

**MARYLAND
BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE**

**ANNUAL REPORT
November 2000**

Prepared for:

STATE OF MARYLAND

Parris N. Glendening
Governor

For additional copies of this report please contact the
Maryland Bicycle and Pedestrian Coordinator at:

Maryland State Highway Administration
707 N. Calvert Street
mail stop c-502
Baltimore, Maryland 21202

or

1-800-252-8776

or

hmuller@sha.state.md.us

This Annual Report is on the World Wide Web at <http://ohbike.org/mbac/report/2000.pdf>

EXECUTIVE SUMMARY

Maryland, with its excellent system of roadways and trails, its geographic variety, and our close proximity to popular tourist destinations and cities, is recognized as one of the best places in the United States for bicycling and walking. While it is true that much has been done in the past few years to make Maryland a better place for bicycling and walking, much remains to be done. Our goal is a truly multi-modal transportation system in Maryland. Everyone should have safe, easy, and convenient access to schools, employment centers, recreational centers and commercial centers.

We are fortunate to have a Governor, Parris N. Glendening, whose leadership has made Maryland's Smart Growth Initiatives a model for the nation. We are equally fortunate to have a Secretary of Transportation, John Porcari, who realizes that transportation is not just about moving people, but also about the quality of life in our communities. By working with them, and with our government agencies, elected officials, and citizen groups, we can see our vision of livable communities where people can safely and conveniently bicycle and walk.

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MBPAC MEMBERS

Washington Metropolitan Area Representatives

William Kelly, Chairman
5206 Paducah Road
College Park MD 20740
phone: 301-441-2740
e-mail: ws.kelly@worldnet.att.net

Randy Mardres
3136 Casteleigh Road
Silver Spring, MD 20904
phone: 301-890-0064
e-mail: rmardres@juno.com

Baltimore Metropolitan Area Representatives

Robert Moore
216 Longwood Road
Baltimore, MD 21210
Phone: 410-435-6623
e-mail: bikemoore@smart.net

Michael Levengood
206 Bell Road
Westminster, MD 21158
phone: 410-876-3373
e-mail: rideleader@msn.com

Eastern Shore Representative

James Phillips
Director of Public Safety
Salisbury State University
1101 Camden Avenue
Salisbury MD 21801 -6860
phone: 410-543-6007 FAX: 410-543-6117
e-mail: jlphillips@ssu.edu

Western Maryland Representative

Carl Rebele
901 Pine Tree Point Road
Swanton MD 21561-9736
phone: 301-387-6399 FAX: 301-387-6347
e-mail: creb@gcnet.net

Southern Maryland Representative

Bill Siwak
366 Kingsberry Drive
Annapolis, MD 21401
phone: 410-757-7403
e-mail: bsiwak@annapolis.net

Maryland Department of Education

Don LaFond
200 West Baltimore Street
Baltimore, MD 21201
phone: 410-767-0209
e-mail: dlafond@msde.state.md.us

Department of Health and Mental Hygiene

Gregg Ukaegbu
201 West Preston Street
Baltimore, MD 21201
phone: 410-767-5780
e-mail: ukaegbu@dnhh.state.md.us

Department of Business and Economic Development

Matt Miller
217 Redwood Street, 9th floor
Baltimore, MD 21202
phone: 410-767-6272
e-mail: mmiller@mdbusiness.state.md.us

Maryland Department of Transportation

Harvey Muller
Bicycle and Pedestrian Coordinator
State Highway Administration
707 N. Calvert Street, mail stop C-502
Baltimore, MD 21203
phone: 410-545-5656
e-mail: hmuller@sha.state.md.us

Department of Natural Resources

David Taylor
State Forest and Parks Service
Tawes State Office Building; Bldg. E-3 580
Taylor Avenue Annapolis MD 21401
phone: 410-260-8162
e-mail: dtaylor@dnr.state.md.us

Maryland State Police

Sgt. D.K. Jones
State Highway Administration
State Operations Center
7491 Connelly Drive
Hanover, MD 21076
phone: 410-582-5618
e-mail: djones3@sha.state.md.us

INTRODUCTION

The Maryland Bicycle Advisory Committee was established by legislation in 1990 and charged with the mission to make Maryland the best recognized bicycle-friendly and safe place in America. This year the Bicycle and Pedestrian Access 2001 bill passed by the General Assembly extended the Committee's mission to include pedestrians, changing it to the Maryland Bicycle and Pedestrian Advisory Committee.

The Committee works with the Maryland State Government, elected officials and the citizens of Maryland to secure mobility for all persons. Our goal is safe, easy, and convenient access to schools, employment centers, recreational centers and commercial centers for all persons. Bicycling and walking in Maryland must be legitimate and safe modes of transportation for the young, the middle aged and our seniors. One out of every three citizens in Maryland does not have a driver's license. This means that approximately 1.8 million men, women and children must rely on transit, walking, bicycling or some other form of transportation. Bicycling and walking are essential parts of Maryland's transportation system. Bicycling and walking make sense. They provide clean and inexpensive travel between our homes, businesses, communities and workplaces; they reduce the burden on our highways and help make both our environment and our citizens healthier. The Maryland can be the leader in providing mobility for bicyclists and pedestrians, making bicycling and walking viable modes of transportation.

The Committee also wants Maryland to be the national leader in making our roadways and other transportation systems safe for its users. This can be done through good design, education, and enforcement. Many pedestrian and bicycle related accidents and fatalities can be reduced through better education and stricter law enforcement.

In Maryland, cardiovascular disease is the single largest cause of death and a leading cause of disability. The three contributing factors to cardiovascular disease are smoking, lack of physical activity, and poor nutrition. Bicycling and walking are forms of physical activity that can be easy, convenient and safe for young and old. We must promote the health benefits of bicycling and walking.

Maryland is proud of its more than 400 miles of hiking and biking trails, with another 100 miles being planned. These trails give Marylanders opportunities for transportation options, physical activity, and recreation. We want to see these trails connect with each other, with our road system and with transit stations to give Maryland a network for travel by bicycle and walking.

Maryland can become a national tourism mecca for bicycling. From the mountains of Western Maryland through the rolling terrain of Central Maryland to the flat Eastern Shore, Maryland has something to offer all cyclists. Maryland has many rural roadways with wide shoulders and there are numerous trails available throughout the state. Much of Maryland's transit system is available for cyclists to use to expand their range of mobility.

The Committee is working to expand bicycle and pedestrian opportunities throughout Maryland. We have been very successful in the past few years. We want to do more. We want to work with the citizens of Maryland and our elected officials to provide a more mobile society where walking and bicycling are integral elements and where pedestrian and bicycle safety is paramount.

MBPAC RECOMMENDATIONS

These recommendations were adopted by a vote of the MBPAC on April 14, 2000.

1. 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.
2. All routes in Maryland, whether state or county, should be constructed or improved so that motorists need not change lanes when passing bicyclists or pedestrians. (Anticipates state assisted funding where help is needed locally.)
3. All state roads should be built with paved shoulders of smooth pavement not less than 4 feet width or wide curb lanes of 16 feet unencumbered with structures. There should be on the curb lanes a white stripe four feet from the gutterpan.
4. All designated bikeways and trails in Maryland should be designed, built and maintained in the most environmentally sound manner.
5. When intersections with dedicated turning lanes are improved, a striped bicycle lane through the intersection should be added.
6. The SHA should identify in each SHA district someone to be the Bicycle and Pedestrian Point of Contact with responsibilities similar to those of the state Bicycle and Pedestrian Coordinator.
7. Shoulders on Maryland expressways and controlled access highways should be opened to bicyclists. Exceptions should be published and provided with standing signs.
8. A statewide bicycle and pedestrian master plan should be created to ensure that bicyclists and pedestrians are properly considered in highway development and construction.

SUBCOMMITTEE REPORTS

TRANSPORTATION AND COMMUTING

The Subcommittee sponsored a number of studies and reports including:

- Maryland Lane Width
- Crossing Right Hand Turning Lanes with Pocket Lanes
- Bicycling on Maryland's Expressway and Controlled Access Shoulders
- Smart Growth and Bicycling in Maryland
- The Committee also had all the state laws pertaining to bicycles and bicycling travel consolidated into one reference document.

The Subcommittee has looked at ways bicycle issues are reported in the state. Several proposals made include the creation of a standard Bicycle Incident form and the identification of the bicycle components of SHA's Consolidated Transportation Program (CTP).

This subcommittee examined impediments to the full use of the state's highway system by bicyclists. The Subcommittee held meetings and surveyed bicyclists, both within and outside the state, regarding bicycling conditions in Maryland. The result of this examination shows five principal areas of concern far ahead of all others. The issues are all for access and safety on the highways.

- Width of right hand traveling lane (lane, shoulder or bike path)
- Closure of traditional bicycle routes as they become converted or are blocked by expressways upgrades
- No accommodation for bicyclists on the rapidly increasing number of right turning lanes and intersection upgrades
- Bicycle access across the Chesapeake Bay Bridge
- Bicycle access to the transportation system for the less experienced bicyclist

As a result of these findings the Maryland State Highway Administration is reviewing its position on § 21-1250.1 "Bicycles prohibited on certain roadways and highways", "Share the Road" sign placements and its procedures for routing bicycles across right turning traffic. Though MdSHA has set no policy on these issues yet, the administration has adapted the new Guide of Bicycle Facilities by the American Association of State Highway and Transportation Officials (AASHTO) as the state guidelines.

The Subcommittee encouraged participation in the first International Walk Your Child to School day, October 4., 2000. The day was a success, with participation by many schools and celebrities, including the U.S. Surgeon General. The Subcommittee is working with the Legislative Subcommittee on a "Safe Routes for Children" bill similar to one passed in California

EDUCATION AND SAFETY

The Education and Safety Subcommittee studied various education and safety programs to come up with a K-5 program that would give our young people a solid basic education in safe cycling. This program could be inserted into the Physical Education segment of their school day and would have no negative impact on normal scholastic activities. Implementation of a bicycle education program will require support and cooperation from the Department of Education and local school boards.

The Subcommittee helped SHA develop a Bicycle and Pedestrian Safety Awareness Campaign for educating cyclists, pedestrians and motorists as to their responsibilities.

TRAILS

Several new trails were funded, opened, extended or had construction start this year. These are:

- The Bay Ridge Trail, in Anne Arundel County just outside Annapolis.
- WB&A Trail from Lanham to the Patuxent River in Prince George's County.
- The Annapolis Spa Creek and Poplar Avenue Trails.
- Allegheny Highlands Trail
- Funding for the construction of the WB&A Trail from Odenton, Maryland through Piney Orchard to the Patuxent River in Anne Arundel County. Construction is to start in early 2001.
- Funding for a study to create a trail on an abandoned Railroad bed St Mary's County.
- Anne Arundel County continues to do engineering work on the south shore line of the WB&A Trail that will extend from Odenton, MD to Annapolis. Funding is expected in 2001.

LEGISLATIVE

The Legislative Subcommittee worked with many organizations in Maryland to see two significant bills pass by overwhelming margins in the Maryland General Assembly.

Bicycle and Pedestrian Access 2001 (HB 1147 filed by Delegate Joan Pitkin) was the first major bicycling legislation since the Access 2000 bill was passed in 1995. The Access 2001 bill

- declares bicycle and pedestrian access to transportation facilities an essential component of the state's transportation system;
- requires best engineering practices regarding the needs of bicycle riders and pedestrians be employed in all phases of transportation planning;
- provides for a Director of Bicycle and Pedestrian Access in the office of the Secretary of the Department of Transportation;
- requires the Director to develop a Statewide 20-Year Bicycle-Pedestrian Master Plan by October 1, 2002;
- expands the focus of the Bicycle Advisory Committee to include pedestrians; and
- requires annual reporting of expenditures and progress toward the attainment of bicycle and transportation goals.

A Bicycle and Pedestrian Program Account was eliminated from the Access 2001 bill, but the compromise bill that passed does require reporting in the Consolidated Transportation Program (CTP) and to the General Assembly.

The Bicycles on Passenger Railroad Services (HB 1260 filed by Delegate Brian Moe) requires the Mass Transit Administration to adopt regulations to facilitate the transportation of bicycles on passenger railroad services. The amended bill was an improvement to the original bill that would have allowed bicycles on trains, but with too many restrictions.

COMMUNICATIONS

The Communications Subcommittee produces meeting minutes, the ProActions Newsletters, a Bike/Ped Directory, and the annual report. These documents are available on the Web at <http://ohbike.org/mbac>, along with links to Maryland bicycling organizations and a listing of bicycling events.

REGIONAL REPORTS

Membership on the Committee reflects the diverse geographic, economic, and public interests associated with bicycling and walking in Maryland. Thirteen members are appointed to the committee by the Governor. Seven of the members are citizens representing the five geographic regions of the state. Two citizen members are selected from both the Baltimore and Washington metropolitan areas. One member represents each of the rural areas in the state; Western Maryland, Southern Maryland, and the Eastern Shore. These reports highlight activities, advisory groups, projects, and organizations in each area.

BALTIMORE METROPOLITAN AREA

The Baltimore Metropolitan Area has two representatives on the MBPAC. Bob Moore is chairman of the Legislative Subcommittee and is involved with legislation to help improve bicycling and walking conditions. He is working on a variety of trail development projects. Mike Levengood is chairman of the Education and Safety Subcommittee. He is working with various local committees (Maryland Safe Kids, etc) to get bicycling safety programs implemented. Both representatives are working closely with area bicycle clubs to get the word out that bicycling is a safe and efficient means of transportation and recreation. They are increasing public awareness that bicycling and walking are important parts of Smart Growth and environmental planning.

The Baltimore Metropolitan Council, as staff to the Baltimore Regional Transportation Board (or BRTB, the metropolitan planning organization for the cities of Baltimore and Annapolis, as well as Anne Arundel, Baltimore, Carroll, Harford and Howard counties) is working with a consulting team led by SCI of Laurel, MD, to produce a bicycle, pedestrian and greenway plan for the region. This will build on earlier studies sponsored by the BRTB which evaluated roadway conditions for bicycling and the potential demand for bicycle trips in the region. The plan will include policy and facility recommendations to help encourage bicycling and walking. The BRTB has a Bicycle and Pedestrian Advisory Group, which meets bi-monthly.

The Baltimore Mayor's Bicycle Advisory Committee advises the mayor, city council, and departments of city government of opportunities to improve the bicycling environment in Baltimore City.

Baltimore has two hiker-biker trail systems. One is along the Gwynns Falls stream valley of west Baltimore and one is along the Jones Falls through the central part of the City. Both trail systems will link to Downtown Baltimore and the Inner Harbor. These trails will primarily be Class I trails completely separated from traffic. **The Gwynn Falls Trail** will be 14 miles long beginning at the western edge of the city in Leakin Park and connect 2000 acres of parkland and thirty neighborhoods to the Inner Harbor. Phase I, a 4 1/2 mile segment in Leakin Park, has been completed. Phases II is in the final stages of design, and Phase III is in the early stages of design. Both are expected to be complete in late 2002 or early 2003. **The Jones Falls Trail** will extend approximately ten miles from Robert E. Lee Park in Baltimore County to the Inner Harbor. A segment of the trail has been funded and is in design. This segment will connect Druid Hill Park to Penn Station in the Midtown section of Baltimore. A Master Plan is being developed for the remaining sections. To celebrate the proposed trail and the beauty of the Jones Falls stream valley, the 3rd annual Jones Falls Celebration was held in Baltimore in September 2000.

The 8th annual Tour du Port bicycle ride around the Baltimore Inner Harbor was held on October 22 and attracted 1800 cyclists who rode either a 22-mile route or a 9-mile route.

WASHINGTON METROPOLITAN AREA

The Washington Metropolitan Area has two representatives on the Maryland Bicycle and Pedestrian Advisory Committee. Bill Kelly, chairman of the Committee, founded the College Park Area Bicycle Coalition in 1988. Randy Mardres is chairman of the Transportation and Commuting Committee. They are working to make the Washington Metro Area more Bike/Ped Friendly. Work is required on all levels - neighborhoods, cities, counties, state and national - to make Bike/Ped Transportation work. A transportation system must connect neighborhoods, schools, work centers and transit stations. Progress has been made because of the close cooperation between advocacy organizations, advisory groups, government agencies, and elected officials.

Citizens and Government are working together to improve bicycling and walking.

College Park Area Bicycle Coalition (CPABC) has been successful in bringing bicycle and pedestrian issues to the forefront. CPABC has worked in Annapolis since 1988 proposing and working for laws to give bicyclists and pedestrians a better and safer transportation system. CPABC has held three successful Bike/Ped Information Symposiums in Annapolis over the last five years with hundreds attending. The next Bike/Ped Information Symposium will be Wednesday, February 7, 2001.

Washington Area Bicycle Association (WABA) is working with CPABC and other Bike/Ped groups to increase the hours that bicyclists have access to Metro and to have bike racks installed on all Metro busses. They are active in developing trails and bike lanes through the metropolitan area.

The Montgomery County Bicycle Advisory Group (MCBAG) under the auspices of the Office of Engineering, Department of Public Works meets monthly to review bicycle projects and policies in the county. They helped the county DPW and State Highway Administration create a statewide traffic signal detector policy. MCBAG plans to publish brochures and a countywide bicycle map. MCBAG works closely with Frederick and Prince Georges County organizations. A new group, Friends of Route 29, seeks to legalize bicycling on Maryland's expressway shoulders.

The Montgomery County Master Plan of Bikeways draft will be ready for review this winter. The plan includes a Geographic Information System (GIS) map that will display all planned facilities. The goal is to increase bicycle ridership in the county by improving safety with bike lanes, shoulders, separate facilities and traffic calming.

The Rockville Citizen Bikeway Committee is open to interested citizens and meets monthly to review projects, advise on bikeway issues, and promote bicycling.

Rockville is implementing the Rockville Bikeway Master Plan adopted in 1998. The city has installed 15 miles of the planned 50 miles of bikeways. Two off-road paths totaling another 3.5 miles will be open for use in the spring of 2001. Other facilities include bicycle racks being installed in town center retail locations and bike lockers at most city-owned facilities. Bike safety programs are being implemented in the schools, and a program that gives away helmets, locks and lights to young riders has been very successful. Rockville has a bikeway maintenance program that increases leaf collection and street sweeping on streets designated as bikeways.

The Prince George's County Bicycle Trails Advisory Group (BTAG) meets quarterly under the leadership of the Transportation Planning Division, Prince George's County, Maryland-National Capital Park and Planning Commission. The group prioritized the county's on-road bikeway and off-road trail projects for inclusion in the joint signature letter from the

County Executive, the County Council, and Transportation Committee to the Maryland Department of Transportation. A Potomac River Subcommittee is working on alignments for the Potomac Heritage Trail and developing a map and brochure for the Potomac Heritage Trail on-road bicycle route.

The Washington Metropolitan Area is developing a trail network.

Area trails have been designated by the White House Millennium Council to be Millennium Trails. Some are also important segments of two national trails: the American Discovery Trail which will run from San Francisco to D. C. along our local trails and onto Delaware, and the East Coast Greenways from Florida to Maine.

The 26 mile **Anacostia Stream Valley Trail System** forms a green necklace around the University of Maryland. This wonderful trail connects to five Metro stations and six major work/school centers employing close to 200,000 workers/students and allows access to downtown Washington. It soon will have a connection to the Metropolitan Trail with a complete off-road connection to D.C.

A six mile segment of the **Washington, Baltimore and Annapolis (WB&A) Trail** opened and was dedicated November 4, 2000, to Morris Warren of Bowie for his vision and commitment to the trail. This trail will connect our nation's capital, Washington, D.C. and our state capitol in Annapolis when all the segments are completed.

The **Capital Crescent Trail** is a paved trail from Georgetown to Bethesda. With the opening of a bridge over River Road and a tunnel under Wisconsin Avenue, trail usage continues to grow. The trail is unpaved between Bethesda and the Silver Spring intermodal Transit Center. A consultant is working on plans to provide a paved connection to the Transit Center and to the Metropolitan Trail, a commuter bikeway from Takoma Park into Washington, DC.

The six mile **Henson Creek Trail** is being extended to the Potomac River and the future Potomac Heritage Trail. The northern end of the trail will someday be extended to the Branch Avenue Metro Station and the future Suitland Parkway Trail.

The State and Counties are making roads better for bicycling and walking.

Although more miles of off-road trails are being built, most bicycling and walking will continue to be on our state and county roads. Trails alone will never connect every trip source and destination. We must consider every street and road as a bikeway. The State Highway Administration and county departments of public works and transportation want road projects and improvements to accommodate bicycling and walking. They are starting to use the guidelines for bicycle facilities published by the American Association of State Highway and Transportation Officials (AASHTO). They are paving shoulders when resurfacing roads, and they are including wide outside curb lanes on road improvements. **US Route 1 in College Park** is under study for improvements to revitalize the area, make the corridor a more livable and walkable area, and improve the quality of life in the corridor. MPBAC, SHA, CPABC, and other organizations are working together to reach this goal with a design that accommodates bicyclists and walkers while addressing the concerns of local business owners. The **Woodrow Wilson Bridge** replacement has begun and will have a 12' wide bicycle and pedestrian lane. The bike/ped lane will cross over the Beltway on the Rosalie Island deckover and connect to a trail to **National Harbor**. Although the trail will go through National Harbor's Beltway Parcel to Oxon Hill Road, it remains uncertain whether National Harbor's road system will accommodate bicyclists and pedestrians. MPBAC, BTAG, and local advocacy groups are working to have the

Wilson Bridge and National Harbor have safe and convenient connections to Oxon Cove Park to the north and to Fort Foote National Park to the south.

WESTERN MARYLAND

GARRETT COUNTY is bicycle friendly with hundreds of miles of easy to moderate rolling terrain for the beginner to intermediate cyclists. More challenging routes are also available for the experienced rider. SHA has provided 10' shoulders on most of US Routes 40, 135, and 219. They also broom clean these shoulders each spring. Other roads are rural and rolling, but always with a spectacular view of this Maryland countryside that is just west of the Eastern Continental Divide. State Park trails share their use with hikers, cyclists, and even snowmobiles. The new DNR Discovery Center is bike/ped accessible. The Garrett County Trail Map can be found at <http://www.dnr.state.md.us/publiclands/trailguide/>.

ALLEGANY COUNTY will begin final construction in 2001 of its section of the Allegheny Highlands Trail from Washington to Pittsburgh. The trail will connect north from Frostburg to the Mason Dixon line and east along the Steam Scenic Railroad to Canal Place in Cumberland, the terminus of C&O Towpath from Washington, DC. The railroad/pedestrian tunnel under US Route 40 requires engineering and funding. Maps are available at <http://www.ahtmtrail.org/>. Green Ridge State Park has opened a challenging mountain bike trail for beginners and experienced cyclists.

WASHINGTON COUNTY has opened an all-purpose asphalt trail adjacent to the C&O Towpath in Hancock. It is handicap accessible. The area will benefit from the completion of the DC-MD-PA trail.

FREDERICK COUNTY is completing bike/ped planning for its infrastructure, rail transit stations and access to the C&O Towpath. Greenbrier State Park is organizing their trail system for mapping and all purpose accessibility.

Funding should continue for 10'-16' shoulders in western Maryland whenever SHA road relocation, upgrades, or resurfacing is budgeted. Shoulders not only provide safety for the motorist and Bike/Ped traffic, they move surface drainage farther from the road's surface, resulting in durability and longevity.

SOUTHERN MARYLAND

Rapid development in Southern Maryland is putting an increased demand on the rural open spaces as well as the road and highways system. Rural roads are seeing increasingly higher volumes of automobile and truck traffic, making roads without shoulders less safe for bicyclists and pedestrians. Roadway shoulders are being eliminated for the addition of left turning lanes or right side bypass lanes. The level of safety and comfort for bicyclists and pedestrians is decreasing. For the safety of motorists SHA has started grooving remaining shoulders. These rumble strips are a hazard to bicyclists making left turns over these grooves.

Because of the request of local advocates, the SHA project to widen Route 2 from the South River through to Route 214 will have 6 feet shoulders and sidewalks. These enhancements will allow the mobility along that road system for those on foot or on a bicycle. These improvements also link the Annapolis and London Town heritage areas by a safer road system for all modes of transportation.

The Tri-County Council for Southern Maryland received \$50,000 from MDOT to develop a regional Trails and Bikeways Plan for Charles, St. Mary's, and Calvert Counties.

EASTERN SHORE

The Eastern Shore is a major tourism destination for bicyclists. This area attracts cyclists from all over the Atlantic coast because of its flat terrain, scenic views of the Chesapeake Bay and Atlantic Ocean, abundant waterfowls and other wildlife, excellent tourist accommodations, and miles of good roads for cycling. Many of the roads have shoulders, which although built to accommodate the area's farm vehicles, also benefit cyclists. As development increases, especially around Salisbury, Cambridge, Easton, and Ocean City, heavier traffic and loss of shoulders are making cycling less safe. This is especially true in some busy intersections and where shoulders have been taken for turn lanes or additional through lanes.

The Maryland State Highway Administration is working to maintain and improve bicycle and pedestrian access. Through the Bicycle Retrofit Program, priority will be given to making a connecting bike lane from the Wicomico County Tourism Center on Rt. 13 in Salisbury to two existing roads. In Ocean City, a bike path is being designed that is off of Ocean Highway. Also, a number of "Share the Road" signs will be installed on various state highways in the area.

The Salisbury Sea Gull Century is the biggest bicycling attraction in Maryland, attracting 6,904 cyclists from 32 States and Canada this October.

The Wicomico County Greenways Commission is identifying roads that make excellent bike routes in the county, starting at various Greenway Hubs. These routes will be identified and a map for will be prepared for distribution.

The Lower Eastern Shore Heritage Committee is looking at ways to tie bicycling options into the history of the area. They have a Web page on biking at http://skipjack.net/le_shore/heritage/bicycle_touring.html.

REPORTS FROM STATE AGENCIES

Six of the thirteen Committee members are state government officials who represent the Departments of Education, Health and Mental Hygiene, Business and Economic Development, Transportation, Natural Resources, and the Maryland State Police.

MARYLAND DEPARTMENT OF EDUCATION

Little has been done in the Department of Education to promote or encourage bicycling and walking. Many parents and educators prefer students not bicycle or walk to school. Many educators feel that the limited time teachers have to cover many topics does not allow time for bicycle and pedestrian safety education. The MBPAC believes that students should be able to safely bike or walk to school and that bicycle/pedestrian safety education should be taught in our schools. California has passed legislation for "Safe Routes to School" and increased the number of students walking or biking to school. Hawaii has a BikeEd program that trains fourth graders to safely bicycle on streets. The MPBAC would like to see similar legislation and programs in Maryland.

DEPARTMENT OF HEALTH AND MENTAL HYGIENE

The Division of Cardiovascular Health and Nutrition (CVHN) provides funding to local health departments to promote healthy eating, physical activity and blood pressure programs in schools, worksites and the faith community. The division provides technical assistance and

guidance on local program activities and strategies. At the state level, CVHN partners with other state and private agencies to promote cardiovascular health and prevent disease in the population-at-large. In Maryland, cardiovascular disease is the single largest cause of death and a leading cause of disability. Prevention efforts aimed at positive lifestyle behaviors can reduce the burden of Cardiovascular Disease in Maryland. Major factors in cardiovascular disease are smoking, lack of physical activity, and poor nutrition. CVHN promotes the health benefits of bicycling and walking.

The Office of Injury and Disability Prevention (OIDP) is an arm of the Maryland Department of Health and Mental Hygiene that focuses on reducing death and disability due to intentional and unintentional injuries within the state. Reducing bicyclist and pedestrian injuries has been an integral part of OIDP's service to Maryland since its inception. In any given year, OIDP is involved directly or indirectly in promoting bicycling and pedestrian safety through its unified grant awards to the counties.

OIDP operates by developing and maintaining injury and disability surveillance systems, providing funds for local injury prevention intervention programs, evaluating injury and disability prevention programs, educating the public, professionals, and decision-makers, and recommending and supporting state and local legislative efforts to reduce injuries.

In keeping with its mission, the office provides funds to local health departments who create programs designed to promote and prevent bicycling and walking injuries. In the fiscal year 2001, OIDP has provided funds and other resource support to enable Cecil, Prince Georges, Montgomery, and Talbot Counties to implement bicycling and pedestrian safety programs.

Cecil County is approaching bicycle safety through an interactive helmet education program which involves children in Head Start and their parents. The county intends to distribute 150 free bicycle helmets by the end of the program. Montgomery County's program uses a multi-faceted approach to prevent injuries at identified high-risk accident sites in the county. The program also enlists the cooperation of pedestrian safety coalitions in Bethesda and Silver Spring to ensure that populations most at risk for related injuries get the message and benefit from the program goals. Talbot County, as Cecil, is providing bicycle safety education to third graders, distributing free helmets, and encouraging their use accordingly. OIDP monitors and evaluates the effectiveness of these programs as they are implemented.

OIDP's dedication to its mission is complemented by its injury prevention website <http://mdpublichealth.org/oidp/index.html> which contains basic educational materials on bicycling safety, in addition to general information on injury prevention. DHMH itself has stepped up efforts aimed at increasing the use of bicycles as a means of transportation to work. On 8/30/00, the department began conducting a survey to determine the level of employee interest in riding bicycles to work. It has increased the number of its bicycle-parking spaces, and tightened security around them to signal its commitment to the idea.

To a large extent, OIDP is a grant-driven program and has received several awards from the Centers for Disease Control and Prevention (CDC) and the National Highway Traffic Safety Administration in the past. In the 1996/97 fiscal year, the office received an award from CDC for bicyclist and pedestrian safety related projects. ODP shares the Maryland Department of Transportation's objective in seeking ways to improve safety for bicyclists and pedestrians. OIDP will continue seeking out funding to encourage bicycling and walking and safety as well. OIDP is open to partnership with MDOT on this and other safety related issues.

DEPARTMENT OF BUSINESS AND ECONOMIC DEVELOPMENT

Maryland's geography, heritage and diversity make it an attractive state for bicycle tourists. The Maryland Office of Tourism Development in the Department of Business and Economic Development promotes bicycle tourism through the publication of bicycling events in the annual Maryland Calendar of Events.

Several county tourism offices are active in promoting bicycle tourism. Kent County has a Web page promoting bike tours (see <http://www.kentcounty.com/cycling/>). Worcester County's Viewtrail 100 Bike Trail offers cyclists a scenic tour of over 100 miles on a signed route with a map and a brochure (see http://skipjack.net/le_shore/worcestr/viewtrail.html).

MARYLAND DEPARTMENT OF TRANSPORTATION

In the past nine years since the Committee was formed, the Department of Transportation has been responsive regarding both bicycle and pedestrian accessibility and mobility. Not only has the Department aggressively pushed its staff to consider bicycling and walking as part of all improvement projects, it has implemented several mechanism to fund bicycling and pedestrian facilities. In 2000, SHA estimated that in the projects that were advertised in 1999, approximately \$57 million (including \$20 million for maintenance) went towards bike/ped specific projects or the inclusion of bike/ped facilities in major and minor projects. Since 1995, for instance, over 100 miles of new trails and sidewalk have been constructed through the state.

Major Projects of the State Highway Administration stress bicycle and pedestrian accommodation on all of its roadway improvement projects where it is feasible and reasonable to do so. Urban roadways typically include wide outside curb lanes and sidewalk. Rural roadway projects typically include paved shoulders.

The Retrofit Bicycle Program was recommended by the Committee and established by the SHA during the summer of 2000. SHA Administrator Parker Williams and key staff personally toured the state with MBPAC representatives to identify spot improvements along state highways that could benefit bicycle accessibility. These improvements can include such things as striping the roadway, constructing shoulders and erecting "Share the Road with Bicycles" signs. To date over 50 bicycle retrofit projects have been identified: one is complete, and two are scheduled for construction in the fall of 2000.

The Access 2000 Initiative is a new MDOT initiative to improve both pedestrian and bicycle access to MTA and WMATA transit rail stations throughout Maryland. The objective of the program is to identify, prioritize and implement access improvements as quickly as possible. Prioritization will include assessing safety, proximity to stations, missing links in bicycle and sidewalk systems feeding the station and potential usage of the proposed improvements. Implementation is separated into categories based on ease and speed with which the improvements can be permitted, advertised and constructed. Construction of the first projects is anticipated to begin by fall 2000 with several more in the spring of 2001.

The Retrofit Sidewalk Program was established by legislation in 1995. It offers funding for the construction of new sidewalks and reconstruction of existing sidewalks along state highways in locations identified by local jurisdictions. To date, over 100 miles of new or reconstructed sidewalk has been funded through this program throughout Maryland.

The Neighborhood Conservation and Urban Reconstruction Program puts SHA engineers and designers into older communities for economic revitalization. The purpose is to solve traffic problems, improve mobility and enhance the existing transportation network. The goal is to improve community livability. Funding is available for roadway improvements on state

highways and transit facilities located in State Designated Neighborhoods where improvements will promote economic revitalization and neighborhood conservation. These improvements can include pedestrian safety enhancements, sidewalks, wide curb lanes and bicycle racks. As of the beginning of FY 2001, the SHA had constructed 16 projects, with an additional 47 projects in development. MTA has funded 19 projects.

The Transportation Enhancements Program was created by Congress in 1991 as part of the Intermodal Surface Transportation Efficiency Act. The purpose of this program is to enhance the travel experience and foster the quality of life in American communities by funding nontraditional transportation projects such as bicycle and pedestrian shared-use trails, safety and the preservation and use of abandoned railway corridors. More than \$100 million federal, state and local funds have been allocated in Maryland since 1991 for dozens of projects. Approximately 50 percent of these projects have been bicycle and pedestrian related which has resulted in the construction of over 100 new miles of shared-use trails throughout the state.

The Park-and-Ride Program encourages transit and ridesharing through the funding and construction of park and ride facilities. Local jurisdictions help by identifying needs and lot locations. All park and ride lots served by buses include bicycle rack and many of the more urban facilities are linked to communities by sidewalk.

A Pedestrian and Bicycle Safety Awareness Campaign “Walk Smart/Drive Smart/Bike Smart” was developed by SHA. A kick off by the Governor took place in May 2000. The SHA is in the process of distributing to all Maryland’s school children almost one million “Walk Smart/Drive Smart” pamphlets. Printing of the brochures was funded through the Transportation Enhancements Program.

A Bicycle Safety Expert is supported by SHA through a 402 NHTSA grant. This person teaches bicycle safety to elementary school children in the Baltimore/Washington/Annapolis area. He reaches several thousand children annually.

The Bicycle and Pedestrian Coordinator is a full-time position in SHA. The Coordinator is tasked to promote bicycling and walking as legitimate modes of transportation as part of all of MDOT’s transportation improvement projects, including both highways and transit. This person is also responsible for training SHA’s planners and designers regarding the AASHTO Guidelines for Bicycle Facilities that SHA has endorsed for their highway projects. The Coordinator also distributes bicycle safety and travel information throughout the state and across the nation to individuals and in bulk to service organizations, police departments, schools and community centers.

The Director of Bicycle and Pedestrian Access is a new position in MDOT established by the Bicycle and Pedestrian Access 2001 bill passed by the General Assembly in the spring. This person will be responsible for developing a Bicycle and Pedestrian 20 Year Master Plan and will provide direction to the Department regarding bicycling and walking as transportation.

The 20-year statewide Bicycle and Pedestrian Access Plan is required by the Bicycle and Access 2001 Bill. The plan will help guide future transportation projects in Maryland. The development of the Master Plan is a collaborative effort involving state and local planning officials and private citizen groups from around the state. MDOT has started the process by contracting with Fitzgerald & Halliday, Inc (FHI) for the first phase. FHI held six focus group meetings this November in different regions of the state to meet with local officials, advocacy groups and minority representatives to identify a vision for future bicycle and pedestrian travel throughout Maryland. FHI has information on the status of the project and provides copies of project documents at the Web site http://fhiplan.com/md_bike_ped_plan/.

Bicycle Access to Transit is being implemented by MDOT in a multi-phase approach. The first phase has been the full access of bicycles to the Mass Transit Administration's Light Rail and Metro services. Bicycles are allowed on these services during all operating hours, except two hours before and after stadium events. In conjunction with this, bicycle racks have been installed in some locations. In the Washington area, bicycles are allowed on the WMATA Metro during off peak hours. Bicycle racks and lockers are located throughout the system. The next phase is to examine the feasibility of carrying bicycles on MARC trains. A technical and operating evaluation has been completed and methods for securing the bicycles on some MARC train cars have been identified. The study also looked at boarding platforms and capacity constraints. The safety of all passengers is a prime concern. The MTA is investigating a pilot program and is working with the operating railroads on details. The final evaluation and decision will be made this year. Folded bicycles in carrying cases are allowed on all MTA transit vehicles. Bicycle racks are located at many of the MARC commuter rail stations.

DEPARTMENT OF NATURAL RESOURCES

This past year the Department of Natural Resources, State Forest & Park Service completed over 75 miles of trail stabilization and improvements in conjunction with the Maryland Conservation Corps-AmeriCorps Program. Trail work was completed in various regions of the state. Work was also done on the C & O Canal in Allegany County.

The State Forest & Parks Trail Stewardship Program has also been active with its charitable donation campaign to raise funds for additional trail improvements. This past year over 302 donations were made by individuals and corporations, for a total of \$26,446. These monies are used to help maintain the State Forest & Parks trail system plus give an opportunity for the public to participate in activities concerning the trails. Under the Trail Stewardship Program two workshops were conducted with approximately 45 people volunteering time and labor to help improve our trails.

MARYLAND STATE POLICE

The Maryland State Police (MSP) provided the Committee assistance and guidance with law enforcement issues dealing with motorists and bicyclists. MSP also assisted the Committee by:

- providing two troopers from the bicycle unit to attend the bike symposium last February. They brought their patrol bikes to the event, and they were available to answer any questions dealing with the state police bicycle unit.
- supported legislation introduced by Lt. Brandt from the University of Maryland College Park Police Department, which allowed uniformed bicycle police officers to utilize the sidewalk and to use whistles while on duty.
- issuing a press release in May supporting the efforts of the Committee for "National Bicycle Safety Month." The press release was compiled by the Maryland State Police Public Affairs Unit and was distributed to all barracks and media outlets throughout the state.
- working with the Safety and Education on the safety awareness program. With the assistance of the SHA Public Affairs Unit, a media campaign was launched over the summer. This campaign included public service announcements on local radio stations and billboards on public transportation buses and trains.

There are many opportunities for the future, especially in safety education/public awareness. Resources available for future endeavors are representatives from MVA, the SAFE Kids

coalition, and bicycle dealers. MSP can reach out to both the motoring public and bicyclists in an effort to educate them. Through an education program, both motorists and bicyclists would better understand each other's responsibilities on the roads of our state.

There is opportunity for a future a solid program for educating children and their parents in bicycle safety issues. The precedent has been set with child safety seats. Parents, through public awareness campaigns, have realized the importance of properly installing child safety seats. As these children grow, they will be riding bicycles. We can reach those same parents and educate them on the importance of bicycle safety. With their support, we could tap into governmental funds, media involvement, and also private industry. The more people that can be reached the more pressure that will be put on elected leaders to help.

FRIENDS OF THE MBPAC

The Maryland Bicycle and Pedestrian Advisory Committee has only seven citizen members, but many others participate in discussions and activities of the Committee. This is a listing of some of those who have helped the Committee. A more complete listing will be in the 2001 Bike/Ped Directory that will be available at the Maryland Bicycle and Pedestrian Information Symposium in Annapolis on February 7, 2001.

1. **Jill Adler** is Coordinator, Physical Activity Programs, Maryland Department of Health & Mental Hygiene, Division of Cardiovascular Health & Nutrition, 6 St. Paul Street, Suite 1202, Baltimore, MD 21202. 410-767-5032, fax 410-333-8926, adlerj@dhmh.state.md.us.
2. **Barry Bergman** is a transportation planner with the Baltimore Metropolitan Council and serves as staff to the region's Bicycle and Pedestrian Advisory Group. He is project manager for the Baltimore Region Bicycle, Pedestrian, and Greenways Transportation Plan. Contact Barry at Baltimore Metropolitan Council, 601 North Howard Street, Baltimore, MD 21201, 410-333-1750 x242, fax: 410-333-0160, bbergman@baltometro.org.
3. **Bob Chauncey** is Executive Director of One Less Car: Maryland Campaign for Bicycling and Walking. www.onelesscar.org . 437 Pear Tree Point Rd. Chestertown, MD 21620, home phone 410-778-3969, OLC phone 410-810-9011, rbchauncey@aol.com.
4. **Bill Clarke** is the PPTC Chairman of the Maryland Government Affairs Committee and is active with the Greenbelt Bicycle Coalition, which was responsible for getting bike lanes to the Greenbelt Metro Station. 108 Ridge Road, Greenbelt, MD 20770, 301-474-7280, mclarke@clark.net.
5. **Charles Denney** is a Transportation Planner with SCI. 703-237-3851, chazden@aol.com or cdenney@sciworld.net.
6. **Stan Doore** is chair of the Transportation Committee of the Calverton Citizens Association. 2913 Shanandale Drive, Silver Spring, MD 20904-1822, 301-572-4939, stan.doore@att.net.
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8. **Dorothy Hodges** is a founding member of the Oxon Hill Bicycle and Trail Club and is editor of the club's newsletter, The Spoke'n'Word. She has been an active proponent for trails in southern Prince George's County and deserves much of the credit for the Henson Creek Stream Valley Trail. 306 Careybrook Lane, Oxon Hill, MD 20745-1403, 301-838-1387.

9. **Mark Holt** is the founder of Southern Prince George's Trails Coalition, which is uniting homeowner and civic associations in working together for a network of trails and bikeways in the southern part of Prince George's County. 13413 Kris Ran Court, Fort Washington, MD 20744-6609 (w)202-707-1704, (h)301-292-0852, mholt@crs.loc.gov.
10. **Richard Hoye** is a member of the Montgomery County Bicycle Advisory Group, a former WABA board member, and a dedicated Bicyclist, using his bicycle as his main mode of transportation. 104 Lucas Lane, Bethesda, MD 20814-1453, 301-652-8653.
11. **Jim Hudnall** is chairman of the MBPAC Communications Committee and president of the Oxon Hill Bicycle and Trail Club (OHBTC). Jim is the webmaster for the OHBTC (<http://ohbike.org>) and MBPAC (<http://ohbike.org/mbac>). 412 River Wood Drive, Fort Washington, MD, 20744-5520, 301-567-0089, judnall@concentric.net.
12. **Ellen Jones** is the Director of the Washington Area Bicyclists Association-WABA, 733 15th Street NW Suite 1030, Washington, D.C. WABA is the largest and most active advocacy group in the region. 20005-1401, waba@waba.org.
13. **Barbara Klieforth** is active in CPABC, WABA, and the Metropolitan Branch Trail Advisory Group. Barbara manages the country's largest indoor bike parking facility, one at the EPA, 1300 Pennsylvania Avenue in DC. 4004 Parkwood St., Cottage City, MD 20722, 301-779-9289, bkieforth@hotmail.com.
14. **Paul Lebow**, president of One Less Car. 708 Springdale Ave, Annapolis, MD 21403-2923, 410-263-3980, 410-956-9507 (answering machine for One Less Car), info@onelesscar.org.
15. **Bob McCutcheon** is the founder of The Friends of Route 29, a group of bicyclists working to be able to legally bicycle on the shoulders of MD Route 29 and other controlled-access highways in the state. Bob, a daily bicycle commuter, is on the MBPAC Transportation and Commuting Subcommittee. 301-587-0776, rmccutch@csc.com.
16. **Steve McHenry** is retired SHA Baltimore Area Planning Chief and past SHA bike/ped coordinator. Steve is co-chair of the TSC-CAC. Contact Steve at 6614 Loch Hill Road, Baltimore, MD 21239, 410-789-8705, srmchenry@mindspring.com.
17. **Brian Muldoon** is a Transportation Planner with the Department of Planning and Zoning, Howard County. 410-313-4363.
18. **Pete Olsen** is past Executive Director of One Less Car, an advocacy group for Bicycling and Walking as safe and viable modes of transportation. One Car Less, P.O. Box 1027, Edgewater, MD 21037, 410-956-9407, <http://www.onelesscar.org>. 755 Notley Rd, Pasadena, MD 21122-1860, 410-360-8319, trribefan@aol.com.
19. **John Overstreet** is Chairman of the Baltimore Bicycling Club's Safety Awareness Committee. John distributes helmets and talks about bicycle safety to young people who call him "Mr. Bicycle Man.". He produces and distributes a monthly Bicycle Safety Awareness Report. Contact John at 7954 Quarterfield Road, Severn, MD 21144-2125, 410-969-4717.
20. **Wayne Phyllaier** is chairman of the Coalition for the Capital Crescent Trail, an all-volunteer nonprofit organization advocating for the completion of the Capital Crescent Trail to Silver Spring. The trail, completed from Georgetown to Bethesda, is already one of the most heavily used trails in the nation. 301-565-3157, cphylla@erols.com.
21. **Steve Rapley** is a Community Planner, Maryland Division, Federal Highway Administration. The Rotunda, 711 West 40th Street, Suite 220, Baltimore, MD 21211-2187. 410-962-4342x146, fax 410-962-4054. Steve.Rapley@fhwa.dot.gov.
22. **Diane Ratcliff** is Chief of Environmental Planning, Office of Planning and Programming, Mass Transit Administration (MTA). MTA, William Donald Schaefer Tower, 6 Saint Paul Street, Baltimore, MD 21202-1614. 410-767-3771, dratcliff@mdot.state.md.us.
23. **Sharon Reichlyn** Maryland Department of Planning. 410-767-4512, sreichlyn@mdp.state.md.us.

24. **Thomas Rinehart** is the President of PACE, the Patuxent Area Cycling Enthusiasts. www.bikepace.com. 5125 Vest Lane, Waldorf, Maryland 20601, 301-843-2795, rinehart@thebee.net.
25. **Tom Robertson** is Coordinator, Transportation Demand Management, Transportation Planning, M-NCPPC Montgomery County Department of Park and Planning, 8787 Georgia Avenue, Silver Spring, MD 20910-3760, 301-495-4525, robertson@mncppc.state.md.us.
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27. **Curtis Russell** started and maintains md-cycling, an e-mail forum of cycling and cycling club activity in the state of Maryland. (<http://www.topica.com/lists/md-cycling/>). 410-672-6354, russellc@celar.com.
28. **Fred Shaffer** is co-chair of the Prince George's County Bicycle and Trails Advisory Group (BTAG). Fred chairs the BTAG Subcommittee for the Potomac Heritage Trail. Fred is Senior Planner, Transportation Planning Division, the Maryland-National Capital Park and Planning Commission, 14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772, phone 301-952-3661, fshaffer@mncppc.state.md.us.
29. **Pierre Summerville** is past president of the Oxon Hill Bicycle & Trail Club and a bicycle patrolman with them-NCPPC Park Police Volunteer Association of Prince George's County. Pierre is interested in bicycle safety and teaches bicycle safety awareness to young people. 2711 Rose Valley Dr, Fort Washington, MD 20744-2572, 301-248-8459. Oxon Hill Bicycle and Trail Club, P.O.Box 81, Oxon Hill, MD 20750-0081, <http://ohbike.org>.
30. **Gail Tait-Nouri** is a Senior Planning Specialist and Bikeways Coordinator with the Montgomery County Department of Public Works and Transportation, Office of Project Development. Gail chairs the Montgomery Co. Bike Action Group (McBAG) in Rockville for Montgomery Co. Gail and the McBAG group can be contacted at Executive Office Building, 101 Monroe St. 10th Floor Rockville, MD 20850-2540, 240-777-7194, gail.nouri@co.mo.md.us.
31. **Jennifer Toole** is a Planning Director with SCI - Sprinkle Consulting Inc., a land-planning, civil and transportation engineering firm. Jennifer is a specialist in Bicycle Level of Service, a method of evaluating roadways for bicycling. SCI, 6024 Flywheel Court, Ste 100, Columbia, MD 21044. 410-992-5886, fax 410-992-0046, jtoole@sciworld.net.
32. **Sharonlee Vogel** is with Customer Support, Department of External Affairs, Washington Metropolitan Area Transit Authority (WMATA). She works with bicyclists for better access to Metro and is proud of Metro's Bike-On-Rail Program (<http://www.wmata.com/usingmet/bikrail.htm>). WMATA, 600 Fifth Street, N.W., Washington, DC 20001, 202-962-1053, svogel@wmata.com.
33. **Morris Warren** is the founding chair of the Washington, Baltimore & Annapolis Association (WB&A). The WB&A Trail runs from the Greenbelt area through Bowie across the Patuxent River to Annapolis. 9430 Lanhan/Severn Rd. Seabrook, Md. 20706, 3011459-7090, morriswarren@erols.com.
34. **Barry Wells** is vice chairman of the East Coast Greenway Maryland Committee, concentrating his efforts in designating the ECG in Prince George's and developing links for a regional Baltimore-Annapolis-Washington trail system. 6100 44th Place, Riverdale Park, MD 20737. 301-864-2111, day 301-864-0154 evening, acebarry@mindspring.com.
35. **John Wetmore** is a video editor and producer of Perils for Pedestrians, a monthly television series promoting awareness of issues affecting the safety of pedestrians. <http://www.pedestrians.org/>. 301-654-5305, john@pedestrians.org.
36. **Bill Wilkinson** is Executive Director of the National Center for Bicycling and Walking (formerly Bicycle Federation of America), 1506 21st. St. NW, Suite 0200, Washington, D.C. 20036, 202-463-6625, bikeped@aol.com.