funding would mandate that all transportation projects include Bike/Ped elements. This portion has a strong showing in the senate, but was voted down by only a few votes last week. Keep watching the web pages and cable news to see how our Bike/Ped funding is making out in congress.

<http://www.tea3.org>

<http://www.fhwa.dot.gov/reauthorization/sidebyside/13bike.htm>

<http://www.fhwa.dot.gov/reauthorization/sidebyside/16acong.htm>

Montgomery County Pedestrian Safety and Advisory Committee

<http://www.montgomerycountymd.gov/mcgahtml.asp?url=/content/PIO/news/pedestriansafety/MinutesPrevious.asp>

Do you want to register your bike?

www.nationalbikeregistry.com/

Membership Sign-up Has been Outstanding!!



1882
According to an 1882 newspaper account, one can "see the bicycle running swiftly and silently through the smooth streets of Washington." This scene shows members of the Capital Bicycle Club returning from a 204-mile bicycle tour to the Natural Bridge in the Shenandoah Mountains.

To sum up the small caption above: In 1882 the Capital Bicycle Club swiftly and silently return after a 204-mile trip to the Natural Bridge in the Shenandoah Mountains.

We can't begin tell you how happy and pleased we are with CPABC membership renewals from March and April. We have had almost 100% sign-up from our members and many gave CPABC nice donations along with their \$10.00 membership. This means to us that CPABC is doing what you the members want your executive board to do and we believe that is to make and keep Maryland more Bike/Ped Friendly. We are holding steady at about 125 members. We lose a few of the old members but always pick-up new members to replace the folks that move away. Many of our elected officials and high ranking transportation folks send their dues in and say they appreciate what CPABC does and they want us to know that they appreciate CPABC's good works over the last seventeen years and they have a feel from the public what they really need. Linda Stemmy has been doing our Membership since the beginning in 1988 and asked if someone would step forward to take over her duties. Larry Bleau has been our Treasurer for many years and has kept CPABC in good financial shape. Just about all our costs are tied up with the Pedal Power newsletter, printing it, and mailing it first class and the rest of the funds goes to Staples for making copies to hand out at the many meeting we attend to ask for the Bike/Ped element in/on all construction in Maryland. Your Chairman, Bill Kelly has been the chair since 1988 and also hopes that someone will step up to take the chair since Bill has moved to Ellicott City this spring, but will continue to stay active with CPABC hopefully in a lesser roll.

CPABC Kelly Color Coded Bike Map Moving Along Very Nicely

How is the bike map of the northeastern corridor of the Washington, DC area going?

With the great efforts of our "Master Map Maker", Chris Pooley our CPABC Kelly Color Coded Map is coming together very well. This project has taken a lot of our time and requires a lot of work to determine what roads to recommend to bike on. We want to develop a true bike riding map which will assist bikers in finding the best and safest routes especially along the 14 mile US#1 corridor. Washington, DC just released their bike map which will help guide cyclists through the busy 57 square of miles of DC. You can obtain a copy of the DC map at the Proteus bike shop (www.proteusbicycles.com) on US#1 in College Park. Our North Central US#1 CPABC Map will fit nicely on the north/east quadrant of the DC map and extend the 14 miles to Laurel and approximately five miles east/west of US#1. Presently there are no maps that

have a standard color code to show on-road and off-road corridors. Our goal with the CPABC Map is to develop a standard color coded map in hopes we can initiate a standard that could be adopted by all map makers so all bike maps would be easier to read. The Kelly Code is green for all on-road routes, tan for all off-road routes, yellow for questionable routes and red for no-go routes. We also call the code the "Stoplight Colors", green to go, yellow cautions, and red to stop. If you notice all the new exit signs in buildings are being changed from red to green because it makes sense. We have received a \$15,000 Grant from the SHA Rec. Trails Funds to develop this very important and much needed north central map. We hope to review this on-going process of the map at our next general membership meeting on June 6 at REI at 7:30 PM. Join us this coming Monday and let Chris Pooley know you appreciate all his hard work.

Who is the new director of One Less Car (OLC)?

How can she be reached?

ONE LESS CAR Has New Executive Director Stacey Mink

One Less Car (OLC) is the Maryland statewide Bike/Ped advocacy group which was formed about five years ago. After a long and extensive search Stacey Mink from Baltimore was selected as the Executive Director to help us all obtain better Bike/Ped transportation across Maryland. We spent a bit of time with Stacy at the Potomac Heritage get-together on 5-13 and learned about Stacy's experience in making things happen and how she wants to see OLC be a leader in Bike/Ped advocacy. Stacey Mink can be contacted at smink@onelesscar.org. Welcome aboard, Stacy.

Are there going to be any fun rides this fall?

Anacostia Trails Heritage Area (ATHA) Planning Bike Ride on Oct. 15, 2005

The Anacostia Trails Heritage Area-ATHA mission is to use the US#1 Corridor from Hyattsville to Laurel to publicize heritage and tourism while preserving, developing and promoting the natural, historical and cultural resources of the heritage area in Prince George's county. They want to unite communities and facilities by disseminating information and interpreting our shared history. ATHA's Executive Director Karen Jennings Crooms along with Jill DiMauro from Proteus approached CPABC and asked if we would assist ATHA to put together a bike ride/tour this fall along the US#1 historic corridor. We usually do a fall ride, but we did not have one in 2004. We asked ATHA



Trail at Rhode Island Ave. and Beechwood Rd.

to come to our June 6th membership meeting to talk with us about working on a ATHA bike ride on Saturday Oct. 15, 2005. ATHA and Karen Crooms can be reached at:

www.anacostiatrails.org
karencrooms@atha.com.

Where is there a place to go on a bike trip?

Potomac Heritage Trail Dedicated May 13, 2005 at Fort Washington in Oxon Hill

Many of us joined the National Park Service, Park & Planning, Prince George's Co. Public Works, Oxon Hill Bicycle & Trail Club-OHTBC, OLC, CPABC and many bike folks on May 13 at Fort Washington to dedicate the newly mapped Potomac Heritage Trail along the River from Washington, DC down to Point Lookout in St. Mary's Co. The current 20 mile route features a broad range of historic places, views of the Potomac River, and connections to local and national parks and other recreational facilities. Initially it will be an on-road trail and hopefully an off-road corridor on both sides on the Potomac River over 100 miles long. Jim Hudnall and the Oxon Hill folks worked with National Park Service (NPS) to extend the Potomac Heritage Trail which presently runs along the 184.5 Miles of the C&O Trail from Cumberland to DC. Jim Hudnall along with six to eight bikers took off after the ceremony to ride the new corridor down to Point Lookout where the Potomac joins the Chesapeake Bay and back during a six day biking trip. This national trail embracing the Potomac river up to the upper Ohio river basins from the Chesapeake Bay to the Allegheny Highlands made up of the C&O Trail, Mount Vernon Trail, Great Allegheny Trail Passage and the Laurel Highlands Hiking Trail to Pittsburg, Pa. When finished this trail will be over 500 miles long. For more info: <http://www.nps.gov/pohe/>



President George W. Bush Rides His Bike in Beltsville on May 11, 2005

We are pleased and proud that our President George W. Bush rides a mountain bike and chose our community of Beltsville to ride his bike. This event became even more newsworthy because the president was riding his bike on the morning of May 11, 2005 when there was a red alert over Washington, DC when a small single engine Cessna airplane violated the restrictive airspace over DC. The president was riding in the Patuxent Wildlife

Center in Beltsville on Powder Mill Rd. around mid-day. The Washington Post article reports that the president was "blissfully unaware" of the red alert and was not told by Secret Service of the incident until after he finished his bike ride. The plane was a misguided student pilot. The president was an avid jogger until his knees starting hurting and switched to a bike for exercise a few years back. He speaks of his time on a bike as, "For me, the psychological benefit is enormous, " you tend to forget everything that's going on in your head and just concentrate on the time, distance or the sweat. We all can relate to this way of thinking because most of us feel the endorphins flowing when we ride our bikes and really appreciate the biking benefits. The president rode for an hour and twenty minutes in beautiful Beltsville and then headed back to work at the White House.

Who helped to get TEA funding?

Bill Wilkinson, Exec. Director of National Center for Biking & Walking (NCBW), Receives Award

We are proud to announce that our good friend, Bill Wilkinson & NCBW, a long time Bike/Ped advocate was awarded the Graham F. Norton Award from Montgomery Co. on May 13, 2005. The Graham Award was presented to Bill for his achievement in increasing community livability. There were over 250 in attendance at the ceremony in Montgomery Co. including Sen. Sarbanes, Congressman Van Holland, County Exec. Doug Duncan and State Delegate Bill Bronrott to congratulate Bill for receiving this much deserved award. Bill Wilkinson is the longest Bike/Ped advocate serving in Maryland, going back at least 25 to 30 years. Bill was instrumental in working with congress in getting the first ISTEA funding in place back in the early 1980's that allowed federal highway funds to be used for Bike/Ped transportation. Bill is a very persistent "Irishman" who does not take "NO" for an answer and wants to live in a community where "A kid can buy a popsicle and walk home before it melts". Many of Bill's dreams have come to pass over the years and Maryland and Montgomery Co. is better to have Bill Wilkinson as a resident. Congratulations, Bill.

Happy Trails

Having just returned from 5 months in Florida where the bike ways along roads are common and counties have learned that bike trails are both a great tourist attraction and means of transportation. Of course they are used all year round by young and old to get to school, shopping, and of course recreation. Around the development where we bought is a 4 mile wide 2 lane road with hardly any cars, but in the morning and evening there will be many walkers, bikers, dog poopers and golf carts. Many have learned that Jack LeLane was right when he said, "dying is easy, it takes work to stay alive". What amazed me was the maintenance of the trails along the roads by the state highway department. There appeared to be no bickering but just an acceptance that it was part of the highway department's job and so it was given the attention needed to repair sections and keep the trails clean. A rather refreshing attitude. So on return I tried to bike the new trail being built along Rt 450 in Bowie and find it shockingly bad with ridiculous slanted curb cuts

Letter to SHA on the ICC Hiker-Biker Trail

May 11, 2005

Neil J. Pedersen, Administrator
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Pedersen,

Thank you very much for taking the time to meet with bike advocates in College Park on April 22. Regardless of how the ICC issue turns out, we are very pleased that SHA under your leadership has been making a sincere and fruitful effort to support bicycling on state roads.

This letter concerns the Intercounty Connector trail, a topic that has received much attention lately. We appreciate SHA's likely inclusion of 7.7 miles of trail next to the ICC within the DEIS. However, because the full trail is an element of Montgomery County's master plan, we feel it is imperative to design the ICC in a way that does not preclude construction of the full trail in the future. The ICC design also should not preclude a future I-95 crossing, critical for Prince George's County residents. We believe that making a few small changes to the ICC design now would make completing the end-to-end trail a feasible and cost-effective option for the future. This letter identifies those changes. If MDOT endorses these modest changes in some form, our organizations can surely be counted on to stand up and recognize MDOT as supporting bicycling along the ICC.

We place a high priority on eventually bridging U.S. 29 and I-95, which otherwise act as barriers to convenient and safe non-motorized travel. I-95 is especially awkward to cross, and the currently planned detour around the I-95 interchange is especially long. To see how such barriers can be bridged, just look at the North Bethesda Trolley Trail in Montgomery County. Much of that trail's usefulness stems from its two dedicated bridges over I-495 and I-270. I-495 and I-270 were previously obstacles to north-south travel, but now cyclists and especially pedestrians can follow a safe & direct route from North Bethesda to NIH and downtown Bethesda. The bridges are quite pleasant and similar bridges are often featured in trail photo spreads. But their real beauty lies in their utility.

The bulk of the design changes recommended in this letter provide space and grading for the trail in key sections *leading up to I-95*, U.S. 29, and the two major stream valley parks. Under the simplest scenario, the design changes would include the following:

angled out into the street, large cement foundations for poles built right in the middle of the trail at intersections. I wonder what the designers were thinking? Oh well, thank God we have a DOT Bike Coordinator to look after our biking/pedestrian trails. AA County will soon begin phase 2 of the WB&A carrying the trail from Odenton to Patuxent Rd and also begin work on the trail from Odenton to Annapolis. Hopefully the people who own AA County's Ruby Ridge that has blocked the Patuxent River Crossing will be overwhelmed by citizen pressure and the AA trail will finally be finished.

-Morris Warren

1. Provide adequate right-of-way along roughly 3.6 additional miles of the ICC, leaving the trail route clear of stormwater management ponds, retaining walls, etc. In particular space should be reserved along the southern edge of the I-95 interchange to permit a future trail bridge over I-95 south of the ICC. Space should also be provided for the trail between U.S. 29 and the eastern boundary of Paint Branch Park.
2. Make provisions for the trail to cross under Old Gunpowder Road at the ICC and cross over the ICC at Old Gunpowder Road.
3. Make provisions for the trail to cross under Old Columbia Pike and MD 182 (Layhill Road), if interchanges are not built at these locations.
4. Make minor provisions at MD 650, MD 182, and possibly MD 97 for the trail to cross these roads at a signal rather than leave the ICC right-of-way.

We also urge SHA to formally include the extra trail miles anticipated by these provisions in the next phase of the environmental impact study. Even the trail segments through Paint Branch Park and Northwest Branch Park (not included in these provisions) might be included in the EIS in light of recent favorable correspondence from the Environmental Protection Agency and the Army Corps of Engineers. At least work with Montgomery County DPWT, the Montgomery County Council, and M-NCPPC to identify design elements in the parks conducive to future trail construction. But whether SHA decides to study any additional trail under the EIS or not, please design the ICC so it can be "scaled up" to include the full trail at some later point in time.

Clearly there's a will to expand the currently proposed 7.7 mile trail into a full end-to-end trail, so SHA can safely assume that some agency will eventually take advantage of the design changes called for in this letter. The changes should not significantly increase ICC project costs, endanger the permitting process, or create trail sections lacking independent utility. But the changes are critical if we're to honor county master plans and retain the option of building the full trail in the future.

Thank you very much for taking the time to review this letter. Our detailed recommendations are included on the following pages, under the heading "Recommended ICC Design Changes to Accommodate Future Full Trail Construction".

Sincerely,

Jack Cochrane- Montgomery Bicycle Advocates

Eric Gilliland- Washington Area Bicyclist Association

Jim Hudnall- One Less Car, Maryland Campaign for Bicycling and Walking

Litter pickup on roads

Every day I go to work from College Park to Beltsville I use the Paint Branch trail and Rhode Island Ave. It is for the most part a really great way to start or end the day at work. There is only one stretch along the Cherry Hill Rd. beltway overpass that is tricky. At that point there is gravel, hub caps, exhaust pipes, wood, bottles, and broken glass to have to maneuver around to get to work. This past weekend I decided to sweep the shoulder and had a van intentionally swerve at me. At this point I called it a day and found out where to contact the government to clean up litter on the roadways:

For PG county roads contact:

Haitham Hijazi

(301) 883-5600

hahijazi@co.pg.md.us

http://www.goprincegeorgescounty.com/Government/AgencyIndex/LivableComm/roadside_debris.asp?h=&s=&n=45

For state roads go to:

www.marylandroads.com/RegionalInfo.asp?id=R1

PG County is District 3

301-513-7300 7-4:30

- Reuben Anderson

Your Chairman, Bill Kelly Received Three Awards Upon Departure From College Park

The City of College Park declared Feb 15, 2005 Bill Kelly's Day by Mayor Steve Brayman and Council. They gave him an award for his 39 years of advocacy in the city and serving as chair of CPABC during the past seventeen years and the good work CPABC has done to make College Park a more livable community. The City's Better Environment Committee (CBE) awarded Bill a certificate of appreciation "Green Award" and a \$25.00 gift certificate to Behnke nursery to make his new Ellicott City home a little greener. His City Councilman John Krouse recommended this important award. His State Senator John Giannetti gave Bill an Official State of Maryland Citation and congratulations for Bill and CPABC being awarded the CBE Award. All these awards are shared by all the members of CPABC because it is by working together that things (results) really happen.

East Coast Greenway Signs Sprouting this Spring

Riders along the Anacostia Tributary Trail System, Lake Artemesia, and portions of the WB&A Rail Trail will notice new signposts sporting the East Coast Greenway logo. The Prince George's County Parks and Recreation Department has taken the lead on this, planting the first of the directional signs in the Washington, D.C. metropolitan area. Beginning at the West Hyattsville Metrorail entrance to the Northwest Branch Trail, the signs give direction to follow the official ECG Spine Route to Greenbelt. Designated in 2002, the Prince George's Trails segment incorporates portions of the Northwest Branch, Northeast Branch, and Indian Creek Trails, before departing to an interim on-road segment, leading to the WB&A Rail Trail in Bowie. The East Coast Greenway Alliance was founded in 1990 to promote the creation of an off-road continuous trail linking the major cities along the U.S. eastern seaboard, from the Canadian border to Key West, Florida. A visit to their website www.greenway.org will provide a glimpse of what has been accomplished so far. We'll be seeing a lot more of these signs in the future. The trail is here to stay. When completed, we can look forward to a trip to New York, Quebec, The Outer Banks, South Beach, or wherever, car-free. Special thanks to Eileen Nivera of P.G. Parks and to the Park Ranger Staff, for making it real.

Barry Wells

SPRING 2005 Schedule of Events.

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

Sat. June 11, 2005 OHTBC Patuxent River Rural Legacy Ride jim@ohbike.org

Thurs.-Sun. June 23-26 CAM Tour Weekend 2005 www.onelesscar.org

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

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

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