

DRAFT CONCEPT PAPER DRAFT
Harford County Pilot Program for Workplace Bicycle Depot
Aberdeen Proving Ground - North and South (Edgewood Area)
6 August 2012

APG South

APG Edgewood Bicycle Depot: Provide a covered parking Bicycle Depot located in a couple of high density areas of APG-Edgewood Area to be used for commuting to on-post meetings or conveniently located off-post meetings as well as to be made available to personnel wishing to bicycle for exercise at lunch-time.

The Bicycle Depot would be locked and could be checked out with a CAC card. Bicycle helmets with liners would be available to be separately checked out as well. Each employee would be responsible for returning the bicycle to its original location within a specified period of time.

APG North

Aberdeen Bicycle Depot for Train Riders: Provide a covered parking Bicycle Depot located at the train station for employees taking the train to then utilize the bicycles to commute to their workplace from the train station. CAC Card reader could be used to unlock the bikes and video surveillance with a wireless feed to APG Security would be used to reduce vandalism. Employees would be responsible for returning the bicycle to the Train Bicycle Depot at the end of each work day.

Aberdeen Bicycle Depot for Shuttle or Car Riders: Provide a video monitored parking lot somewhere outside of APG that includes a covered parking Bicycle Depot for employees driving or shuttling. Bicycles could then be used by employees/contractors, etc. to commute to their workplace or meeting location from the parking lot. CAC Card reader could be used to unlock the bikes and video surveillance with a wireless feed to APG Security would be used to reduce vandalism. Employees would be responsible for returning the bicycle to the Car Shuttle Rider Bicycle Depot at end of each work day.

Advantages: Reduces traffic from I95 and Route 22 Intersection to APG Gate, increases opportunities for exercise, provides employees riding the train into work and/or participating in the carpool/shuttle van to work programs on post transportation to meetings during the day, improves quality of life, reduces air emissions and oil and gas runoff to Chesapeake Bay.

Challenges: Legal, funding, safety, maintenance, Federal DoD/State/County coordination needed, parking site location, etc.

Potential Stakeholders and Supporters:

- APG-Edgewood Transportation Demand Working Group
Carroll Sparwasser - 410-436-8854 (carroll.g.sparwasser.civ@mail.mil)
- APG-Edgewood Environmental Management System CMA
Drew Lyle and Penny Thompson
- APG-Chesapeake Science and Security Corridor Regional BRAC Office
POC Steven Overbay - 410-273-5708 www.apg-cssc.com
- APG Health Promotion Council - POC Curtis Thompson and Dr. Sam Jang
- Harford County Obesity Taskforce - Built Environment Subcommittee
- APG Morale, Welfare and Recreation

Transportation Demand Management



Aberdeen Proving Ground Base Realignment and Closure (BRAC) Transportation Demand Management Plan

January 2011

Supported By The

US Department Of Defense
Office of Economic Adjustment (OEA)

In Cooperation With

Aberdeen Proving Ground

Harford County

City of Aberdeen

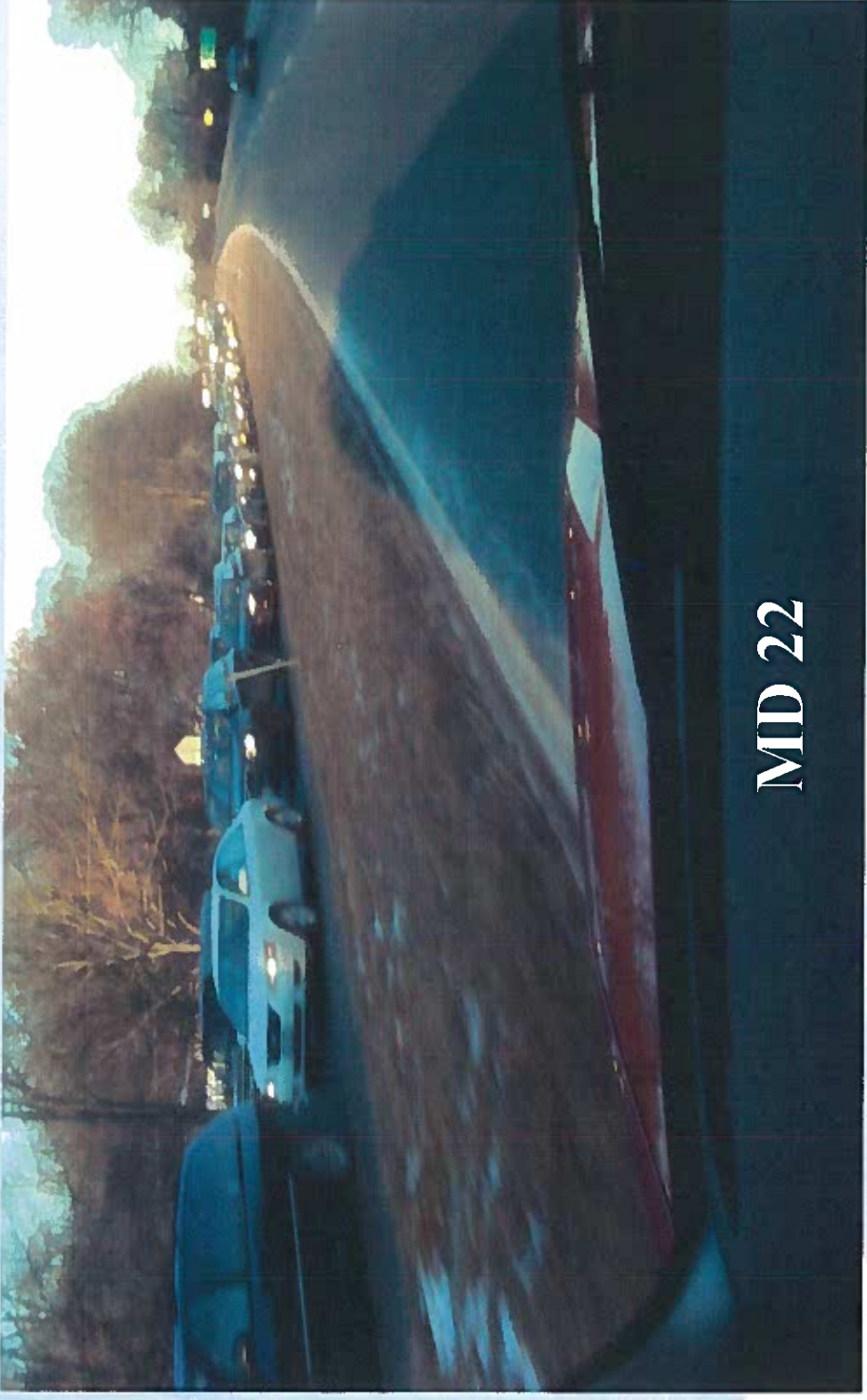
Chesapeake Science & Security Corridor
Maryland Department of Transportation
Maryland Transit Administration
State Highway Administration

Goals

1. Promote use of alternatives to SOV travel.
2. Create base TDM communication program.
3. Create incentive programs to encourage non-SOV travel.
4. Promote work patterns to reduce peak demand.

Objectives

1. Avoid failing levels of service at intersections in vicinity of APG.
2. Reduce future SOV commuter trips during weekday morning and evening peak periods. (22% reduction would prevent failing intersections)
3. Increase transit mode shares (MARC service, APG shuttle, subscription bus service)
4. Increase commuter ridesharing mode share from 10% - 20% (100 percent increase)



MD 22

CSSC Approach to OEA Funding (OEA Request August 2012)

Support APG Transportation Management Plan

- **APG Shuttle Demonstration Grant**
 - MARC trains, APG circular, EUL, community access during lunch hours
- **Carpool Incentive Program**
 - Unprecedented suburban/rural program, program management through Harford Commuter Assistance
- **Study of High Speed Computing Availability and Community Telework Centers**
 - Relocation of resources to APG area and it's mission-support contractors (Route 40 and Route 24)

GETTING EMPLOYEES TO APG



0 0.5 1 MILE
2008 AERIAL PHOTOGRAPHY

5.6 miles

ABERDEEN
PROVING
GROUND

Travel time simulated through MD SHA model.

MD 715
MAIN GATE

MD 22 GATE

2011
CURRENT TRAVEL TIME
9.1

2012

2013

2014

2015
ANTICIPATED TRAVEL TIME
7.6

