



# Pedal Power

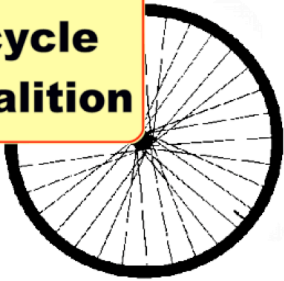


Volume 15 No. 4

November 30, 2004 #59

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:

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  
 Mapping, Mont. Co.- Randy  
 Mandres  
 East Coast Greenways- Barry  
 Wells  
 Greenbelt Coalition- Bill Clarke  
 Bike Safety- Cpt. John Brandt  
 Newsletter- Barbara Klieforth /  
 Reuben Anderson

## From the Chairman:

Thanksgiving is behind us and Christmas is only a few weeks away. Bike/Ped activities are slowing down for the season. Our next meeting is next Saturday Dec. 4, 2004 at Davis Hall in College Park. We are holding a map-making workshop on our north central bike map and would like to have as many attend as possible to give us a broad perspective on this important and much needed map. We are going to cancel our regular quarterly meeting on Monday 12-6-04 and allow the Saturday 12-4-04 meeting at Davis Hall to cover the quarterly meeting at REI. It is with sadness and mixed feelings that Sue and I have to tell you that we are moving from College Park in early 2005 and relocating in Ellicott City. All four of our children and nine grandkids live around the Route #40 and Route #70 intersection and we spend so much pleasant time with them. We are so fortunate to have all our kids so close it only makes sense that we locate in their community. We have lived in College Park since 1966, nearly 39 wonderful fun-filled years. We are going to miss many of our neighbors and good friends. I will stay active with CPABC and continue to work on making College Park, Prince George's Co. and Maryland more Bike/Ped friendly. I hope to step down from the Chairman slot and hopefully someone will step forward to continue the great Bike/Ped work we have accomplished over the past seventeen years. We will keep you posted on our move and the tremendous job of trying to move/discard 39 years of living and collecting STUFF. I want to thank all of you for your great support and help in making Maryland more Bike/Ped friendly. Happy holidays to all of you.

- *Bill Kelly*

## **County Council Set to Fund Route 1 Improvements Today**

The long-neglected Route 1/Baltimore Blvd may finally get the re-engineering it needs to end being a highly congested eyesore dangerous to all, especially cyclists and pedestrians. On November 30<sup>th</sup> the Prince George County Council is scheduled to adopt a resolution introduced by councilman Tom Dernoga. CR-70-2004 makes the re-design and engineering phase of Route #1 a top county priority and more likely to be funded. The improvements, opposed by some businesses against change, were included in the State's Draft Consolidated Transportation Plan, released by the MDOT in 2004 but so far unfunded. Improvements from College Avenue to Sunnyside (including the stretch closed down by 2 arson fires on November 29) would include 4 through lanes with a median. Sidewalks and wide curb lanes will be included where appropriate, improving traffic operations, pedestrian circulation and safety by providing greater separation of through traffic, turning traffic, and non-vehicular traffic. Route 1 may yet become a showcase gateway to the city and the U. of Maryland!!

<http://www.goprincegeorgescounty.com/Government/LegislativeBranch/NewsEvents/councilagenda.pdf>

- Barbara Klieforth

## **Saturday December 4, 2004 Map Making Workshop in College Park 9AM to 1PM**

We would like to invite all members to our map-making workshop on Saturday December 4, 2004 at Davis Hall in College Park starting at 9:00AM and working through lunch. Chris Pooley who works at BARC has done an outstanding job pulling together much of the information to build a north central map from the district line 14.1 mile to the Howard Co. line in Laurel along the US#1 corridor. This will be a transportation map which will allow and encourage cyclists to travel this busy corridor. We have received hundreds of requests over the years asking how to bicycle in and around this busy area. Folks need to get to the U of Maryland, BARC, MNCPPC, NASA, METRO, downtown DC and around their neighborhoods and are at a loss on how to safely walk and bicycle. The north central map will answer some of their questions. The map will be a combination of the Bike/Ped priority concept "Between the Creeks" and our own Kelly Code color standards. We have been awarded a \$15,000 recreational trails grant from Md. state highways to cover the cost of printing this very important north central map. We need to sit down with you on 12-4 and discuss with you what you feel the map should display such as roads/routes you consider safe and would recommend to travel by Bike/Ped. Davis Hall is located on the 9200 block of 51st Ave. and can be accessed by turning east on Fox St. off of Rhode Island Ave. We will supply refreshments and lunch. Let us know if you will be available to attend so we can plan on the food. See you there 12-4 9:00AM to 1:00 PM.

- Bill Kelly

## **Inter County Connector Cross County Bicycle Trail Dropped...Hearing January 4,5, & 8**

After a year and half of study, the proposed "Hiker/Biker" trail that had been part of project planning for the Inter County Connector (ICC) has been removed from the project planning study. The State Highway Administration recently completed a Draft Environmental Impact Statement (DEIS) for the proposed 18 to 20 mile toll highway that will connect I-95 in Prince George's County with I-270 in Montgomery County. This can be viewed at: <http://iccstudy.org/DEIS/index.php>. As currently proposed the ICC study includes two corridors and a no-build alternative. The proposed hiker/biker trail that was considered in the ICC project planning study during 2003 and early 2004 has been removed from consideration in the recently completed DEIS. If you want the ICC to include complete bicycle access you must comment now! Let the transportation officials know your opinion on this facility soon. Public Hearings will be conducted on January 4, 5, and 8, 2005. You are encouraged to attend and speak. On-Line comments can be made at the following website: [http://iccstudy.org/deis\\_form.php](http://iccstudy.org/deis_form.php)

Written Comments should be made to the following:

Secretary Robert L. Flanagan  
Maryland Department of Transportation  
7201 Corporate Center  
Hanover MD 21076  
1-888-713-1414  
410-865-1000  
[rflanagan@mdot.state.md.us](mailto:rflanagan@mdot.state.md.us)

Neil J. Pedersen, Administrator  
Maryland State Highway Administration  
707 North Calvert Street  
Baltimore, MD 21202  
[npedersen@sha.state.md.us](mailto:npedersen@sha.state.md.us)

Public Hearing are scheduled at the following dates and times:  
<http://www.mdot.state.md.us/Contact%20Us/TSOExecStaffList.html>

Greenbelt  
Tuesday, January 4, 2005  
Eleanor Roosevelt High School  
7601 Hanover Parkway, Greenbelt, MD  
4:00 PM to 11:00 PM (or after the last speaker testifies)  
Presentation at 5:00 PM  
Get Directions  
\* Snow Date:  
Monday, January 10, 2005

Eleanor Roosevelt High School

Gaithersburg

Wednesday, January 5, 2005

Gaithersburg High School

314 South Frederick Avenue, Gaithersburg, MD

4:00 PM to 11:00 PM (or after the last speaker testifies)

Presentation at 5:00 PM

Get Directions

\* Snow Date:

Wednesday, January 12, 2005

James Blake High School

300 Norwood Road, Silver Spring, MD

Silver Spring

Saturday, January 8, 2005

James Blake High School

300 Norwood Road, Silver Spring, MD

9:00 AM to 6:00 PM (or after the last speaker testifies)

Presentation at 10:00 AM

Get Directions

\* Snow Date:

Saturday, January 15, 2005

James Blake High School

### **CPABC ON Campus-9-22 & 9-23 at the U of Maryland at First Look Fair-Talking Bike/Ped**

We spent two days in September along with hundreds of other exhibitors welcoming new students to College Park on McKeldin Mall explaining to them how they could travel around our communities sometimes without their autos. There were representatives from all the bus lines, connect-A-ride, bike clubs/groups and business groups informing them what was available in this busy community. CPABC gave out maps and information on where to bike and to safely travel our many trails and roads. We were pleasantly surprised how anxious the students were to learn that they did not always have to travel by car. Our [www.cpabc.org](http://www.cpabc.org) web site was our biggest asset because all knew how to access the web and many had found out about CPABC through our web site. Leslie Perkins is the Commuter Coordinator on campus and can be reached at 301/314-3645.

### **New Section of the Met Branch Trail now Open at NY Ave Metro Station**

There has been so much recent news demonstrating the sad effects of our car culture: US constructed (paved) area is approaching the size of Ohio, global climate change's effects are

increasingly evident ([www.acia.uaf.edu](http://www.acia.uaf.edu)), traffic congestion shown to increase the risk of heart attacks, and traffic accidents involving teenage drivers claimed 17 lives in the Washington area since just September (Washington Post, November 22). So it's nice to have some good news to report! On Saturday, November 20th, WMATA held a grand opening of the NY Ave metro station and the adjacent stretch of the metropolitan branch trail. Cyclists could ride the latest section of the 'MetBranch' trail during the festivities. But because the station and trail were not quite complete, we were told that the trail, between R and M streets, would not be permanently open until 2 weeks later. Thanks to WABA and the tireless efforts of the MetBranch Coalition, the trail was incorporated into the design of the station, with part of it atop a cantilevered projection from the tracks. With the sleek station and clever trail design, WMATA engineers have crossed the trail through the New York and Florida Avenue interchange, one of the most complicated and dangerous traffic areas in DC. The station was the first funded by a combination of federal, private and District dollars and cost \$103.7 million. It is also the first time a station was built between two existing stations. "This is really a journey into the future in terms of connecting neighborhoods to downtown, people to workplaces and pioneering ways to finance public transportation," said Mayor Anthony Williams. Hopefully the new station and bike trail are another step towards reducing our dependence on the automobile, give teenagers transportation alternatives besides their parents' services (which doesn't help develop their street sense), and just maybe help preserve some of our natural resources for future generations!

Barbara Klieforth

### The E stands for Electric

My Bike-E-recumbent has been a unique bike, but the suspended model would have worked out better, since the jolt of pavement cracks and the like is harsh without suspension. Recently, the addition of a fatter rear tire helped a lot. With the lack of bike lanes in the College Park area, my mountain bike got the lion's share of use on the sidewalks, handling the slab heaves and other bumps pretty well with the suspension. But I have wanted to build some sort of electric vehicle, so the Bike-E was a tempting target. Several kits to add electric motors to bicycles are available, but I didn't like various features. The cleanest approach seemed to be a wheel with a built-in electric motor in the hub, but I could not find many vendors. I tried to order a kit from a western US vendor, but their 16" kit was dropped. Then I saw a kit from [goldenmotor.com](http://goldenmotor.com) in China on the internet. They had brushless motors with a claimed 86% efficiency. Their web site had good technical information on the motor, but ordering information was scanty. I ended up ordering a partial kit by accident: a 16" cast aluminum wheel with motor and a controller, with a twist grip throttle and a battery charger. The tire, tube and "fuel" gauge were not included. Paypal was out of order for a few days and delayed my payment, so I tried faxing and calling the company, in China. Neither was successful. Eventually Paypal was working and transmitted my payment to Golden Motor Co. The kit was air freighted via DHL, pricey but fast, and arrived in about a week in good condition.

The wheel and motor were pretty heavy, maybe about 15 pounds, but looked well finished. I set the wheel up for testing with a vise holding the axle on the flats and noticed that the wheel did not want to turn on the axle. It made a funny grating sound when I tried to move it. It would have cost too much to ship it back to China for a replacement so I gently forced the wheel to move back and forth, moving it a little further with each try. Soon it would revolve and the noise decreased. My best guess is that some potting compound or some other sealer got somewhere it should not have been. Then I plugged the motor to the controller and the twist grip, hooked with three motorcycle batteries to get the needed 36 volts, and it worked immediately. But what a wobble! The rim had .130" of lateral runout, way more than I had even seen on a wheel. It took about one amp to turn the motor with no load, which seemed OK. There were more weird sounds and vibrations when the motor was running, but they did not appear when the wheel was on the bike. Next I bought a 16" tire and tube and mounted them on the rim, without noticing that the bead was not seating correctly. It turns out that 16" wheels and tires come in several different actual sizes, the most common being 305 mm (the rim itself measures about  $12\frac{1}{2}$ " OD) and 349 mm, measuring the bead seat diameter. This wheel must be about a little oversized, since the bead only seats correctly for about  $\frac{3}{4}$  of the wheel. This gives you a huge flat spot in the tire that is very uncomfortable when you are riding. Trying different techniques to try to get the bead into place were not fully successful, but I did manage to eventually mount the tire such that the out of round condition was not too bad. Then I tried to mount the wheel assembly to the bike and the fork dropouts needed to be enlarged a little with a file. The axle is pretty hefty compared to the original. Then the wheel did not turn easily once the axle was in place. The wheel bearings did not extend past the wheel casting, so the wheel was rubbing on the forks. A set of homemade axle spacers helped this, after several hours of scratching my head and then boring out some steel bushings I had from another project. But the axle still could not bottom out in the dropout slots without the wheel hub rubbing on the forks, so the axle went in the dropouts about  $\frac{3}{4}$  of the way and the axle nuts held it in place. The wheel was mounted and actually turned fairly easily now. I jury-rigged the controller wiring by sitting the three motorcycle batteries in the rear bag, and mounted the twist grip speed control on the right side of the handlebars. The first test ride showed that the motor had good power and was very controllable. It can't burn rubber, but the acceleration was quite acceptable. At a nominal 400 watts, the motor is about a half a horsepower. If I remember correctly, a human can make about a quarter of a hp for a short period of time, so a half hp feels pretty good. However 50 pounds of batteries made the bike top heavy and the heavy motor acted like a flywheel, changing the steering feel considerably. This change in steering feel was not all bad, as I was never able to completely tame the original twitchy feel of the steering. Now the bike feels more stable, but harder to turn. Another problem that has not been solved to date is the front brake. The new wheel is a much heavier duty unit than the OEM Bike-E wheel and there is no room to reinstall the front brake pads. Not good. Hmm, I bet I could use some of the motor housing screws to hold a brake disk. And the rim lateral run-out will not affect a disk brake. I always wanted disk brakes anyway, so perhaps I can figure out ways to mount a caliper and disk. Another recumbent quirk was some difficulty getting started from a dead start, but this may have been me. Now it just takes a little twist of the wrist and off you go. Be aware that some electric motor kits are designed such that you have to

pedal up to a few miles per hour before the motor kicks in, so I would avoid those kits for a recumbent. You can pedal as much or as little as you want and I like the idea that the pedal and the power systems are completely independent. Hills that used to be torture are now pretty much leveled. You might not be going very fast uphill, but the strain is gone. Recumbent bikes require a rider to be able to spin the pedals fast all the way up a hill, since you cannot stand on the pedals. I never mastered this technique, but the motor handles the long hill on Pontiac St. in Berwyn Heights just fine. I have since remounted the batteries and controller to better positions. And rewired the landscape light I use for a headlight. Now that there is lots of power available on the bike for the motor, extra lighting power is also available. The headlight draws about 6 watts and the rear LED array will draw about 3 watts. The batteries are 17 amp-hour motorcycle/lawnmower batteries that I borrowed from those machines, so the lighting power consumption is not even noticed. I may add even more lighting to be sure all the motorists can see me. Decorative, flexible rope lighting is cheap at Home Depot, but needs 117 vac at 20 w. Tiny cigarette lighter power converters are cheap and make 117 vac from 12 vdc, so you can add as much rope light to a bike as you want with the large batteries used for the electric motor. With a crude ammeter, I saw a maximum of 20 amps draw for the motor, and this is the maximum current noted on the spec sheet. At 20 a. and 36 v., the motor is using 720 watts, producing almost one horsepower, for a short time. A watt-hour meter would tell you how much energy has been used from your battery, but I have not found a reasonably priced unit that can handle 17 ah. Model airplane vendors sell units that only go to 10 ah. While maximum throttle drew an indicated 20 amps, cruising on flat ground drew much less, especially if you felt like pedaling a little. On flat ground and going down hills, I intended to just pedal and save the batteries, but the pedaling effort is now harder than I would expect, but the extra 70 or so pounds of batteries, motor, etc may be causing this. I intend to check the motor to see if it is generating any useable voltage while coasting or pedaling, to see if that is the cause for the extra pedaling effort. The tendency to get lazy is always there, so perhaps I could install much smaller, lighter batteries, just enough to help with the big hills, if I could figure out how to recharge them by pedaling or coasting down hills. Most modern electric propulsion systems have regenerative braking, i.e. you get some energy back as you brake or coast down hills, but this kit does not seem to have this. I have a preliminary design to add this feature, but it needs to be tested. This installation is NOT plug and play as advertised on the web site, but Golden Motor has emailed me that they will include the critical axle spacers in the kit. If I had bought the entire wheel kit and the battery kit, the installation would probably have been easier, but shipping those heavy batteries from China would have been very expensive. Maybe the complete kit comes with instructions, but I got zip. The battery charger had something in Chinese, but I could make no sense of it. The charger puts out almost two amps and has a green light that comes on when the batteries are fully charged. The charger is very light so I just keep it in the rear bag. Top speed and range have not been determined. It goes plenty fast for me, maybe 12 or 15 mph, and should go at least 10 miles, perhaps as far as 20, depending on how much you want to pedal. Keep your volts up and ride safely. PLEASE put some lights on your bike, or helmet, if there is any chance you might ride at night. The vast majority of night riders that I see have NO lights. This sets a bad example for the kids and definitely does not help out with the biker/driver relationship.

- Sam Bronstein

## **Promoting Safe Walking and Cycling to Improve Public Health: Lessons from The Netherlands and Germany**

FINAL Revised Version, April 20, 2003 by John Pucher, PhD, and Lewis Dijkstra, PhD Accepted for publication in the *American Journal of Public Health*, Vol. 93, No. 9, September 2003, forthcoming.

### **Abstract:**

*Objectives.* We examine the public health consequences of unsafe and inconvenient walking and bicycling conditions in American cities and suggest improvements based on successful policies in The Netherlands and Germany.

*Methods.* Secondary data from national travel and crash surveys are used to compute fatality trends from 1975 to 2001 and fatality and injury rates for pedestrians and cyclists in The Netherlands, Germany, and the USA in 2000.

*Results:* Whereas walking and cycling account for less than a tenth of all urban trips in American cities, they account for a third of all trips in Germany and for half of trips in The Netherlands. American pedestrians and cyclists are much more likely to get killed than Dutch and German pedestrians and cyclists, both on a per-trip and per-km basis. They are also far more likely to be injured

*Discussion:* On the basis of Dutch and German experience, we propose a wide range of measures to improve the safety of walking and cycling in American cities, both to reduce fatalities and injuries and to encourage more walking and cycling, thus providing much needed physical exercise for increasingly overweight Americans.

### **Anne Arundel to build another 2 miles of WB&A**

This spring AA County will build another 2 miles of the WB&A extending the trail from Odenton past Piney orchard and over the Little Patuxent River to Patuxent Road. Fortunately the old piers are in good shape so prefab spans can be dropped on to them at minimum cost. This will afford an excellent connection with Crofton and it is hoped that the pressure will begin to complete the trail connection with the PG portion over the NIMBI protests and fictitious claims to the right of way by the owners of AA County's own "Ruby Ridge".

There is much activity on the Odenton portion of the WB&A both for recreational purposes and for hiking/biking from Piney Orchard to the MARC Station at Odenton and for shopping. Also the "Friends of AA County Trails" have established their first flowerbed and are working with several organizations to develop it this coming spring. They hope to have several more ready by then.

I wonder if the MARC people ever reinstalled the bike racks properly at the Odenton Station? Didn't the College Park Area Bicycle Coalition give these to MARC?

-Morris Warren

### **Autos on the WB&A at Saddlebrook Extension**

The good news is that the extension connecting the WB&A with the bike trails through the lovely Saddlebrook West subdivision has been completed. It is quite hilly but not too difficult for this old geezer. This connection enables one to reach the trail without going out on the murderous Race Track Road which has two narrow lanes with bad ditches in front of the Race Track. The developers built a nice bike path from Saddlebrook East over to the connection, but it is hilly and I prefer just biking the streets to the connection. My suggestion is to explore the connection by starting at the trail and once over the fine wooden bridge into the subdivision turn left by the swimming pool to Race Track where it has a wide safe shoulder. Maybe Frank Stevens will submit a map.

The bad news is that some beetle brain would-be NASCAR type has been driving up the WB&A then over the Saddlebrook connection and spinning around on the lawn of the family that lives at the end. They are lovely people that like the trail but finally stopped the car by convincing MNCPPC to install a bollard at the WB&A end of the connection. Their description of the car matched one that passed me and sped into the lane marked "Private" right across from the gun range. I wonnnnnder???

-Morris Warren

### **A Snapshot of the 2004 Congressional Election (Posted: 11.03.2004)**

Excerpt from: League of American Bicyclists' website [www.bikeleague.org](http://www.bikeleague.org)

Although a few results are still outstanding, we have a good idea of the makeup of the 109th Congress, which will convene in January 2005. Republicans have picked up four seats in the Senate and at least four in the House. Three House races remain undecided. Regardless, the majority margins are very slim and bipartisanship will be key for any legislation to be successful during the next Congress. With specific regard to how the election may affect bicycling interests and the reauthorization of TEA-21, the reelection of President Bush coupled with the gain of several Republican seats in both bodies of Congress increase the chance, albeit it ever so slightly, that a lame duck Congress may attempt to pass a 6-year reauthorization bill in November or December. Should the legislation need to be reintroduced in the 109th Congress, as is probable, there will be a few changes in the makeup of the two Committees with primary jurisdiction over bicycling interests in the bill. More than likely, Committee ratios in both bodies will change slightly to reflect the new majority. In the Senate, all members of the Environment and Public Works Committee will be returning for the 109th Congress with the exception of Bob Graham (D-FL), who is retiring.

## Winter 2004/2005 Schedule of Events

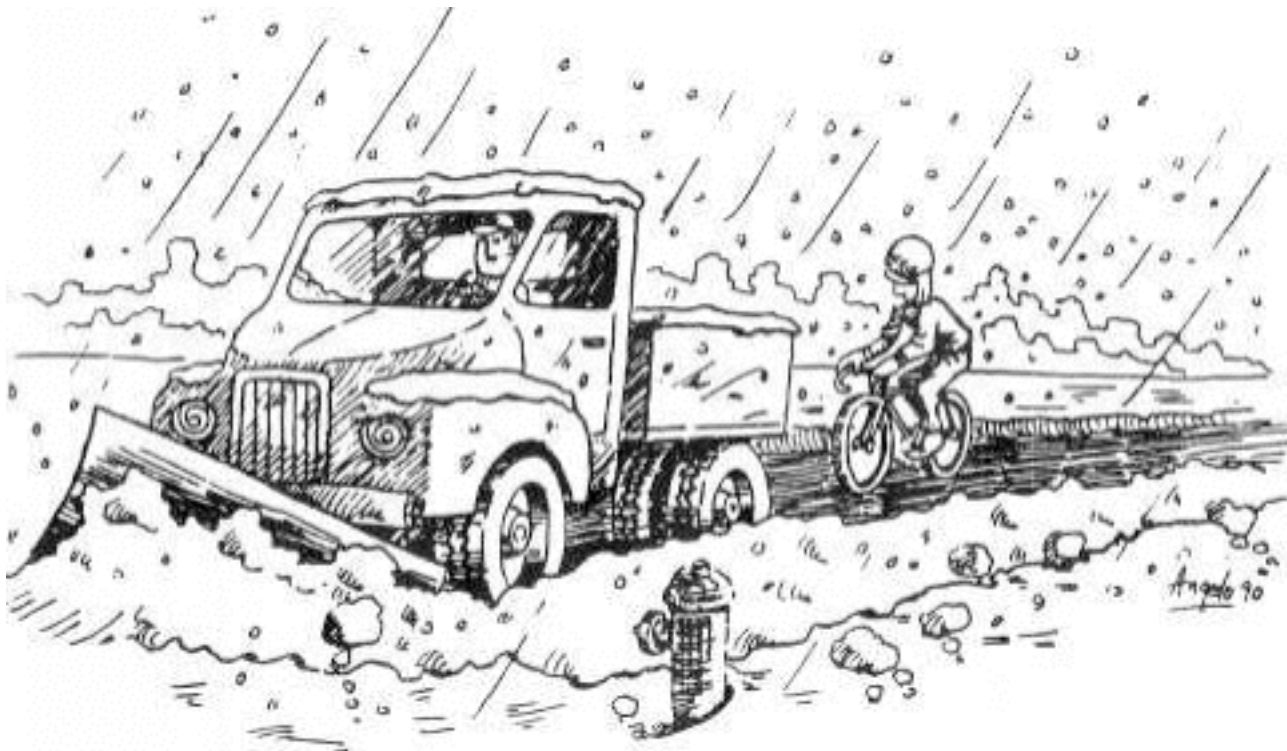
Tues. Nov. 30, 2004 10AM County Council Meets to formally request that SHA advance the schedule of funding for design and engineering for US#1 improvements

Sat. December 4, 2004 Map Making Workshop 9AM - 1PM at Davis Hall in College Park (Enter East on Fox St. off of Rhode Island Ave.)

Jan. 4, 5, & 8 Hearing on ICC at Greenbelt, Gaithersburg, and Silver Spring respectively see article above for specifics

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

CPABC 5206 Paducah Rd College Park, MD 20740-1138 [www.cpabc.org](http://www.cpabc.org) 301-441-2740



"DEDICATION"