

**Maryland Bicycle and Pedestrian Advisory Committee
October Meeting Minutes
Friday, October 9, 2009
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland**

Members Present

Richard Cushwa
Judith Grillo
Greg Hinchliffe
Michael Mason
Kevin Racine
Fred Shaffer (by Daniel Janousek)
Patrick Sheehan
Jeff Springer
Jim Swift
Jim Titus
Ann Walsh
Elbert “Tee” Whiting
Michael Jackson (staff)

Members Absent

Steven Allan
Vincent Browne, Jr.
Janet Harrison
Susan Mele
Carl Rebele
Marc Ross
Beverley K. Swaim-Staley
Cari Watrous
Neal Welch
John Z. Wetmore

Visitors Present

Barry Childress, Baltimore Bicycle Club/One Less Car
Nate Evans, Baltimore City Department of Transportation
Jim Hudnall, Oxon Hill Bicycle and Trail Club/One Less Car
Peter Moe, Maryland Highway Safety Office

Chairperson Jim Swift began the meeting at 9:35 AM

1. Acceptance of the August Retreat Meeting Minutes

Jeff Springer moved and Dick Cushwa seconded a motion to approve the August Retreat meeting minutes. The motion was unanimously approved.

2. Subcommittee Reports

A. Commuting and Transportation – Subcommittee Chair Jeff Springer provided a written report that noted that the C&T Subcommittee drafted a formal resolution to encourage accommodation for bicyclists and pedestrians for the renovation of the Governor Harry W. Nice Memorial Bridge, which was in turn voted by MBPAC at large, signed and sent to the Maryland Transportation Authority as part of the public comment. The subcommittee also drafted preliminary language for a resolution urging the Maryland

Department of Transportation to join the Maryland Department of Planning in the establishment of a partnership-type agreement with the Complete Streets Coalition. This resolution remains in subcommittee. Jeff also said he is working on a proposal for these two State agencies to take the lead in providing bicycle and pedestrian design training courses for traffic engineers.

B. Education and Awareness – E&A Subcommittee member Michael Mason read the report submitted by Vincent Browne. Michael said that their 2009-10 work plans were completed and shared them with his written report. He also stated that Toole Design Group had received permission by the Montgomery County Public Schools to conduct the Maryland School Administrators Study survey with county school personnel. Michael also stated that the subcommittee would be meeting in the near future to assign task responsibilities to individual subcommittee members in furtherance of work plan implementation.

Judy Grillo reported taking initial steps on her planned Non-motorized commuters guide for children. New subcommittee member Tee Whiting shared his past experience teaching life fitness, teacher education and bicycle safety for public school teachers at the University of the District of Columbia.

C. Legislative and Government Affairs – L&GA Subcommittee Chair Patrick Sheehan reported that meetings including product demonstrations are scheduled for November between the US Quiet Car Task Force and major hybrid automobile manufacturers on how to make these vehicles “audible” to pedestrians and bicyclists. Coordination has begun between L&GA members and One Less Car on reviewing 2010 legislative proposals in an effort to educate legislators about concerns of bicyclists and pedestrians earlier in the year. Patrick will contact Carol Silldorff of One Less Car to coordinate further joint 2010 legislative efforts on MBPAC’s behalf.

The Washington Area Metropolitan Transit Authority is developing plans to implement improvements at their bus stops including the development of minimum standards for bus stop placement. Other improvements include better sidewalks that access bus stops and introduction of new technology such as the Next Bus real time information program. These strategies are also being looked at the Baltimore metropolitan area. Unfortunately WMATA is expecting a revenue shortfall of \$130 million this year and subsequent cuts in bus, rail and paratransit services are anticipated unless local governments can make up the difference. Hearings are being scheduled to address this shortfall and the probable consequences.

D. Tourism and Product Development – T&PD Subcommittee Chair Marci Ross submitted a report listing the following actions taken in furtherance of their subcommittee’s work plans that Michael Jackson presented:

- Continued distribution of Maryland Bicycle Maps at all Maryland Welcome Centers

- Showcased hiking and biking in the October Maryland Spotlight campaign
- Publication of feature article on hiking and biking in the Office of Tourism
- Development's consumer newsletter with electronic links to the article sent to MBPAC members
- Awaiting report from the Potomac Heritage National Scenic Trail marketing meeting
- Promoting the opening of the C&O Canal Towpath lock tenders' houses which can be used for overnight lodging for towpath travelers.

The reported also noted that Marci would be attending a Trails Town meeting on October 13th in Confluence, PA and expected the formal release of the Maryland Trails Strategic Implementation Plan in the next few weeks. Dick noted that the National Park Service would be training the volunteer C&O Canal lock house quartermasters regarding hospitality aspects of the traveler accommodations. Greg Hinchliffe mentioned the cooperation between the Maryland State Highway and the Maryland Transit Administration staff and bicycle and pedestrian advocates in working on implementation strategies for the proposed Light Rail Trail project between Linthicum and Baltimore City.

Patrick requested that in the future subcommittee reports should be submitted in Word format so they can be read by persons with visual disabilities. Michael Jackson agreed to retype the subcommittee reports in a Word format.

3. Maryland National Capital Park and Planning Commission Presentation

Effective on October 1, 2009 the Maryland National Capital Park and Planning Commission became the 9th State agency represented on MBPAC. M-NCPPC senior planner Dan Janousek gave a brief introduction presentation regarding his employer. M-NCPPC is a bi-county agency that operates parks and assumes planning responsibilities in Montgomery and Prince George's counties. Their planning responsibilities cover the county governments and municipalities that have ceded their planning authority to M-NCPPC. They prepare comprehensive and community plans including those covering the Takoma-Langley Crossroads, the Central US 1 corridor, Upper Marlboro and the Bowie Train Station. M-NCCPC develops and maintains bikeways and trails in these two counties.

Dan stated M-NCCPC has embraced the Complete Streets concept and has pushed SHA to include "cycle tracks" along the MD 193 corridor in Langley Park and said cycle tracks are also under consideration for the US 1 corridor by his agency. He also said the Metropolitan Washington Council of Governments gave a grant to M-NCPPC to conduct a study of bike access to and bike hubs placement along the proposed Purple Line light rail corridor. M-NCPPC wants world class bike and pedestrian facilities to be provided.

4. Bicycle Fatality on Clarke's Landing Road Discussion

Jim Swift informed the members of remarks from the Maryland State Police regarding an on-going investigation of a collision between a motorist and bicyclist that resulted in the death of the bicycle operator on Clarke's Landing Road in St. Mary's County. A motorist rear-ended the bike rider and the collision resulted in his death. Many bicyclists were unhappy with the MSP's preliminary finding that the position of the bicyclist in the center of the travel would be considered as a primary contributing factor to the collision. As the statement from the police also indicated that the shoulder width was less than four feet and the travel lane was less than ten feet in width the bicycling community felt the bicycle rider's position in the center of the lane was consistent with Maryland vehicle law and therefore should not be considered a primary contributing factor.

Jim Titus moved and Patrick Sheehan seconded a motion that MBPAC prepare a resolution to the MSP requesting they refrain from making statements that appeared to fault bicyclists for taking actions consistent with Maryland law and that appear to be prejudicial against bicyclists. It was agreed that interested members would draft a resolution after the meeting which would be circulated to the membership electronically for a final vote.

5. Miscellaneous

MBPAC approved a motion by Jim Titus that the last 15 minutes of MBPAC meetings be reserved for public comment so as to provide guests an opportunity to provide input to the Committee in a more systematic and efficient manner. Guests would be allowed to respond to questions if specifically requested by Members outside of the comment period but would be otherwise expected to hold any questions and comments until being recognized during the public comment period.

6. Public Comments

Jim Hudnall recommended that the Members visit the website, www.copenhagenize and urged MBPAC to support repeal of Maryland's mandatory shoulder use law. Barry Childress said 10-foot wide travel lanes are more effective in reducing bicycle crashes than 12-foot wide travel lanes. He also said One Less Car is supporting the repeal of Maryland's contributory negligence rule. He noted that Baltimore County has hired a bicycle planning consultant and that funding is needed for a new bicycle map. Barry would like an opportunity to provide feedback regarding the wording of the pending resolution regarding the recent St. Mary's County bicycle fatality. Nate Evans, City of Baltimore bicycle and pedestrian planner said the City is pursuing the adoption of a Complete Streets policy. He noted that 60 students from his child's school in suburban Perry Hall participated in Walk To School Day by walking the school bus route to school.

7. Adjournment – The meeting was adjourned at 11:58 AM.