



Pedal Power



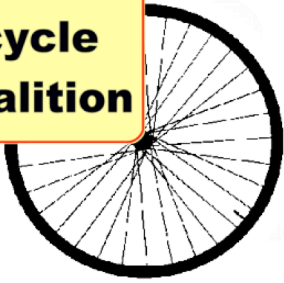
Volume 15 No. 2

June 1, 2004 #57

The Newsletter of the...

**College
Park
Area
Bicycle
Coalition**

5206
Paducah
Rd
College
Park,
MD
20740



REPRESENTING:

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

EXECUTIVE COMMITTEE:

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 East Coast Greenways- Barry
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 Greenbelt Coalition- Bill Clarke
 Bike Safety- Cpt. John Brandt
 Newsletter- Barbara Klieforth /
 Reuben Anderson

From the Chairman:

When I wrote this section 3 months ago we had freezing cold weather but now we have extremely hot weather! Maybe we'll have pleasant weather for great summer biking. Here's another newsletter full of things that your busy CPABC has been doing to make Maryland more bike/ped friendly. We need to welcome Reuben Anderson who has volunteered to help Barbara Klieforth edit "Pedal Power". Reuben lives in Laurel and regularly bikes to BARC along with many of his coworkers working under the clock tower on US#1 in Beltsville. CPABC is only as strong as its members and volunteers who come forward to keep CPABC alive, positive, and respected in the community. All the elected officials and transportation folks across the state know CPABC. We're thankful that they work with us to make Maryland a bike/ped transportation leader.

Biking as a form of transportation is our most important goal. We certainly support bike/ped as recreation and keeping healthy, but to have biking truly accepted we have to allow for our neighbors to safely bike around and sometimes leave their autos at home. We mostly drive our cars in our neighborhoods and only use them 20% of the time to go to work. That means 80% of car-use could be done by bike if all the roads were safe and connected to where we need to go. This'll eventually happen when all the roads are filled with cars with no space to move. Take the time to read your info packed newsletter. We hope you appreciate all the hard work it takes to get these interesting stories together and keep all our transportation agencies aware of what is needed to make and keep "Livable Communities". We've been asked why we don't send the newsletter by e-mail instead of a costly paper one. First of all not everyone has access to e-mail and we have found that folks read "Pedal Power" and pass it along. Past newsletters are at www.cpabc.org. Enjoy the summer and try to make our next membership meeting at REI on Monday June 7, 2004. Thank you for your help and support over the years. - *Bill Kelly*

WB&A Spur Addition Planned for WB&A

After the WB&A went out of business in 1935, the Pennsylvania railroad bought the right of way from Odenton to Highbridge Road. They also maintained the tracks from Odenton to the Bowie racetrack over which they carried passengers during the racing season. Shortly after the purchase, design and construction began of a shorter route that coupled the racetrack with the Pennsylvania railroad behind Bowie State College. About 2 years later this shortcut was finished. The WB&A then decided to have the tracks torn up for scrap and sold to Japan to shoot back at us.

The Pennsylvania railroad tracks were historic in that they must have been used elsewhere as they bore the stamp of a mill in Johnstown, Pa. The Johnstown flood destroyed this mill around 1892. Also along the tracks were the remains of the Duval gristmill whose millrace, foundation, and even the heavy iron bearing can be seen today.

In the early 90s a group of unknowns headed by a guy called "Hairy" cleaned out the 2 mile track of heavy overgrowth and then arranged for MNCPPC to visit it. They liked what they saw and vowed to buy it (which they did). Unfortunately before the sale was finalized, AMTRAK sold off the historic rails and left the ties jumbled all around. Even one small bridge over a creek was demolished. Now MNCPPC has applied for Intermodal Surface Transportation Efficiency Act (ISTEA) funds to make it useful again, but it's not likely that they intend to hard surface the trail.

For those who haven't seen it, it is beautiful. It runs through low 'beaver land" along the river, then beside the AMTRAK line, over to AMTRAK's Patuxent River bridge, then under the bridge to Lemons Bridge Rd which returns to Rt. 197. It also passes by the Fran Uhler lakes (restored by SHA behind the college). However beautiful it is now, nothing can compare with the tracks curving into the woods.

We hope that the funding comes through on this go around, as it will be a marvelous addition to the scenic trail system here in our county. Also if the WB&A is finished through Anne Arundel Co., it will be a level short cut to the college and AMTRAK's Bowie station. The trail has been dedicated to Harry Cyphers for his great trails work. Wonder if he is the same as "Hairy" mentioned above.

2004 CPABC Membership Dues are Outstanding

CPABC is really proud and appreciative of the strong support shown by our CPABC members during our 2004-membership renewal. We received generous donations in the \$20 - \$100 range, above our \$10 annual fee. Many of these were from our long-term members. We will not name them, they know who they are and we thank them and feel great that they have such a strong confidence in CPABC making Maryland more bike/ped friendly. To everyone who renewed their membership, were a first time member, or gave a donation - thank you!

Shopping on a Bicycle

"On March 20th Juliana, the former Queen of the Netherlands passed away. She used to do her shopping on a bicycle! If biking is good enough for Royalty, it should be good enough for the readers of this magazine." - The Takoma Park Newsletter. Shopping by bike will soon blossom in the District. The Metropolitan Branch Trail will connect with the new Home Depot near Rhode Island Metro station. So you no longer have to start up your SUV to buy a 10-cent screw. The connection between the West Hyattsville and Fort Totten Metro stations will be under construction by the publishing date of this edition.

Bike to Work Day in Frederick

Bike to Work Day went well for the Frederick pedalers. There were about 25-30 cyclists this year including Mayor Jennifer Dougherty, Alderman Marcia Hall, and President of the Frederick Pedalers Bill Smith. The mayor only rides her bike to work one day each year and it was a pleasure to have her accompany us again for this event. Biking in Frederick is being improved with the reconstruction and widening of portions of Rosemont Ave in town near Fort Detrick. Mayor Dougherty has stated that the lanes will be roomy enough to be bike-friendly. On the down side, last year New Design Rd was repaved south of Elmer Derr Rd. This resulted in a loss of about six inches of pavement when the road was finished. Frederick County has plans to neither widen this increasingly busy road nor lower its 50 mph speed limit to a more sensible 40 mph.

Beltsville Area Bicycle Commuters Support & Advocacy Group's Bike to Work Day

The Beltsville Area Bicycle Commuters Support and Advocacy Group was established a few years ago at the Beltsville Agricultural Research Center (BARC). This group is a resource for commuting information, safety information, and biking partners. It has been working to identify and bring down barriers to workers biking to BARC and other USDA locations in Beltsville. The Bike to Work Day on May 7, 2004 brought three new people who were interested in biking to work. At noon the group met at the clock tower and went on an easy bike ride around the USDA grounds. For the USDA Beltsville Field Day June 5th there will be a booth with the club's information and bike routes that members take to get there from various locations around the area. For more information contact Michel Cavigelli (cavigelm@ba.ars.usda.gov).

Bike to Work Day, Over 200 Riders at City Hall in College Park

We had our greatest showing of bicyclists on their way to work on Friday May 7 in the College Park city hall parking lot. The city, county, Maryland-National Capital Park & Planning Commission (MNCPPC), U. of Maryland, WABA and REI all joined together to make this event the best ever. Over 200 cyclists stopped by to have a nice breakfast, visit with elected officials or friends, win some very nice door prizes and a T-shirt. Barbara Klieforth CPABC/WABA and Jill DiMauro from Proteus Bikes led a group downtown to Freedom Plaza to join a larger group that was close to 1000. Thanks to all who worked so hard to make this event a great success!

New Bike Lanes on Queens Chapel Road Route #500 Still Need Improvements.

We mentioned in our March newsletter that we at CPABC were happy with the new bike lanes on Queens Chapel Rd. from Adelphi Rd. southwest to the district line. The State Highway Administration (SHA) reduced the three-lane roadway down to two lanes each way and installed American Association of State Highway and Transportation (AASHTO) bike lanes on both sides. For the most part these lanes are a great improvement to this busy roadway between Washington, DC and the University of Maryland. We have received many phone calls and inquiries about the missing bike lanes on Queens Chapel Rd. between the intersections of Ager Rd. and Chillum Rd. We have been in contact with Maj Shakib and Ray Mercado from SHA in Greenbelt. They tell us there is not enough right-of-way to provide adequate bike lanes. No bike lanes in this busy section is very disturbing and we hope to work with SHA to provide some kind of bike lanes in this narrowed section. Check this stretch of Queens Chapel Rd. out and let us know what you think will work. We need a complete section throughout this corridor.

SHA District Three Laurel/Bowie Rd. Route #197 Project

We are pleased to relate that SHA district three has just completed another wonderful bike/ped project in Bowie on the Laurel/Bowie Rd. Route #197. Maj Shakib assistant engineer for district three in Greenbelt sent us photos of the nearly two miles of reduced auto travel-way. The roadway had five 12' lanes, two each way and a center turning lane with 62' between the curbs. They resurfaced the roadway, reduced, and restriped the auto travel-way down to 11' and 10'6", which resulted in a 4' bike lane on each side. This section also has 8' sidewalks on each side, making it a true full service roadway. These new bike lanes were greatly needed and very strongly appreciated. This much-traveled roadway runs from Bowie to Laurel and connects to BARC (Beltsville Agricultural Research Center) via Powder Mill Rd. It is part of the East Coast Greenway Trail System and America Discovery Trail. There is still one portion north of this #197 section that needs SHA attention. They repaved this section last summer and mistakenly restriped the auto travel-way at 12' wide instead of the now 11' accepted auto travel-way. This 12' auto travel-way reduced the small shoulders to less than 3' wide. We are hoping to work with SHA on improving bike/ped travel in this narrow section. Overall we are very pleased with SHA's great work on #197 under the able leadership of Neil Pedersen, Charlie Watkins and Maj Shakib. Thank you all for a great job.

College Park Trolley Line Trail Moving Ahead

The City of College Park is moving ahead on extending the trolley line trail from the center of College Park north to Paducah Rd. and Rhode Island Ave. and south to Albion St. CPABC has been meeting with councilman Tom Dernago of Prince George's Co. council because Rhode Island is a county road and we need a partnership between the city and the county. We are hoping that this much-needed bike/ped corridor starts and is finished in 2004.

SHA Project Updates:

Md. 193 at Metzert Rd.: SHA resurfaced this intersection (NE side) and reduced the five 12' auto

lanes down to 11' and installed a 484' "pocket lane". This is great but they did not leave space for pedestrians to walk along the guardrail. DPW&T is redoing Metzert east of this intersection.

Md. 197: New bike lanes were installed east from Rt. #450 to Rustic Hill Rd. Five 12' auto lanes were reduced down to 11' lanes allowing for 4' bike lanes on each side. Great job SHA!

Md. #197 Bowie/Laurel Rd: The road was resurfaced between Race Track Rd. and Powder Mill Rd. It was also restriped with 12' auto lanes instead of the new 11' width change that reduced the small shoulders at some places down to 2'. SHA looked at this situation and has no decision yet.

US#1 and Sunnyside: The crosswalk on the north side of the intersection does not connect the west sidewalk with a 3' elevation difference. SHA is checking with IKEA for a solution.

Md 500 Queens Chapel Rd.: Three auto lanes were reduced to two lanes with bike lanes installed, but have no bike lane signs yet. The section between Hamilton and Chillum Rds. has no bike lanes installed.

Md. #193: Eric Tabacek at SHA is still checking into U. of M fans parking on bike lanes during games.

Quick Takes Quick Takes Quick Takes Quick Takes Quick Takes Quick Takes

SHA is evaluating a bikeway on the Inter County Connector (ICC). Neil Pedersen the administrator for SHA has spoken about having a bikeway in the right of way of the ICC. The 18 mile long segment in Montgomery and Prince George's Co. is a much needed east/west bicycle corridor. Jack Cochrane (gecko@radix.net) of MOBIKE is keeping an eye on this very important project. Contact Jack for current progress.

Successful Meeting With Neil Pedersen on April 22, 2004 at IKEA

Close to 33 folks attended our joint CPABC/CPACT meeting on April 22, 2004 at IKEA at 8:00 AM. The purpose of the meeting was to discuss bike/ped and transportation issues on and around US#1 in College Park with Neil Pedersen, State Highways Administrator. Neil's strongest comment was pedestrian safety and their safety on Maryland's roads. Charlie Watkins, chief engineer of SHA district three in Greenbelt attended and stated that SHA would be making short-term improvements on US#1 such as repaving, re-striping and adding mid-block pedestrian crossing. The overall theme was that transportation funds are scarce, will be for several years and we are to expect small improvements until the economy gets better. Neil did tell us the "StreetScape Funds" have been restored. The original \$26 million figure was cut to zero and now is restored to \$20 million. The "StreetScape Funds" will be used for non-automotive improvements on state roadways, such as sidewalks, lighting, benches, green-space and bike lanes. MDOT/SHA has found that these funds give the best return for scarce transportation funds. Neil also told us the \$1 million dollar plan to study the U. of Maryland connector was passed by the general assembly. That might take traffic off of US#1. Everyone was in agreement that US#1 in College Park needs to be fixed for all users.

Maryland 500 Spring Ride Went Off Well on April 25, 2004

About 25 of us got together on Sunday April 25, 2004 at REI for a nice bike ride around College Park and the University of Maryland (12 miles). Jim Hudnall has posted photos of that ride on our

Web-Site www.cpabc.org. We want to thank Abun Guinness from REI for his complete bike safety check before the ride. The attendance of these awareness rides has fallen off during the years and we are considering reducing our Fall Ride on October 31. These rides have introduced new bike/ped facilities to our friends and neighbors for over 16 years.

CPABC Meeting With Prince George's County Executive Jack Johnson April 28

After our bike tour with Jack Johnson on September 5, 2003 around College Park we asked to meet with him to work on better bike/ped facilities in Prince George's Co. After 7 months, Jim and Jane Hudnall, Cicero Salles from department of public works and transportation (DPW&T), and Bill Kelly met with Jack Johnson and his staff. We all got many points across. Mr. Johnson believes in a "Livable Community" concept in which our bike/ped elements fit in nicely. He told us that Oxon Hill Rd. in south county would be built as a two-lane roadway with bike lanes and sidewalks on both sides within the wishes of neighbors who live along this county roadway, saving county highway funds for other projects. Our presentation was well received and Mr. Johnson thanked us for our many years of making Prince George's Co. more bike/ped friendly. We discussed the walkable city program on May 4 in south county and many of Mr. Johnson's staff attended this important session put together by Jim Hudnall, Oxon Hill Bike & Trail Club (OHBTC) and Washington Council of Governments (COG). Over 35 staff and planners were present for the four-hour session. We did set-up a meeting with the DPW&T acting Director, Dale Coppage for June 2, 2004 through this meeting with our county executive. The meeting went well and we appreciate Jack Johnson meeting with us.

Meeting Set With Acting Director Dale Coppage of County Public Works Dept.

CPABC interacts with all levels of transportation departments: state, county, cities and the many parks departments. We have been working with Betty Hager Frances, director of DPW&T for many years, but she just stepped down as director and is replaced by a long time staffer of DPW&T, Dale Coppage. We've also worked with Dale for years and look forward to working with him as Director of DPW&T. We have a meeting set-up with Dale and Cicero Salles on June 2 to see how CPABC can work better on bike/ped issues with DPW&T. Our goals at CPABC are very close to our county executives' and this will carry over to DPW&T with more bike/ped elements being discussed in DPW&T.

Update on Kelly Color Code for New DC City Bike Map

Jim Hudnall OHBTC/CPABC recently attended the Washington, DC bicycle advisory committee meeting to review the new DC city bike map and was pleased to relate that the Kelly color code was used on the new map (to be finished for Fall distribution). The project is being under-taken by Steve Spindler from Philadelphia who is noted nation-wide for producing great bike maps. We at CPABC have been pushing for years for a color code standard that can be recognized on any map you use when trying to cycle in unknown areas. It is a stop light type of code, green for on-road-routes, tan for off-road-routes, yellow for caution routes and red for no go routes. Steve Spindler has shown the color code system around and has gotten a favorable response. We have been e-mailing him and asking for his support of this important endeavor. We will keep you posted of our progress.

Bike/Ped Bills in Annapolis Did Not Fare Well in the General Assembly

There were four major bike/ped bills in this session but none made their way out of committee. They were: HB 982/SB777 'Exceptions to Keeping to the Right on a Bike,' HB1319/SB758 'Accommodation for Bikes on State Roads,' HB173/SB218 'Homicide By Aggressive Driving and HB,' 954 'Reduce Show-Up Appearance at Court for Police Officers.' Pete Olsen from One Less Car (OLC) put a lot of time in Annapolis during the session but the hard work did not pay off. Lack of state funding and slots took up all the time. These bills will be introduced again next session. We are sorry to relate that Pete Olsen has stepped down as the OLC Director and has moved on to Back Packing magazine. All of Pete's great work will really be missed. Thanks Pete, we wish you well in your next endeavor.

Group Riding East Coast Greenway Coming Through Area October 5 & 6, 2004

The East Coast Greenway (ECG) is an off road (tan colored trail) system on the eastern seaboard that is being formed by connecting 2600 miles of local trails from Maine to Florida. It is the urban sister to the Appalachian Trail, and will be a pathway to adventure for walkers, cyclists, skaters, skiers, equestrians and persons with disabilities. A group of 12 is riding the entire trail and will be coming through our area (Md., Va., & DC) on Tuesday and Wednesday Oct. 5 & 6, 2004. Many of our members will join them along the ride. Barry Wells (301/469-0553 or acebarry@mindspring.com) will be keeping us posted of their progress. Call Barry if you want to help out and ride with them. Mal Fordham at REI 301/982-9681 will also be working with the group and wants to have a reception for the twelve riders and their support group.

Prince George's County Offering Metrochecks

Metrocheck is a program where employees receive funds for not taking their cars to work. Employers offer a fare card voucher to be used to cover the cost of commuting to work on more than 100 area buses, MARC, and metrorail. Commuters can receive up to \$100 per month. At this time there are no funds available for folks who carpool, walk or ride their bikes. Charlie Denny, bike/ped coordinator of Arlington, Va., says Arlington gives up to \$25 per month if you come to work half the time without your auto. They are the only jurisdiction that we know of that offers this. We are asking Prince George's Co. to consider offering the same as Arlington to encourage more biking to work. For more info on Prince George's Co. metrocheck call 301/577-0887

Maryland Department Of Transportation Update on Safer Biking in Maryland

Maryland Department of Transportation (MDOT) has updated its 32 page booklet on safe bicycling in Maryland. It is a national booklet put together by Dave Glowacz that is used across the country to inform bicyclists how to ride safely in Maryland. MDOT supports and promotes bicycling and this booklet has many very great tips on cycling. Our good friend Bob McCutcheon is on the cover riding down US#29. Order copies from Michael Jackson director of Bike/Ped Access at www.marylandroads.com or call 1-888-713-1414 to get copies sent to you.

Update from America Bikes: Conference Committee to Convene On Transportation Bill

From an email by Martha Roskowski Campaign Manager America Bikes

Hi folks,

Here's the short version:

After stagnating for several weeks, the transportation reauthorization process is moving again. Right after Memorial Day, Congress will begin working out the differences between the Senate and House versions of the bills in a conference committee. But many are skeptical that conferees can resolve the major differences of opinion between Congress and the President on the appropriate level of funding.

But it could happen, so America Bikes and our partners are preparing. We will likely ask you to contact your members of Congress on the new Safe Routes to School program and perhaps other issues. We'll issue an action alert when the time is right, probably within the next week or two.

Congress has only a short window to complete this process as the elections approach. If work is not complete by the time Congress recesses on July 23rd, they will likely pass a long-term extension and delay reauthorization until 2005.

More details:

The Senate has named 21 members to serve on the conference committee (see list below). The breakthrough came after Senate Republicans agreed to most of Senate Minority Leader Tom Daschle's (D-SD) requests for guarantees that the conference process would be bi-partisan. The House is scheduled to name their conferees next week.

The House and Senate bills are different in a number of ways. Issues like environmental protections and additional planning funding for metropolitan areas are expected to be contentious. But the biggest hurdle is the overall funding level. The Senate bill calls for \$318 billion over 6 years, the House bill calls for \$284 billion, and the President has threatened to veto anything over \$256 billion, citing the need to rein in government spending.

But a bill at the President's level would cut funds in many states and such a package simply won't fly in Congress. A bill with more money can likely pass Congress, but then it faces a possible presidential veto and a possible Congressional override. This scenario could be embarrassing for the President, since Congress keep saying this bill is all about "jobs, jobs, jobs." It is unclear whether Congressional Republican leadership would let such a situation develop.

There is a pattern to this bill: Everything grinds to a complete halt, we are ready to call it dead, then the beast reawakens and lurches forward once again. Will Congress actually pass this bill this year? Maybe. Maybe not.

The America Bikes team is busy figuring out how to insure the best bits for bicycling from each bill make it into the final package. While members of the conference committee have the most direct impact on the process, every member of Congress can be involved by talking to the conferees. We will let you know soon what messages need to go to whom. So, as usual, stay tuned.

Washington is hot and muggy and it's only May. Sigh.

Senate Conferees:

REPUBLICANS

Inhofe, James Oklahoma
Bond, Kit Missouri
Grassley, Charles Iowa
Nickles, Don Oklahoma
McCain, John Arizona
Shelby, Richard Alabama
McConnell, Mitch Kentucky
Warner, John Virginia
Voinovich, George Ohio
Hatch, Orrin Utah
Lott, Trent Mississippi

DEMOCRATS

Daschle, Tom South Dakota
Jeffords, Jim Vermont
Reid, Harry Nevada
Baucus, Max Montana
Conrad, Kent North Dakota
Hollings, Ernest South Carolina
Sarbanes, Paul Maryland
Graham, Bob Florida
Lieberman, Joseph Connecticut
Boxer, Barbara California

Funding Will Not Match Real Growth Achieved Under TEA-21

From an article by Dr William R Buechner in the American Road and Transportation Builders Association' May issue of Transportation Builder.

The House of Representatives and Senate have both passed transportation enhancement bills that would provide yearly increases in funding for the federal highway mass transit and highway safety programs, not as much as last time but increases. This is where Maryland DOT receives practically all its funds for bicycle and pedestrian projects, very little state generated funds are used. Congress' bills, with smaller increases than the previous TEA-21, still reflect the reality of inflation and that prices rise.

From 1998 to 2003, during the life of TEA-21, road construction costs rose 1.4 to 3.2 percent, the same as for each of our everyday household expenses, but this year the White House has proposed flat spending, no increases for inflation from now to the year 2009. We in Maryland already hear from Md. State Highway how there is no money for many bicycle safety and transportation projects; what is going to happen in the future when the available federal transportation enhancement funding flat lines out, not only with no increases as in the past but, with funding almost 4% below today's levels?

What projects will Maryland cut and what will be produced? The Senate's proposal comes closest to the previous funding level and the White House's the least.

Who are you going to call?

SUMMER 2004 Schedule of Events

Mon. June 7, 2004 7:30PM CPABC Meeting College Park REI

Sat. June 12, 7-9AM OHBTC Patuxent Rural Legacy Ride jim@ohbike.org 301/567-0089

Fri.-Tues. June 18-23 Bike Virginia, www.bikevirginia.org 757/229-0507

Thur. June 24-27.CAM (Cycle Across Maryland) Weekend-3 Days Cycling Northern Md. OLC
410/360-6755

Fri. July 9, 2004 8:30AM BTAG Fred Shaffer 301/952-3661

Mon. Sept. 13 7:30PM CPABC Meeting REI www.cpabc.org

Tue. -Wed. Oct. 5 & 6 Eastcoast Greenway (ECG) Tour Through The Area. Barry Wells 301/864-0154

Mon. Dec. 6 7:30PM CPABC Meeting REI www.cpabc.org

Recycle "Pedal Power" by leaving it at your barbershop, hairdresser, or dentist's office for others to learn about organized bicycling.

