

MBPAC Resolution regarding US 1 in College Park

Whereas:

1. US Route 1 through College Park presents a particular challenge to safe design because of the combined presence of numerous students from the University of Maryland on bicycles or on foot; out-of-town drivers, also associated with the University, who are unfamiliar with local conditions; and a heavy volume of high-speed commuter motor vehicle traffic, and,
2. The State Highway Administration (SHA) proposes to rebuild US 1 with eleven foot wide travel lanes and four foot wide bike lanes, a design which not only encourages high motor vehicle speeds, but places that high speed motor vehicle traffic uncomfortably close to cyclists properly positioned in the bike lane, possibly limiting the ability of trucks and buses to provide the legally required three feet of passing clearance, and
3. The SHA guidelines suggest that such an installation, while meeting the minimum standard, would be more appropriate for a rural, low-traffic situation than for a high-volume, high speed road in a college environment, and
4. Narrowing the motor vehicle traffic lanes would not only allow the installation of wider bike lanes, increasing passing clearance and the safety of cyclists, but would additionally serve to slow and otherwise calm the motor vehicle traffic, enhancing the safety of bicyclists, pedestrians, and motorists alike, in accordance with Maryland's Complete Streets Policy, and
5. The state's flagship university deserves a design considerably better than the minimum requirements, both for the safety of its students and the ambiance of its surroundings.

Therefore, be it resolved that:

The Maryland Bicycle Pedestrian Advisory Committee (MBPAC) strongly urges the SHA to rebuild the section of US Route 1 through College Park to the safest design possible, which would, at a minimum, include narrow traffic lanes and at least six foot wide bike lanes, and if at all possible include a facility such as a cycletrack, buffered bike lane, or trail, and

The MBPAC requests a meeting between its members and SHA staff to work toward a design which would maximize safety and comfort.

Moved by Jim Titus, seconded by Scott Hansen. December 2014.

The vote was: Abstain-Carl Rebele, Steve Carr, Erin Penniston, and Michael Tagliafero. No-nobody; yes-everybody else.