

County Council of Howard County, Maryland

2020 Legislative Session

Legislative Day No. 1

Resolution No. 14-2020

Introduced by: Chairperson at the request of the County Executive

A RESOLUTION adopting WalkHoward, the Howard County Pedestrian Master Plan and authorizing the Office of Transportation to publish WalkHoward.

Introduced and read first time January 6, 2020.

By order Diane A. Jones
Diane Schwartz Jones, Administrator

Read for a second time at a public hearing on January 21, 2020.

By order Diane A. Jones
Diane Schwartz Jones, Administrator

This Resolution was read the third time and was Adopted X, Adopted with amendments ____, Failed ____, Withdrawn ____, by the County Council on February 3, 2020.

Certified By Diane A. Jones
Diane Schwartz Jones, Administrator

NOTE: [[text in brackets]] indicates deletions from existing law; TEXT IN SMALL CAPITALS indicates additions to existing law; Strike-out indicates material deleted by amendment; Underlining indicates material added by amendment

1 **WHEREAS**, in 2007, the County developed its first Pedestrian Master Plan (the “2007
2 Plan”), aimed at addressing the gaps and inconsistencies in the County’s pedestrian network; and

3
4 **WHEREAS**, the 2007 Plan attempted to prioritize pedestrian improvements near transit
5 facilities, commercial areas, and sites serving senior citizens, but it generally recommended long
6 segments of sidewalks along collector and arterial roads and many of these segments have
7 proven difficult to implement, with right-of-way, topographical, and funding challenges; and

8
9 **WHEREAS**, adopted in 2012, the Howard County’s General Plan, PlanHoward,
10 addresses the need for a connected, comfortable and safe pedestrian network that accommodates
11 all users; and

12
13 **WHEREAS**, over the past four years, the County has assessed current conditions,
14 solicited public input, and worked on identifying a vision, goals, and guiding principles to
15 determine the need for physical changes to the pedestrian network; and

16
17 **WHEREAS**, the County held Pedestrian Master Plan open houses in Laurel, Columbia,
18 and Elkridge, and collected over 2,500 comments and 36,000 “likes” and “dislikes” from the
19 public via an online interactive map; and

20
21 **WHEREAS**, addressing the shortcomings of the 2007 Plan and based on the current
22 conditions assessment, public input, and stakeholder workgroup, the County has developed and
23 wishes to adopt WalkHoward, an updated Pedestrian Master Plan, which aims to identify and
24 prioritize more achievable projects to facilitate the implementation of pedestrian improvements;
25 while paying special attention to the needs of seniors, children, those with disabilities, and those
26 who do not own a car; and

27
28 **WHEREAS**, WalkHoward differs from the 2007 Plan in notable ways, including:

- 29 1. An increased focus on the integration of pedestrian facilities with transit service, and
30 a new focus on the health and wellness benefits of walking;

- 1 2. An emphasis on achievable infrastructure improvements in manageable sections,
2 beyond recommending sidewalks along long stretches of arterial and collector roads;
3 and
4 3. The inclusion of high priority projects that are an avenue for implementation missing
5 from the 2007 plan; and
6

7 **WHEREAS**, WalkHoward complements and supports the Howard County Complete
8 Streets Policy and is coordinated with BikeHoward, the Howard County Bicycle Master Plan;
9 and
10

11 **WHEREAS**, WalkHoward will provide a framework to improve conditions for people
12 walking in Howard County and to promote walking as a safe and convenient option; and
13

14 **WHEREAS**, WalkHoward has been reviewed and endorsed by the Multimodal
15 Transportation Board; and
16

17 **WHEREAS**, WalkHoward has been reviewed by the Planning Board and it unanimously
18 recommended approval of the Plan, stating it was well thought out and should be considered by
19 the County Council; and
20

21 **WHEREAS**, the County Executive wishes to adopt WalkHoward, the Howard County
22 Pedestrian Master Plan, as attached.
23

24 **NOW, THEREFORE, BE IT RESOLVED** by the County Council of Howard County,
25 Maryland, this _____ day of _____, 2020, that it hereby adopts
26 WalkHoward, the Howard County Pedestrian Master Plan, as attached.
27

28 **AND BE IT FURTHER RESOLVED**, that the Administrator of the Office of
29 Transportation may publish WalkHoward by adding or amending covers, title pages, table of
30 contents, and graphics to improve readability.

Sayers, Margery

From: Lisa Schlossnagle <lisabmrss@gmail.com>
Sent: Friday, January 31, 2020 8:17 AM
To: CouncilMail
Subject: support CR14-2020

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Dear Council Members,

When my family and I moved out of our Scaggsville neighborhood ten years ago, our primary criteria for a new home was the walk-ability of the neighborhood. We looked for a home that would allow us and our children to walk easily and safely to shops and restaurants, as well as have access to long, contiguous paths for leisure walking. We narrowed our search based on some other factors and ended up in Maple Lawn, where we enjoy walking to the restaurants, shops and services within the Maple Lawn Business District as well as my spouse's workplace there, to the schools our children attend, to the kids' extracurricular activities both at the school and within the community, to our community amenities such as the pool and playgrounds, and through the minor system of paths through community open space.

It is about a mile by foot from my door to the grocery store, which is also true about my former Scaggsville home and it's closest grocery store. However, the walking experience along that Scaggsville route has only grown more dangerous as automobile traffic has increased due to the increase in home construction along the way. I see that a prior pedestrian plan marked the Scaggsville area for sidewalk projects, yet the area's walking infrastructure remains the same as it was when I moved there 17 years ago, with the exception of the construction of the re-aligned Rt. 216 and it's sidewalks. That exception, those sidewalks on Rt. 216, are disconnected from many of the neighborhoods both north and especially south of the highway.

This doesn't have to remain the case, and it really shouldn't. Please adopt CR14-2020 approving WalkHoward and support its recommendations through funding its identified projects as quickly as possible. Prioritize these investments in our county's livability much higher than they have been over the last many years.

Thank you,
Lisa Schlossnagle



Howard County Office of Transportation

3430 Court House Drive ■ Ellicott City, Maryland 21043 ■ 410-313-0702

Bruce Gartner, Administrator

bgartner@howardcountymd.gov

FAX 410-313-1655

TDD 410-313-2323

Date: January 2, 2020

To: Members of the Howard County Council

From: Bruce Gartner, Administrator, Howard County Office of Transportation

Subject: Staff Testimony for CR 14-2020, WalkHoward

WalkHoward is an updated Pedestrian Master Plan for Howard County that provides a vision, framework, and guidance for improving walkability and pedestrian access to transit within the county.

Improving pedestrian safety and access within Howard County can lead to substantial community benefits including improved public health, safety and social interaction, as well as lower carbon emissions by permitting short trips to be made on foot rather than by automobile. PlanHoward 2030 includes dozens of references regarding the importance of improving pedestrian facilities in Howard County, as well as these recommendations:

Policy 7.6b - Pedestrian Master Plan. *Assess progress and refine priorities of the existing Pedestrian Master Plan.*

Policy 7.7e - Alternative Modes of Transportation. *Make pedestrian, bicycle, and transit modes of transportation attractive and viable options.*

In accordance with these policies, this update to the County's existing 2007 Pedestrian Master Plan states that Howard County should have "a connected pedestrian network that safely and conveniently accommodates people of all ages and abilities," and includes physical infrastructure recommendations, ideas for policy changes, and proposed programs in support of that vision.

Development of the plan has spanned several years, and has included the following steps:

- Field assessments of existing conditions
- Extensive public input, with four public meetings and over 2,500 online comments
- Guidance from a Pedestrian Advisory Team
- Support from a nationally renowned consultant in pedestrian planning and design
- Project prioritization using a quantitative process
- Public review of a draft plan at several stages

The Howard County Multimodal Transportation Board and Planning Board have both reviewed this plan and provided helpful input and favorable appraisals.

As compared to the 2007 Pedestrian Master Plan, which *WalkHoward* is proposed to supplant, this plan has an increased focus on the integration of pedestrian facilities with transit service and

schools, a greater emphasis on safety and accommodation for people with disabilities, and a new focus on the health and wellness benefits of walking. The plan also complements the recently adopted Complete Streets Policy for Howard County and is coordinated with the Howard County Bicycle Master Plan.

Recommended improvements were rated using a prioritization methodology that considered access to destinations such as schools, libraries, and retail locations, as well as equity considerations including income, unemployment, and educational attainment. The recommended improvements with the highest 15 percent priority scores were geographically categorized into 43 structured projects. In addition, the plan includes 17 “priority connections” selected from locations identified by the public where a short direct pathway could facilitate walking to a popular destination such as a school, library, shopping center or park. The total estimated cost of the structured projects is \$11.77 million. An estimated cost cannot be computed for the priority connections because important information—such as facility type—are not currently known.

If adopted, *WalkHoward* will become the definitive reference for proposed pedestrian improvements within the County that all agencies and stakeholders can reference for guidance. This will coordinate developer and County efforts in pursuit of the same goal: improving walkability and creating a safe and convenient pedestrian network in Howard County. The Office of Transportation strongly supports *WalkHoward* and recommends adoption of Council Resolution 14-2020.

January 21, 2020



Sierra Club Howard County

RE: CR14 – Support

A comprehensive Pedestrian Walking Plan; like WalkHoward, fits into the Howard County Complete Streets Policy in conjunction with BikeHoward. Together these plans would benefit Howard County residents in many ways. Increased walkability improves pedestrian safety and encourages outdoor activity which improves health, well-being and mobility, while decreasing traffic, and the use of fossil fuels and their related adverse effect on air quality.

WalkHoward seeks to improve the walking network to increase accessibility and integration of pedestrian facilities with the transit service. The general goal is to give residents the ability to walk and or ride where they need to go to work or shop between village centers and neighborhoods and beyond.

Using the Walk Score system, Downtown Columbia scored a 52 which is just above 49- a car dependent area. This is the highest rating for any area in Howard County. We look forward to the raising of these scores across the county.

When residents walk to their destinations, it results in improved sense of community and supports local businesses. Regular walking increases awareness of local businesses and will lead to increased sales and foot-traffic in the store. A person walking by a shop is more inclined to stop in if they don't have the need to find parking. It also saves people time if they can stop in a store to pick up something on the way to their destination.

(personal life example)

Adopting WalkHoward is the next step towards improving health, sustainability and good community. We ask that you support CR14

Ian Knudsen
Transportation Chair, Howard County Sierra Club

Carolyn Parsa
Chair, Howard County Sierra Club



HOWARD COUNTY COUNCIL
AFFIDAVIT OF AUTHORIZATION
TO TESTIFY ON BEHALF OF AN ORGANIZATION

I, Carolyn Parsa, have been duly authorized by
(name of individual)

Smarter Growth Alliance for Howard County to deliver testimony to the
(name of nonprofit organization or government board, commission, or task force)

County Council regarding CB1 & CR14 to express the organization's
(bill or resolution number)

support for / opposition to / request to amend this legislation.
(Please circle one.)

Printed Name: Carolyn Parsa

Signature: 

Date: January 21st 2020

Organization: Smarter Growth Alliance for Howard County (Preservation Maryland)

Organization Address: 3600 Clipper Mill Rd, 248, Baltimore, MD 21211

3600 Clipper Mill Rd, 248, Baltimore, MD 21211

Number of Members: 20 member organizations representing over 30,000 HoCo Residents

Name of Chair/President: Kimberly Golden Brandt

This form can be submitted electronically via email to councilmail@howardcountymd.gov no later than 5pm the day of the Public Hearing or delivered in person the night of the Public Hearing before testifying.



American Heart Association.
Life is Why®

Bill No: CR-14-2020
Title: Resolution adopting WalkHoward, the Howard County Pedestrian Master Plan and authorizing the Office of Transportation to publish WalkHoward.
Position: SUPPORT

We appreciate all the great work by the County Executive and his administration to complete the Howard County Pedestrian Master Plan, known as WalkHoward. We fully support these efforts to create a more walkable Howard County and we appreciate the opportunity to provide input on the draft plan and that the administration was receptive to many of our suggestions.

In particular, we applaud the inclusion of a project prioritization process that will build sidewalks and pedestrian facilities that are safer and compliant with the American with Disabilities Act (ADA). We also appreciate that this plan will utilize the Vulnerable Populations Index (VPI) and performance measures included in the Complete Streets Policy (CR120-2019) that will yield greater coordination and accountability. We urge you to use these methods to implement pedestrian projects in areas like Guilford, Elkridge, Savage and Jessup, where upgrades to sidewalks, crosswalks, bus landing pads and paths have lagged for far too long.

As you operationalize this plan, we recommend you consider the following: add more robust performance metrics and a detailed action plan, publish a public report card to ensure accountability and conduct an internal analysis of the capacity to implement the overall plan. As we move forward, we urge you to take these measures into consideration.

Executing WalkHoward will require significant investment and planned funding over the next several years. As the FY 2021 budget process continues, we hope to see a more robust investment in building and improving sidewalks, crosswalks and other projects to improve safety and connectivity for pedestrians. Then, we need to follow with swift action. As is noted in this plan, the 2007 Pedestrian Master Plan is largely unfinished. While we know bringing such a plan into reality takes a lot of time and money, if we are committing to adopting this Pedestrian Master Plan, we must commit to actually executing it, and in a timely fashion. We must make real, tangible changes that people can see and use, starting in neighborhoods that need it most.

The Horizon Foundation and the American Heart Association have long supported efforts to make our community more walkable and improve public health. We urge you to adopt WalkHoward, keeping in mind these suggestions for improvements, and then proceed by fully funding and implementing projects expeditiously. Thank you for your consideration.



200 St. Paul Place, #2510 | Baltimore, MD 21202
1-866-542-8163 | Fax: 410-895-0269 | TTY: 1-877-434-7598
aarp.org/md | mdaarp@aarp.org | twitter: @aarpmaryland
facebook.com/aarpmc

AARP Maryland is honored to present written testimony to the Howard County Council in support Walk Howard's pedestrian plan as we have long supported efforts to create livable communities that include safe, walkable streets and access to transit options.

Our members and volunteers in Howard County have learned, through their personal experiences, the critical importance of a walkable neighborhood on an individual's mental and physical health. The effects of walking on our physical and emotional wellbeing is critical to the prevention of social isolation in older adults which, by all accounts...is a death sentence.

Howard County boasts many beautiful and safe pathways, yet so many residents do not have the same benefit of safe travel by foot. We have a long way to go, and through our collaboration with the Horizon Foundation and other local advocates, we have learned that the need for significant investment in building and improving sidewalks, crosswalks and other projects that improve pedestrian safety and connectivity, is critical.

With that, on behalf of AARP Maryland's 870,000 members statewide, we thank you for your consideration in adopting the Walk Howard pedestrian plan. Moving Howard closer to pedestrian and bicycle safety for all of Howard County's residents including older adults, is surely a model for all Maryland communities to pursue.

AARP is a nonpartisan, nonprofit, nationwide organization that helps people turn their goals and dreams into real possibilities, strengthens communities and fights for the issues that matter most to families such as healthcare, employment and income security, retirement planning, affordable utilities and protection from financial abuse.



HOWARD COUNTY COUNCIL
AFFIDAVIT OF AUTHORIZATION
TO TESTIFY ON BEHALF OF AN ORGANIZATION

I, Jennifer Arice White, have been duly authorized by
(name of individual)

Horizon Foundation to deliver testimony to the
(name of nonprofit organization or government board, commission, or task force)

County Council regarding CR14 - 2020 to express the organization's
(bill or resolution number)

support for / opposition to / request to amend this legislation.
(Please circle one.)

Printed Name: Jennifer A. White

Signature: [Handwritten Signature]

Date: January 21, 2020

Organization: Horizon Foundation

Organization Address: 10221 Wincopin Cir, Suite 300
Columbia, MD 21044

Number of Members: 18

Name of Chair/President: Nikki Highsmith Vernick

This form can be submitted electronically via email to councilmail@howardcountymd.gov no later than 5pm the day of the Public Hearing or delivered in person the night of the Public Hearing before testifying.

Aria Ma

CR-14

Tuesday, 21 January 2020

Public Testimony for CR-14

There are rare days in Maryland where the weather is just right; the temperature is not too cold or hot, it is not sticky or dry outside, and you can smell the color of the changing seasons. On one of these rare days, I was walking my dog in my neighborhood, a mere 40 feet from my house, where I was almost run over. My neighborhood only has sidewalks for the new tract housing plots of land, the cookie cutter houses, and these sidewalks abruptly end when they meet the intersection roads to older homes. The passing of CR-14 will adopt the WalkHoward Pedestrian Master Plan and allow the Office of Transportation to publish WalkHoward. This passing will provide a framework for improving structural conditions for people walking in Howard County and promote them as safe and convenient travel options.

The Pedestrian Master Plan benefits all residents of Howard County, but most importantly it provides a safer structure for the handicapped, senior citizens, and children to move freely in neighborhoods without worry of injury. Not only would it increase walkability and encourage residents to walk between neighborhoods instead of drive, but it would also improve health, decrease traffic and the use of fossil fuels, and diminish Howard County's carbon footprint. WalkHoward seeks to expand the first Pedestrian Master Plan that only addressed gaps and inconsistencies in the county's pedestrian network by prioritizing improvements near transit facilities, commercial areas, and sites serving senior citizens. This resolution will focus on the population's well being and address the larger issue of climate change and how we, as a county, can decrease our carbon footprint.

Although the Walk Score system has determined that there are no current communities in Howard County that score higher than 52 compared to Baltimore City's score of 98, it is important to take into consideration the variety of communities that exist in our county. Howard County is home to population dense destinations, such as Downtown Columbia that attracts residents from all over the county for festivities, and sparsely populated areas such as Ilchester and Clarksville that appeal to residents more interested in local stores and activities. Although it

may take more resources to connect these population dense destinations to sparsely populated areas, the larger issue at hand is the lack of pedestrian walkways for neighborhoods right next to each other. Many of these isolated communities such as Ilchester and Clarksville lack a safe transportation method for just a couple minutes down the street. Many students who go to the same school but live in different neighborhoods require a car to travel a mere ten minutes away because it is not safe to walk on the shoulder of the road.

The passing of CR-14 enhances the lives of all residents in Howard County, humans and furry friends alike. Some neighborhoods are complete islands despite sharing the same access roads or intersections. By focusing on integrating accessible pedestrian and bike routes that connect communities of the county together, it will achieve not just a sense of unity, but also encourage exercise, cultivate neighborly relationships, decrease our carbon footprint, and most importantly, keep the residents safe.

Thank you for your time.

where redistricting controversy and discontent can be avoided in the foreseeable future. Redistricting, renovation, and construction takes extra time, resources, and most importantly, funds. These solutions to overcrowding are reactive, and reactive approaches only work so long before a new solution must be found to adjust to new situations. This bill allows for a more proactive approach, preventing a problem from happening before it even occurs. Passing this bill means that for current schools, the county will have more time to accrue necessary funds and enact detailed, fool-proof plans for renovation or new construction.

However, most importantly, this bill will help new students who enroll in the school system. Although some of my friends who were redistricted still reside in Howard County, and social media exists, I lost those important bonds in elementary school, rare friendships that can only be made and thrive in the spotlight of carefree childhood innocence. This bill will create a more positive and supportive environment for rising middle and high school students, allowing friend groups to stay connected, student and teacher relationships to flourish, and individual self-esteem and comfort to confidently prosper.

Thank you for your time.

Aria Ma

CB1-2020

Tuesday, 21 January 2020

Public Testimony for CB1-2020

I remember back in fourth grade, many of my friends were moving across the street from Talbott Springs to Stevens Forest in the coming year. Confused and upset, I lost rare friendships and did not understand why. Now, eight years later, as a junior at Centennial High, I have discovered redistricting to be a large controversy that not only upsets affected parents and students, but requires months of amicable discussion to find a viable solution between county executives who share different perspectives. The current law for the school capacity test states that if a development fails the test for three consecutive years, then on the fourth year, development is allowed to move forward in the approval process. CB1-2020 changes the number of years from four to seven.

Let me provide two scenarios. Scenario A describes a student who fails Precalculus I three consecutive years in a row, but is allowed to move onto Calculus AB the following year. Scenario B describes a student who fails Precalculus I three consecutive years, but is given more time, more resources, and more help in understanding the basics of the course in order to master it before moving onto Calculus AB. Scenario A negatively impacts the student's self-esteem, frustrates them to an inexplicable degree, and hurts their ability to understand complicated concepts when they have not understood the basics. It also reduces their capability to accomplish their future goals and sets them up for failure. Scenario B provides more time, resources, and aid in order for the student to understand the basics; creating a strong foundation and support system for their future. Scenario A is the current law, scenario B is CB-1. The current law negatively affects students, where some have to completely restart their social lives, an intimidating and often difficult endeavor for this stage of human development. Redistricting seems to be the go-to solution for overcrowding, where student self-esteem may suffer, social interaction decrease, and academic achievement diminish in a new environment.

Adjusting this wait time is not just a tool to pace development for new buildings, but is also a more economical system that allows current schools to prepare a more efficient solution



HOWARD COUNTY COUNCIL
AFFIDAVIT OF AUTHORIZATION
TO TESTIFY ON BEHALF OF AN ORGANIZATION

I, Jan Knudsen, have been duly authorized by
(name of individual)

Sierra Club to deliver testimony to the
(name of nonprofit organization or government board, commission, or task force)

County Council regarding CB1 & CR14 to express the organization's
(bill or resolution number)

support for / opposition to / request to amend this legislation.
(Please circle one.)

Printed Name: Jan Knudsen

Signature: [Handwritten Signature]

Date: 21 January 2020

Organization: Sierra Club

Organization Address: 7338 Baltimore ~~Blvd~~ Ave #101A
College Park, MD 20740

Number of Members: _____

Name of Chair/President: Carolyn Dewsa

This form can be submitted electronically via email to councilmail@howardcountymd.gov no later than 5pm the day of the Public Hearing or delivered in person the night of the Public Hearing before testifying.

Sayers, Margery

From: Kimberly Golden Brandt <kbrandt@presmd.org>
Sent: Saturday, January 18, 2020 2:44 PM
To: Walsh, Elizabeth; Jones, Opel; Rigby, Christiana; Jung, Deb;
dyungmann@howardcountymd.org; CouncilMail
Cc: Ball, Calvin; Gowan, Amy
Subject: SGAHC Support for CR14-2020, Adoption of WalkHoward
Attachments: SGAHC Support for CR14-2020, Adoption of WalkHoward.pdf

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Dear Council Members,

Please see the attached letter of support for CR14-2020, which concerns adoption of WalkHoward, from Bicycling Advocates of Howard County, Clean Water Action, Earth Forum of Howard County, the Horizon Foundation, Howard County Citizens Association, Howard County Sierra Club, Maryland Conservation Council, Maryland League of Conservation Voters, Preservation Maryland, Safe Skies Maryland, Savage Community Association, The People's Voice, and Transition Howard County.

Sincerely,
Kimberly

Kimberly Golden Brandt
Director of Smart Growth Maryland
PRESERVATION MARYLAND
3600 Clipper Mill Road, Suite 248
Baltimore, Maryland 21211
o. 410-685-2886 x305 c. 410-598-9026

Smarter Growth Alliance for Howard County

January 18, 2020

The Honorable Howard County Council
George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

RE: CR14-2020, Adoption of WalkHoward – Support

Dear Council Members:

The Smarter Growth Alliance for Howard County is an alliance of local and state organizations working together to foster healthy, equitable and sustainable communities through smarter development and transportation decisions and improved protections for the county's natural, historic and cultural resources.

We support Resolution 14-2020 to adopt the Howard County Pedestrian Master Plan, WalkHoward. Howard County needs better sidewalks, crosswalks, bus landing pads and paths so people can safely and comfortably walk anywhere they need to go. Investing in our pedestrian infrastructure will positively impact our environment, public health and economic vibrancy.

We appreciate the great work that went into developing WalkHoward, which outlines a vision, goals, guiding principles and recommendations to create a more walkable Howard County. As an alliance that values equity and inclusion, we are pleased that the project prioritization process will take existing conditions, community destinations and socioeconomic factors into consideration to make sidewalks and pedestrian facilities safer and compliant with the Americans with Disabilities Act (ADA). The plan will also utilize the Vulnerable Populations Index (VPI) and performance measures included in the Complete Streets Policy (CR120-2019) to yield greater coordination and accountability. Indeed, it is crucial to implement these projects in neighborhoods with the most need first.

Fortunately, we have witnessed historic investments in biking and walking over the last few years – and it is critical for that trend to continue. Implementing WalkHoward will require significant investment over the next several years. The Smarter Growth Alliance urges the County Executive and County Council to put forth the necessary funding to ensure projects and priority connections are completed in a timely fashion.

*Audubon MD-DC • Audubon Society of Central Maryland • Clean Water Action • Coalition for Smarter Growth
Community Ecology Institute • Earth Forum of Howard County • HARP • Horizon Foundation
Howard County Citizens Association • Howard County Conservancy • Howard County Sierra Club
Maryland Conservation Council • Maryland League of Conservation Voters • Maryland Ornithological Society
Patapsco Heritage Greenway • Preservation Maryland • Safe Skies Maryland • Savage Community Association
The People's Voice • Transition Howard County*

The Honorable Howard County Council
January 18, 2020
RE: CR14-2020, Adoption of WalkHoward – Support
Page 2

Again, WalkHoward provides a clear trajectory forward. Now is the time to get the job done. The Smarter Growth Alliance for Howard County looks forward to seeing WalkHoward become reality and positively impact the lives of Howard County residents.

Sincerely,

Bicycling Advocates of Howard County
Jack Guarneri
President

Maryland League of Conservation Voters
Benjamin Alexandro
Water Program Director

Clean Water Action
Emily Ranson
Maryland Program Coordinator

Preservation Maryland
Kimberly Golden Brandt
Director of Smart Growth Maryland

Earth Forum of Howard County
Sue L. Harris
Director

Safe Skies Maryland
Mark Southerland, Ph.D.
Legislative Director

Horizon Foundation
Jennifer Arice White, MSPH
Senior Community Engagement Officer

Savage Community Association
Susan Garber
Board Chair

Howard County Citizens Association
Stu Kohn
President

The People's Voice, LLC
Lisa M. Markovitz
President

Howard County Sierra Club
Carolyn Parsa
Chair

Transition Howard County
Margo Duesterhaus
President

Maryland Conservation Council
Paulette Hammond
President

cc: The Honorable Calvin Ball, County Executive

Sayers, Margery

From: Cindy <cindy.jun@gmail.com>
Sent: Wednesday, January 22, 2020 7:40 AM
To: CouncilMail
Subject: County Walk Plan - Clarksville

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

The Howard County Walk Plan includes a sidewalk from Linden Linthicum Lane to Broadmeadow Lane but does not include sidewalk along 108. Kindly consider a longer sidewalk from Route 32 to Broad Meadow Lane, which would allow people to walk and bike to shops and help relieve congestion. A pedestrian bridge across 108 in downtown Clarksville would also be ideal to allow residents, especially kids, to cross 108 safely.

Thank you,
Cynthia Jun and Walter Chi

Sayers, Margery

From: Hyon Kwon <hyonjkwon@gmail.com>
Sent: Tuesday, January 21, 2020 11:41 PM
To: CouncilMail
Subject: Howard county walk plan

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Hello:

The Howard County Walk Plan does not have a sidewalk along all of 108. The only plan for a sidewalk is from Linden Linthicum Lane to Broad Meadow Lane. Please consider building a longer sidewalk, ideally from 32 to Broad Meadow Lane. A sidewalk through downtown Clarksville will allow people to walk and bike to shops and really help relieve congestion. I also would love to see a pedestrian bridge across 108 in downtown Clarksville to allow people to safely cross the street.

Thank you,
Hyon Kwon

Sayers, Margery

From: Seema Kakade <skakade@law.gwu.edu>
Sent: Tuesday, January 21, 2020 9:37 PM
To: CouncilMail
Subject: Comments on Walk Howard Plan

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Hello:

The current plan does not have a sidewalk along all of 108. The only plan for a sidewalk is from Linden Linthicum Lane to Broad Meadow Lane. Please consider building a longer sidewalk, ideally from 32 to Broad Meadow Lane. A sidewalk through downtown Clarksville will allow people to walk and bike to shops and really help relieve congestion! I also would love to see a pedestrian bridge across 108 in downtown Clarksville to allow people to safely cross the street.

Thank you.

Seema Kakade
6032 Ascending Moon Path
Clarksville