

# Maryland Bicycle Advisory Committee

## Minutes of March Meeting

Friday, March 10, 2000

10 am till noon

State Highway Administration District 3 Office  
9300 Kenilworth Avenue, Greenbelt, MD

### ATTENDEES

MBAC members who attended:

Harvey Muller  
David Taylor  
Carl Rebele  
Bill Kelly  
Don LaFond  
Randy Mardres  
Michael Levensgood  
Bill Siwak  
Bob Moore

Those members who did not attend

Jim Phillips  
Lori Dimeter  
Matt Miller (excused)

Other persons who attended

Scott Dutrow, SHA  
Denise Wilson, SHA  
William Park, SHA  
Diane Ratcliff, MTA  
Douglas Simmons, SHA  
Bob Herstein, SHA  
Wes Chan, SHA  
Ravi Ganvir, SHA  
Tom Revelle, SHA  
Curtis Russell  
John Qverstreet  
Dorothy Hodges  
Fred Shaffer  
Jim Hudnall  
Anon Vechery  
Diann Vechery  
Brian Muldoon  
Steve McHenry  
Robert Goodman

## ISSUES DISCUSSED

1. Harvey Muller expressed his concern about non-committee members attending the MBAC meetings. He noted that at the January meeting, non-appointed attendees were voting on committee business. He stated that this was unacceptable. He noted that the Governor appointed 13 persons to the committee and it should be those persons who vote on issues. After a brief discussion, the attending members agreed that visitors and subcommittee members would be welcome to attend the meetings but all procedures and voting would be done by members only.
2. Bill Kelly gave a briefing on the February 2, 2000 Bicycle Symposium in Annapolis. He noted that there were over 32 displays in St. John's Hall and approximately 100 persons attended the panel discussion in the evening. The panel consisted of elected officials, government representatives and consultants.
3. Harvey Muller introduced six members of the SHA family who will represent the various districts in regard to bicycle and pedestrian issues. If you have any questions in regard to state highway projects, these are the persons you should talk to. Please note that subsequent to the meeting, there have been some changes. A revised list of persons is attached.
4. Bob Moore and Steve McHenry reviewed several of the bills that were introduced in legislation. The main focus of the bills would require the Department & Transportation to dedicated 3 percent of its annual budget to bicycle and pedestrian facilities. This would result in \$62.2 being spent on bike/ped issues each year. Douglas Simmons, from the SHA stated that the Department estimated that it dedicated over \$41 million for bicycle and pedestrian improvements in 1999. The Department is not so much opposed to spending the additional monies for bicycling and walking as it is opposed to mandatory ear marking of funds for special interest groups.

Another section of the bill would require DOT to establish a Director of Bicycle and Pedestrian Affairs at the Secretary's level whose responsibility it would be to oversee all transportation projects to make sure they were reviewed for bicycle and pedestrian compatibility.

Another section of the bill would change the MBAC from a bicycle committee to a bicycle/pedestrian committee. The SHA questioned whether this will restructure the committee? Will the current committee members be asked to resign and the committee re-formatted with bike and pedestrian advocates? These are questions that need to be addressed if the current bill is passed.

5. Harvey Muller described the Retrofit Bicycle Program. This is a \$1 million program established by the SHA for FY 2000 to repair, construct, stripe, etc. state roadways to help promote bicycling and bicycle safety throughout Maryland. Please submit any minor improvement proposals to Harvey Muller at 410-545-5656. hmuller@sha.state.md.us or

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707 N. Calvert Street  
Baltimore MD 21202

6. Diane Ratcliff noted that the MTA was studying the issue of bicycles on MARC trains. She stated that MARC owns the passenger cars. CSX owns the rails and Amtrak manages the conductors. A field test was scheduled for Thursday, March 16 with cyclists and conductors to

determine the difficulty of entering and exiting a train while carrying a bicycle. Mike Levensgood and Harvey Muller will participate. Diane will report on the study at the April MBAC meeting.

7. Bill Kelly asked the committee to once again vote to accept the opinion papers that Randy Mardres has prepared several months ago. Again there was some discussion in regard to the content of the papers but the committee finally accepted them. Attached is a copy. Please note that item no. 8 on the list was tabled until the April meeting. Please review this item and be prepared to discuss and vote on its content at the next meeting.

8. Mike Levensgood and Dave Jones reported that they had been gathering bicycle safety materials to help the SHA with their Bicycle Safety Awareness campaign. Harvey Muller noted that the SHA was planning to kick off the campaign in May 2000. Bicycle Month.

Bill Kelly had sent both Mike Levensgood and Don LaFond a copy of a children's safety workbook for their review with the idea that it may be acceptable to be distributed to Maryland's school children. Don expressed some reservations. He thought the content tried to cover too wide of a range rather than targeting a specific age group. It decided not to pursue the booklet.

9. Harvey Muller noted that the SHA would be developing a calendar for major bicycle events. It has not yet been determined whether the calendar will be totally online or both online and some format of magazine/newsletter.

10. Harvey Muller asked the committee members if they would be interested in another summer retreat this year. They responded yes but gave no indication when or where. Harvey will need follow-up from the committee at the April meeting.

11. Harvey Muller announced that the 2000 Pro Bike/Pro Walk Conference is scheduled for September 5-9 in Philadelphia. He noted that this would be a good opportunity for the committee members to attend a national bicycle and pedestrian conference.

## **POSITIONS and RECOMMENDATIONS**

- I. All highways, except those where cyclists are legally prohibited, should be designed and constructed under the assumption that they will be used by cyclists. Bicycles should be considered in all phases of transportation planning, new roadway design, roadway reconstruction, and capacity improvement and transit Projects.
- II. It is the Bicycle Advisory Committee's goal that all routes in Maryland, **WHETHER STATE OR COUNTY**, be constructed **OR IMPROVED** so that motorists need not change lanes when passing bicyclists or pedestrians. (Anticipates state assisted funding where help is needed.)
- III. The Bicycle Advisory Committee recommends that state roads be built with paved shoulders of smooth pavement not less than 4 feet width or wide curb lanes of 16 feet unencumbered with structures; and that there be on the curb lanes a white stripe four feet from the gutterpan.
- IV. It is the Bicycle Advisory Committee's goal that all designated bikeways in Maryland be designed, built and maintained in the most environmentally sound manner.
- V. The MBAC recommends to all highway authorities in Maryland that when each intersection in the state with dedicated turning lanes is improved, a striped bicycle lane through the intersection be added.
- VI. In support of the State Highway Administration's vision to "make bicycling and walking a convenient, efficient, and enjoyable option within the framework of an integrated statewide transportation network," the Bicycle Advisory Committee recommends that the SHA identify in each SHA region, a position to be the Bicycle and Pedestrian Coordinator / Point of Contact, with responsibilities similar to those of the state position.
- VII. The Bicycle Advisory Committee recommends that the shoulders on Maryland expressways and controlled access highways be opened to bicyclists. Exceptions should be published and provided with standing signs.
- VIII. The Bicycle Advisory Committee recommends creating a statewide bicycle and pedestrian master plan, to ensure that bicyclists and pedestrians are properly considered in highway development and construction.