



PASSPORT 2 HARFORD

HARFORD COMMUNITY COLLEGE



Brad Fallon
Katie Soltysiak

PROBLEM

- How can we best reinvest in Maryland to promote social equity, economic growth, and environmental protection?



SOLUTION

PASSPORT 2 HARFORD

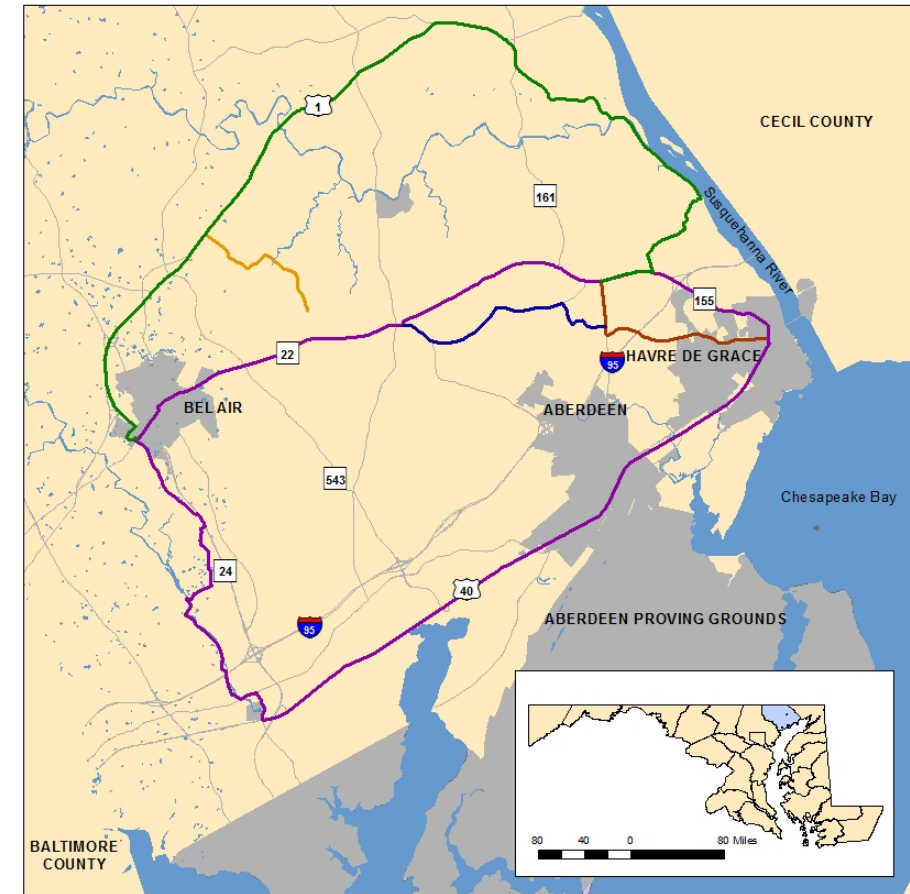
- A 75 MILE BICYCLE AND PEDESTRIAN ROUTE THAT CONNECTS FIVE MAJOR TOWNS IN HARFORD COUNTY



DETAILS

- P2H connects and benefits:
 - Aberdeen
 - Havre de Grace
 - Bel Air
 - Abingdon
 - Edgewood

Passport 2 Harford



Harford County Proposed Bicycle Routes

- West Chapel Rd.
- Susquehanna to Rt. 1
- HCC to Rt. 1
- Alternative Route
- R4 Route

0 1 2 3 4 Miles

HARFORD COMMUNITY COLLEGE

Passport 2 Harford



Points of interest that the P2H route directly impacts.

- Trails
- Public parks
- Hotels
- Restaurants

ECONOMIC IMPACTS

Increased business activity:

- Provides quick and safe connections between residents and shopping areas throughout the county
- 51.2% of outdoor/trail related business in a MD study attribute their total revenue to their proximity to outdoor attractions and 81.2% of these business attribute an increase in revenue due to the creation of an outdoor recreational attraction



P2H AND THE GREAT ALLEGHENY PASSAGE

P2H is a unique route unlike most that have been studied. The most similar route is the Great Allegheny Passage(G.A.P.), which offers:

- a connection from Washington DC to Pittsburgh
- biking
- hiking
- walking trails



GREAT ALLEGHENY PASSAGE

- A study done on the economic impact of the trail found that \$23,878,495 in actual revenue was attributed to the trail by local businesses in a 2-year period
- In the same 2-year period, \$4,372,190 was paid to employees as wages
- While the country was in recession in 2008, wages attributed to the proximity to the trail rose to a staggering \$7,500,798

HOMEOWNERS



- The National Association of Homeowners claims "Trails consistently remain the number one community amenity sought by prospective homeowners."
- Approximately 250,000 people live in Harford County who stand to gain from this trail.
- An attractive new element in the county
 - houses may appreciate at an accelerated rate, not only attracting more prospective homeowners, but also bringing financial security to current homeowners

HOTELS AND LODGING



- Harford County has 48 hotels/lodging businesses that stand to gain a great deal from this trail.
- In the Maryland State Park Visitor Study of 2011 reported a major increase in hotel occupancy when a hotel/lodging business is in close proximity to an outdoor recreational attraction.

PUBLIC REVENUE



- In the Maryland State Park Visitor Study of 2011, \$29.8 million in state and local tax revenue, including \$2.7 million in county hotel occupancy taxes, was attributed to proximity to state parks.
- P2H will attract visitors and those looking for recreational activities that are similar to state parks.
- For this reason, we can expect increases in tax revenue from the creation of P2H.

HEALTHCARE



- In the Trail Benefit Study: Ludlam Trail Case Study(2011), "between \$1.68 million and \$2.25 million is claimed to be saved annually in direct medical costs related to a lack of physical exercise while leading to between 4,931 and 6,579 residents becoming regular exercisers."
- "Per capita annual cost of using the trails was \$209 (\$59 construction and maintenance, \$150 equipment and travel). Per capita annual direct medical benefits of using the trails was \$564. The costs-benefit ratio was 2.94, which means that every \$1 investment in trails for physical activity led to \$2.94 in direct medical benefit." (Wang, 2004)

NEW MARKET



- In the majority of areas with bike trails or similar bike connection, bike rentals existed along the trails for tourists and individuals who do not own bikes.
- Existing bike shops and outdoor/trail related businesses could meet this new demand by renting bikes while riders enjoy the trail.

ENVIRONMENTAL IMPACT

- Bicycles are a source of transportation that:
 - Requires no nonrenewable resources
 - Are not a source of air pollution
 - Reduces the over-crowded parking lot problem
 - Offers choice for the community to reduce the use of personal automobiles
- Large areas of land need to be cleared of vegetation and animals in order to provide enough space for parking lots. Impervious surfaces increase pollution runoff and potential heat islands.



RAILS AND TRAILS CONSERVANCY PROJECT

- In the Rails to Trails conservancy project performed in 2008:
 - if walking and biking trips were increased from 12% to 15%, greenhouse emissions would be reduced by 33 million tons per year
 - Bicycles are optimal for short travel distances
 - Short car trips create more pollutants than long car trips
- According to the University of North Carolina Highway Safety research, “60% of pollutants are produced in the first few minutes of the [car] ride” (UNC 2006).

SOCIAL IMPACT



- This bike and pedestrian route stands to:
 - Increase individual health
 - promote quality time with family or friends
 - offer an alternative transportation option for those with unfortunate economic situations or other personal reasons to reach schools, businesses, or other transportation hubs

SOCIAL IMPACT



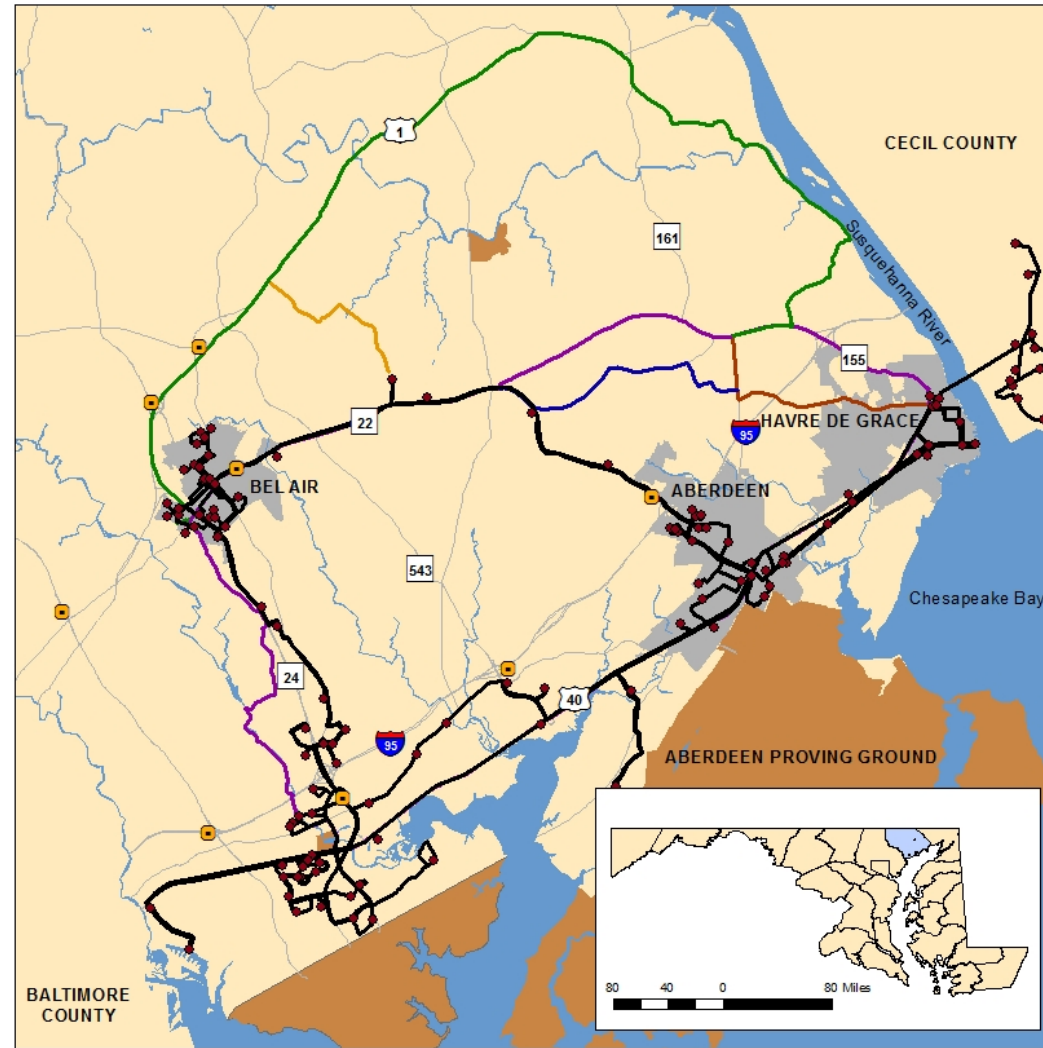
- Those in less wealthy parts of the county (Edgewood median household income of \$54,029) will have access to the jobs, social lifestyle, and markets of wealthier parts of the county (Bel Air median household income \$85,143)
- Those who do not have access to a motor vehicle will have a safe new means of transportation to assist in arriving at their places of employment on time.


TRANSPORTATION



- As well as offering a safe new means for individuals to travel throughout the county, Passport 2 Harford also provides a more connected way to travel to preexisting means of transportation.

Passport 2 Harford






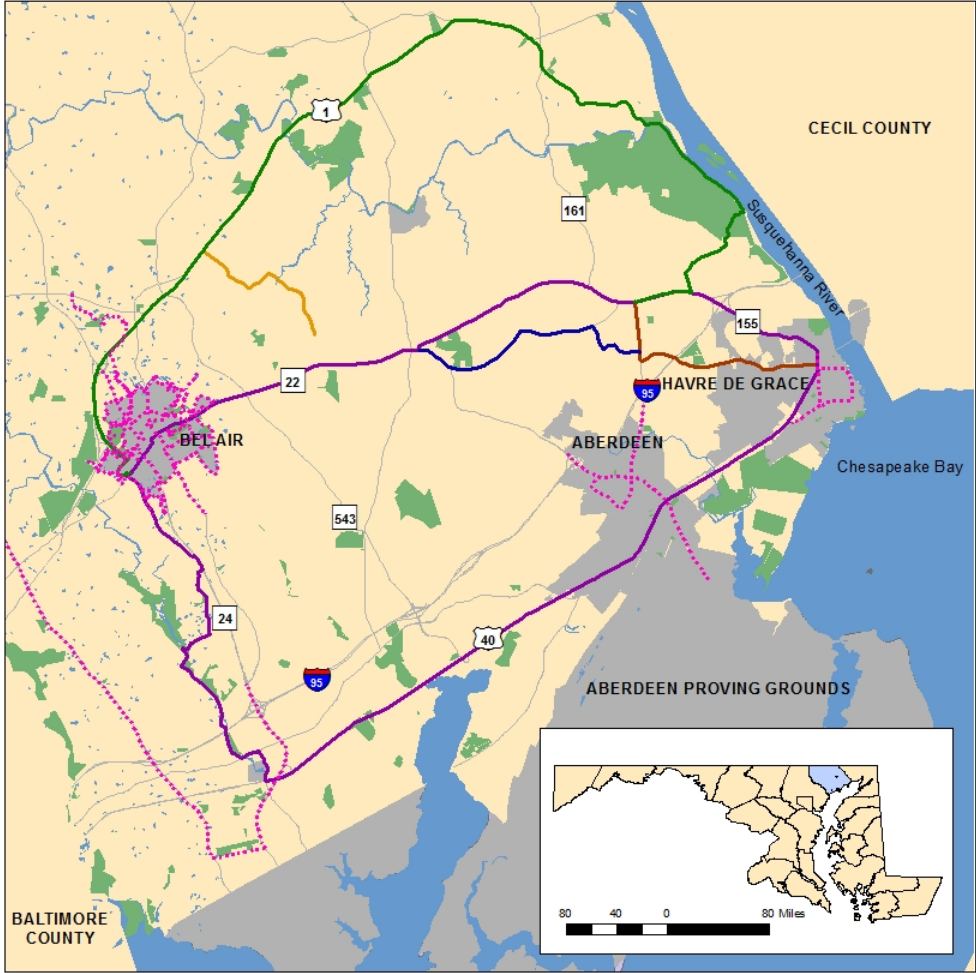
0 1 2 3 4
Miles

Harford County Bus Stops and Bus Routes

- Bus Stops
- ◻ Park and Rides
- Bus Routes
- Susquehanna to Rt. 1 Route
- Alternative Route
- Connect 4 Route
- West Chapel Rd. Route
- HCC to Rt. 1 Route



Passport 2 Harford

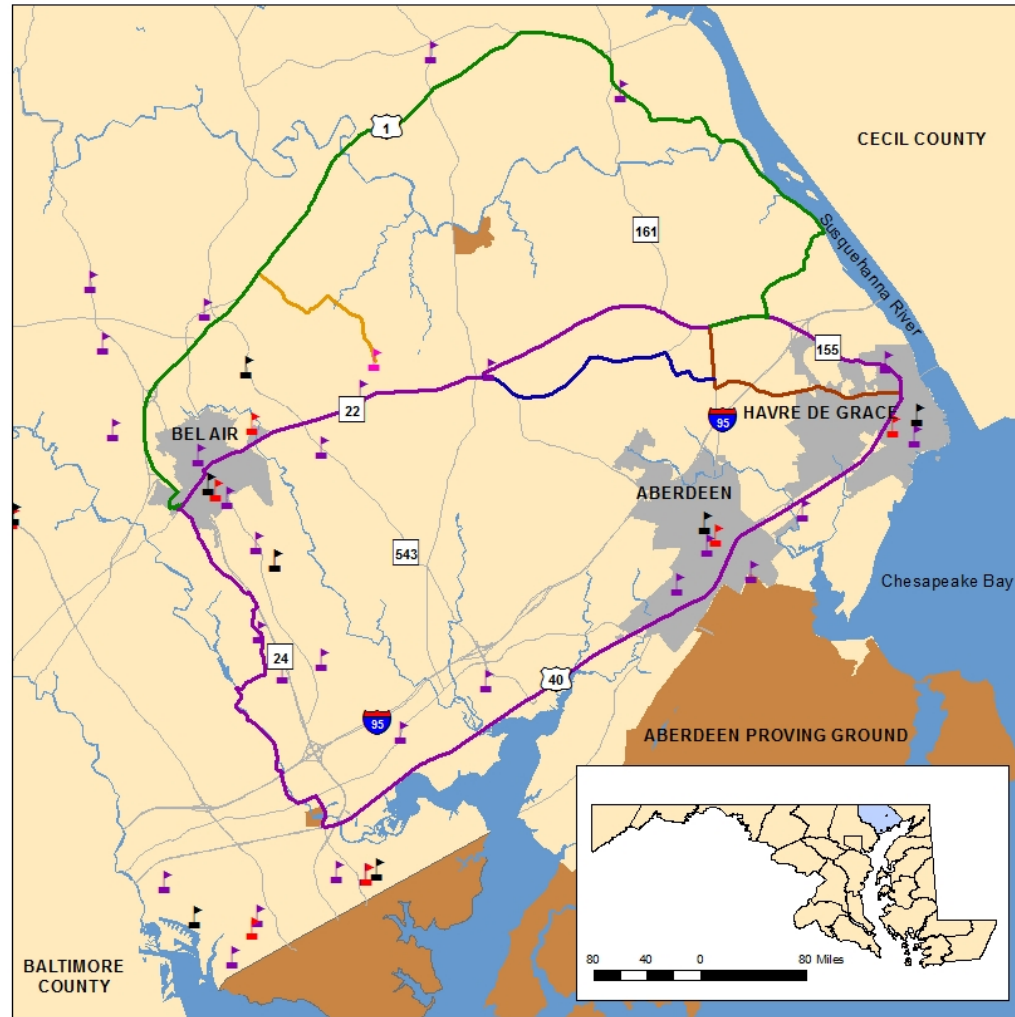


0 1 2 3 4 Miles

Harford County Existing Trails and Parks

- ⋯ Existing Trails
- Parks
- West Chapel Rd.
- Susquehanna to Rt. 1
- R4 Route
- HCC to Rt. 1
- Alternative Route

Passport 2 Harford



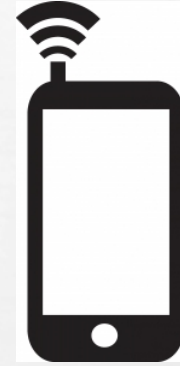
0 1 2 3 4 Miles

Harford County Public Schools

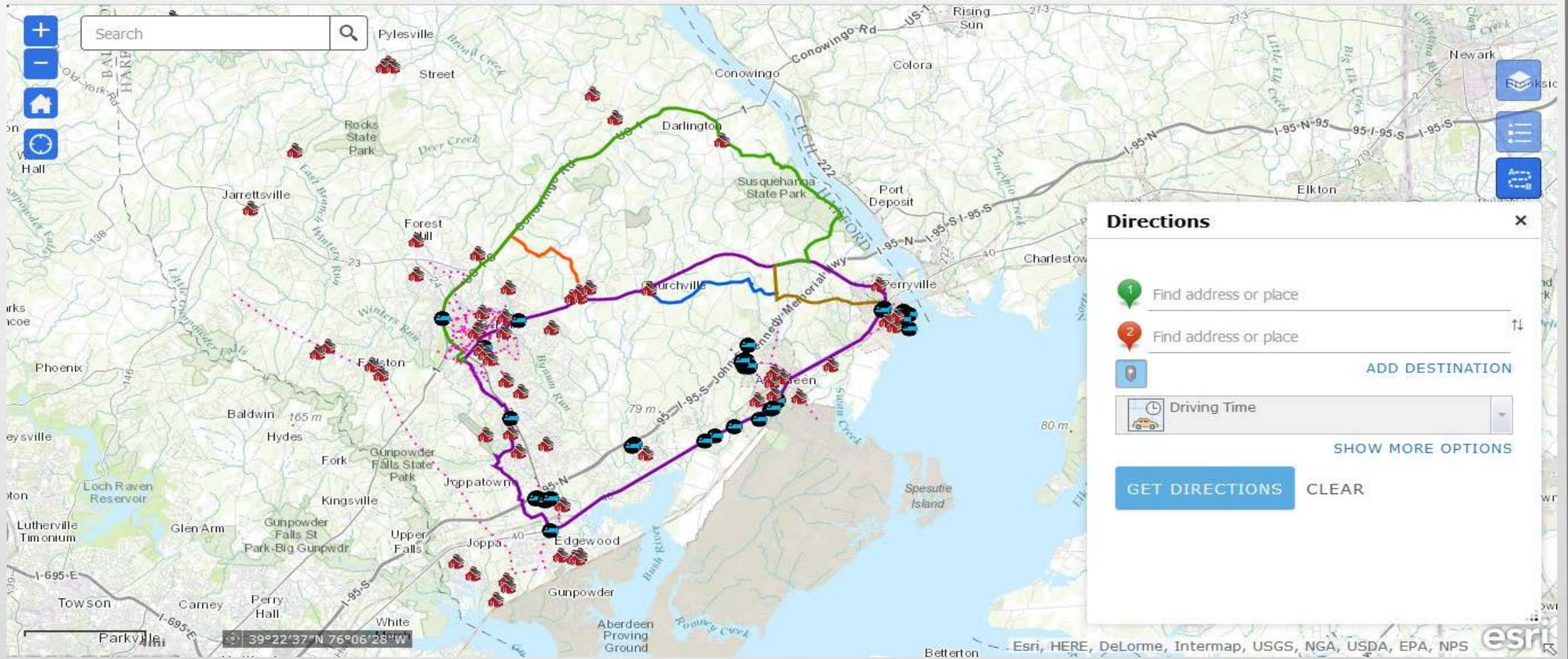
- ▲ Elementary Schools
- ▲ Middle Schools
- ▲ High Schools
- ▲ Harford Community College

- Susquehanna to Rt. 1 Route
- Alternative Route
- Connect 4 Route
- West Chapel Rd. Route
- HCC to Rt. 1 Route

MOBILE APP



- We have created a mobile app that anyone with access to a phone with wireless internet connection could use.
- The app can:
 - Use one's own location to help navigate the trail, find specific businesses, and find points of interest (bus stops, parks, trails, etc)
 - Give the user a full view of the trail to help plan out their day in the county
 - Make the trail easy and more enjoyable to use



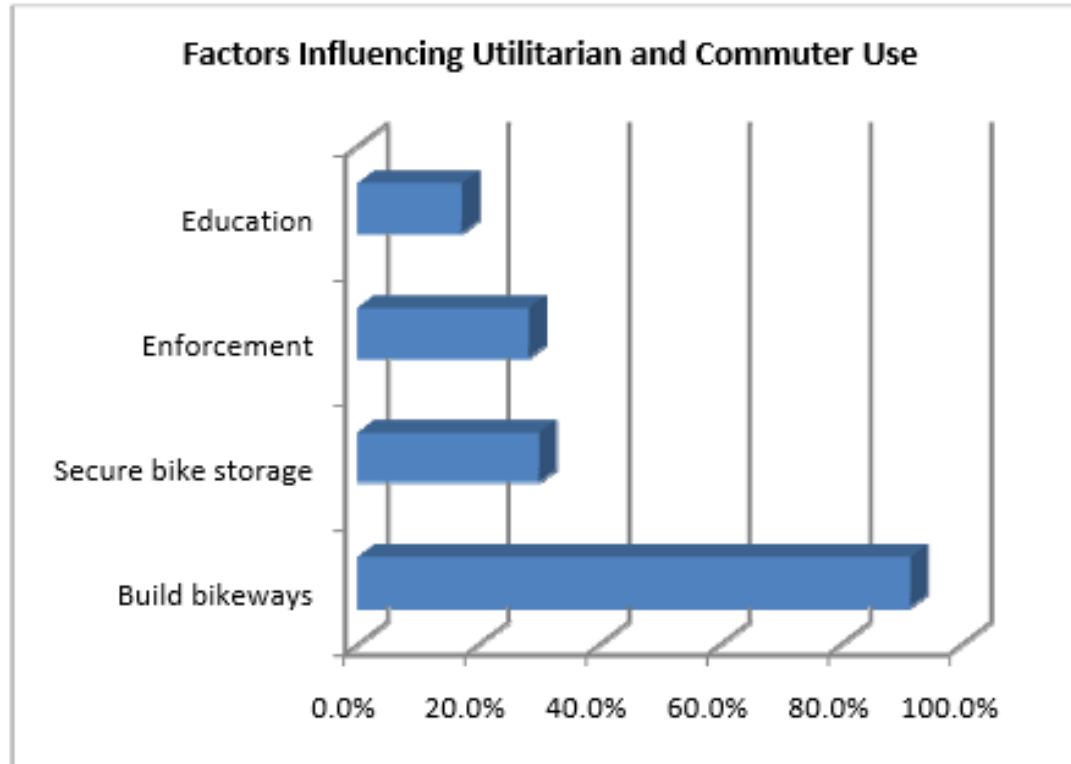
Picture of the P2H app.

PUBLIC SUPPORT

ACTION ITEM	SURVEY TABULATIONS
Install Wayfinding Graphics for Pedestrians
Aggressively Enforce Traffic Laws Related to Cycling/Walking
Establish a 'Pedestrian Zone' in downtown Bel Air
Install Trail Connections to and through Town Parks
Connect the Existing Ma & Pa Trail as it runs through Bel Air
Create 'Complete Streets' by Striping Bike Lanes on Selected Roads

Town of Bel Air gave residents a survey on bike route improvements.

PUBLIC SUPPORT



Harford County Bicycle Survey Report

OBSTACLES/COUNTERPOINTS

- **Obstacle:** Determining private versus state/county land and easement access for a connected bike route.
- **Counterpoint:** Our route will be built alongside 68 miles of state maintained roads and 7 miles of locally maintained roads. Only 15 miles of road will need to be widened for bike lanes, the rest will be simply changing shoulders into bike/pedestrian lanes.

OBSTACLES/COUNTERPOINTS

- **OBSTACLE:** Identifying the leadership roles for the bike way.
- **COUNTERPOINT:** An advisory board that will work under the Harford County Parks and Recreation Department will be the organizing body for the trail. The advisory board will be composed of five members who will be appointed by the County Executive. Members of existing biking groups in the county will be urged to be a part of the board.

OBSTACLES/COUNTERPOINTS

- **OBSTACLE:** Identifying an implementation and construction timeline for P2H.
- **COUNTERPOINT:** Once the project is approved, the advisory board will be created and the members of the board will decide when to start each individual section of the greater bike trail. All parts of the trail will be completed within three years.

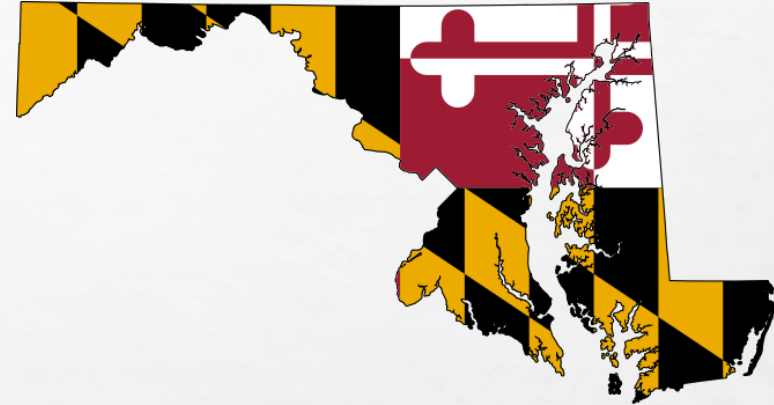
OBSTACLES/COUNTERPOINTS

- **OBSTACLE:** Identifying costs
- **COUNTERPOINT:** The average cost per mile of a 5 foot bicycle lane is \$130,000. This varies based upon scale, length, and project specifications (Pedestrian Bicycle Information Center). The projected cost of the project is 1.95 million dollars.

OBSTACLES/COUNTERPOINTS

- **OBSTACLE:** Determining financial resources for a bike route.
- **COUNTERPOINT:** The bike trail will be publically funded but will accept donations from individuals and private businesses in the county who stand to gain from the bike trail's creation.

CONCLUSION



- Passport 2 Harford introduces a new and exciting way to reinvest in Maryland by stimulating local business, connecting people, promoting environmental protection and sustainability, and providing social equality in usability of resources.

PASSPORT 2

HARFORD



CITATIONS

- 1. The Great Allegheny Passage Economic Impact Study. (2009, August 7). Retrieved November 10, 2015, from <http://www.atatrail.org/docs/GAPEconomicImpactStudy200809.pdf>
- 2. Town of Bel Air Market Study. (2015, September 23). Retrieved October 10, 2015, from <http://belairmaryland.org/wp-content/uploads/2015/08/Market-Study-RFP-2015.pdf>
- 3. 2010 Maryland State Parks Economic Impact & Visitor Study. (2011, March 18). Retrieved October 10, 2015, from <http://dnr.state.md.us/publiclands/pdfs/economicimpactstudy2010.pdf>
- 4. Resources and Library:. (2011). Retrieved October 10, 2015, from <http://www.americantrails.org/resources/economics/economic-benefits-trails-macdonald.html>

CITATIONS

- America's Rails-with-Trails | Rails-to-Trails Conservancy. (2013, September 1). Retrieved October 10, 2015, from <http://www.railstotrails.org/resource-library/resources/americas-rails-with-trails/>
- Bicycle and Pedestrian Plan. (2013). Retrieved October 10, 2015, from <http://www.belairmd.org/documentcenter/view/373>
- 2010 Bicycle Survey Report. (2011). Retrieved December 10, 2015, from <http://www.harfordcountymd.gov/DocumentCenter/Home/View/1845>
- Miami Dade County Trail Benefits Study Ludlam Trail Case Study. (2011). Retrieved October 10, 2015, from <http://www.miamidade.gov/parksmasterplan/library/trail-benefits-report.pdf>

CITATIONS

- Wang, G., Macera, C., Scudder-Soucie, B., Schmid, T., Pratt, M., Buchner, D., & Heath, G. (2004). Cost Analysis of the Built Environment: The Case of Bike and Pedestrian Trials in Lincoln, Neb. Retrieved October 10, 2015, from <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC1448293/>
- University of North Carolina Highway Safety Research Center. (n.d.). Retrieved December 10, 2015, from <http://www.hsrb.unc.edu/index.cfm>
- Point2 Homes. (2015). Retrieved October 10, 2015, from <http://www.point2homes.com/US/Neighborhood/MD/Bel-Air-Demographics.html>
- Edgewood, MD Employment & Jobs. (2015). Retrieved December 10, 2015, from <http://www.areavibes.com/edgewood-md/employment/>