

**Maryland Bicycle and Pedestrian Advisory Committee
February Meeting Minutes
Friday, February 10, 2012
Maryland Department of Transportation
Hanover, Maryland**

Members Present

Richard Cushwa
Scott Hansen
Greg Hinchliffe
Michael Mason
Erin Penniston
Kevin Racine
Carl Rebele
(Anne Kyle for) Marci Ross
Fred Shaffer
Patrick Sheehan
Carol Silldorff
(Michael Jackson for) Beverley Swaim-Staley
Jim Swift
Sgt. Michael Tagliaferri
James G. Titus
John Z. Wetmore

Members Absent

Steve Carr
Beverley Malone
Jeff Springer
Cari Watrous

Visitors Present

Dustin Kuzan, Maryland State Highway Administration
The Honorable Jen Terrasa, Howard County Council

MBPAC Chairperson Jim Swift called the meeting to order at 9:30 AM and welcomed new MBPAC member Carol Silldorff.

1. Approval of the December Meeting Minutes

Carl Rebele moved and Jim Titus seconded his motion to approve the December MBPAC meeting minutes. The minutes were unanimously approved.

2. Subcommittee Reports

A. Commuting and Transportation – Jim Titus read the written C&T Subcommittee Report on behalf of subcommittee chair Jeff Springer. There was a discussion about SHA’s position on accommodating bicyclists through J-turns. Jim Titus reported that SHA District 3’s position is that bicycles are vehicles and therefore no special design features are needed that would only benefit bicyclists. Michael Jackson reported that

District 2 had retrofitted a J turn in Queenstown at US 301 and MD Route 18 so that bicyclists would not have to engage in out of the way travel. He also said SHA was looking at this issue on a statewide basis. Jim acknowledged that District 3 staff told him their position is subject to change if SHA headquarters provides different direction. Jim also discussed possible impacts regarding legislative proposals to impose a sales tax on gasoline.

Greg Hinchliffe noted that transit bus service across the Thomas J. Hatem Memorial Bridge over the Susquehanna River is scheduled to begin soon which will connect communities in Harford and Cecil counties. The buses will be bike rack equipped. Greg commended Kevin Racine for his persistent advocacy supporting this new transit option. Greg lamented the lack of bicycle lanes on a strategic street in Baltimore City and tied this situation to the need for a Complete Streets resolution there.

In additional Baltimore City developments Greg commented on the fact that the free Charm City Circulator buses don't have bike racks but thought there wasn't a critical need since the section of the city served by these buses are easily bikable. He contrasted the lack of bike carrying capacity on free Circulator buses to the free water taxis that cross Northwest Harbor, connecting Douglas Maritime Park to Tide Point. Greg wants these free water taxis to carry bicycles. He also provided an implementation status update on various planned segments of the Jones Falls Trail.

Work on underway on development of a 2065 Vision Statement by the Baltimore Metropolitan Council including a number of bike plans. One is a planned shared use path that would parallel Martin Luther King Boulevard in Baltimore. Jim Titus mentioned that Dennis Callahan, former mayor of Annapolis and opponent of the W&BA trail alignment proposal through the Myers property in Anne Arundel County, had passed away.

The Committee voted in support of a motion for the Chair to send a letter to the Secretary of Transportation noting MBPAC's support for the concept of rails with trails in addition as evidenced in the December 2008 Rails with Trails resolution (see attachment). The letter would urge the Secretary to consider the concept of rails with trails whenever appropriate.

B. Education and Awareness Subcommittee – No written report submitted. Michael Jackson provided a status update on the development of draft Maryland Law Enforcement Bicycle Traffic Safety Training video in response to a question. Michael Mason noted he was seeking funding for trailer and bicycles to expand current youth bicycle safety training in Central Maryland out to Washington County. Michael Jackson asked why not use the grounds of Children's Village to provide youth bicycle safety training outside of their regular life skills education program already provided for county 2nd grade students. This would save the need to obtain a trailer to haul bicycles around to different Washington County locations.

Michael Mason would like Maryland school districts to adopt the bicycle and pedestrian safety education curriculum developed by the National Association of School Physical

Educators (NASPE). Michael Jackson asked why not stick with the bicycle and pedestrian safety education already developed by the City of Rockville that met Maryland state educational specifications. Michael Mason replied that a NASPE developed course carries a greater measure of prestige among educators.

Carol Silldorff discussed Bike Maryland's Bike Ambassador program and offered assistance to Michael Mason regarding promotion of the NASPE bike and pedestrian educational curriculum and increasing youth bicycle safety education. Jim Titus and Michael Jackson said Safe Routes to School programs should encourage school faculty and staff to walk or bike to school when possible to set a good example for the target student population.

Michael Mason and Erin Penniston thought they could promote adult participation in walking and bicycling to school through the school district level wellness policies and the Department of Health and Mental Hygiene's Community Transformation grants respectively. John Wetmore noted National Bike to School Day was coming up in May and promised to send promotional information to Michael Mason.

C. Tourism and Product Development Subcommittee – T&PD Subcommittee chair Dick Cushwa submitted a written report. Dick noted the name of the rail to trail proposal in south Washington County had been changed from the Roxbury-Weverton Trail to the Civil War Railroad Trail to note that it passes nearby the sites of much Civil War activity, including the Antietam National Battlefield. This 24 mile proposed trail alignment extends in a northwesterly-southeasterly alignment from the C&O Canal at Weverton to Hagerstown's City Park. Sixteen miles of the proposal trail is owned by the Department of Natural Resources. The upper five miles would be a rail-with-trail proposal. CSX railroad opposes this concept and this trail proposal will be added to a MBPAC resolution expressing support of both rail-to-trail and rail-with-trail concepts. Dick noted support for the proposed trail from the Town of Keedysville and the Save Historic Antietam Foundation citizens group. Dick noted there is much more support in southern Washington County for the proposed trail now than there was when the trail was proposed twenty years ago.

Carl noted he had worked with SHA District 6 and the Garrett County Department of Engineering to ensure that pedestrian walkways are included in the redesign of the Youghiogheny River Bridge at Swallow Falls. Anne Kyle discussed items in the T&PD subcommittee report that were provided by the Maryland Office of Tourism Development (OTD) and stated that OTD staff would be present at the upcoming annual Maryland Bicycle Symposium in Annapolis. OTD is partnering with a group in order to compile rail-trail information and lobbying to preserve funding for recreational trails. Cycle Maryland will now be maintained by SHA but OTD will continue to promote Cycle Maryland.

Michael Jackson described his attendance at a Cecil County bicycle plan meeting in Cecilton and town leaders embrace of the potential positive economic impact resulting from increased bicycle tourism in southern Cecil County.

D. Legislative and Government Affairs – L&GA subcommittee chair Patrick Sheehan provided a written report and led a discussion of conceptual legislative proposals and position recommendations from L&GA subcommittee members in the written report. Jim Titus raised objections to taking votes on conceptual legislative proposals because actual bill numbers hadn't yet been assigned, thus the exact language was unavailable. Others justified the discussion because in the event MBPAC is asked to provide a fast recommendation on actual legislative proposals, members would already have a general sense of the bill's background and rationale. All recommendations of the L&GA subcommittee on conceptual legislative proposals were approved with most State agency member representatives abstaining from voting.

3. Other Business

Fred Shaffer distributed Prince George's County Bill CB-2-2012 concerning Adequate Public Pedestrian and Bikeway Facilities in Centers and Corridors and requested that MBPAC adopt a position of support. He explained the bill would put pedestrians and bicycle accommodations on an even par with motor vehicle accommodations that must be provided by developers within a half-mile radius of development projects. Currently the County can require developers to pay for roadway improvements to mitigate anticipated increased traffic volume induced by new development but cannot require developer funded shared use path and sidewalk improvements within the same half-mile radius.

Fred was asked to draft a letter to the Maryland National Capital Park and Planning Commission urging that organization to support CB-2-2012 to MBPAC for member review and approval. If approved Jim Swift would sign the CB-2-2012 letter and send it to MNCPPC.

4. Adjournment

Jim Swift adjourned the meeting at 12:01 PM

Attachment – Rails with Trails Resolution, December 2008