

County Council Capital Budget 4/10/18

Fran LoPresti
6985 Deep Cup
Columbia, MD 21045
410-995-6160
fflopresti@gmail.com

CO335 - New 50+ Center East Columbia

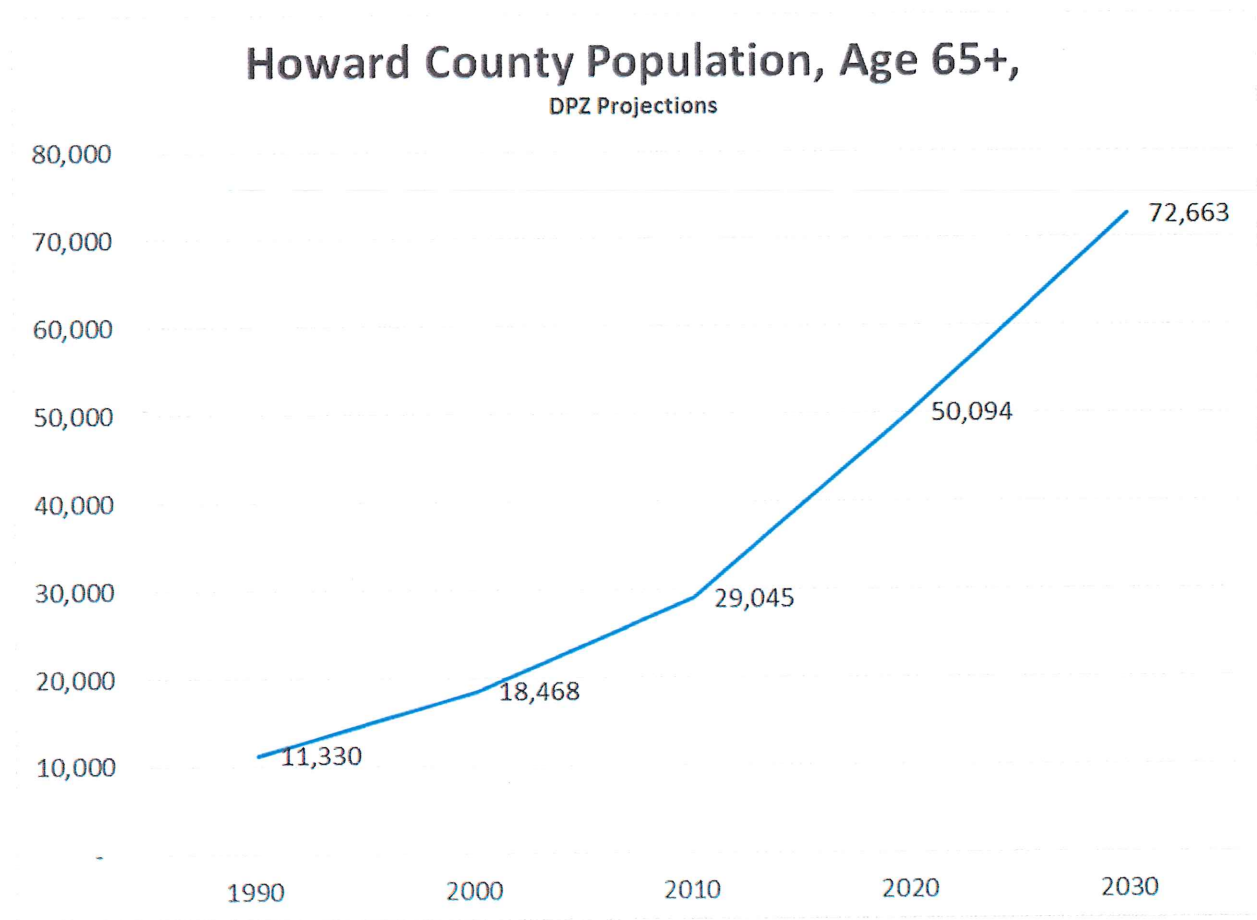
- The current Center, attached to the East Columbia Library, has 1 exercise room used for dance classes, strength training, tai chi, yoga and social gatherings. It is used for art classes with no access to water. Instead the bathroom is used for paintbrush cleaning. There are also 2 dinky little rooms for all other activities including tax services, lawyer services, all table games, art projects and meetings. There are often tables in the hallway to accommodate activities. It is and always has been totally inadequate for the ever-growing senior population in East Columbia. There are 30,000 Seniors age 50 and above living in Columbia. The county projects e more than 120,000 people will be over 50 by 2020; by 2030 that number is projected to be 133,000.– East Columbia has the largest concentration of Seniors in Howard County.
- On my cul de sac of 20 houses where I have lived for 37 years, 8 of those homes are owned by retirees.
- I have 7 copies of a petition with 166 signatures in support of a new Senior Center and Exercise Facility signed in 1 week. I am also submitting senior population growth charts and a support letter from the Owen Brown Village Board.
- We also have an advocacy group of over 50 seniors who are following this project. Two other group members will be testifying this evening. I have some other supporters of CO335 here that I would like to acknowledge.
- Grateful to see planning money for a new East Columbia 50+ Center with fitness facilities. in the capital budget. However, we urge you to accelerate this project given the cramped conditions of the current center and the ever-growing population. An Opening date at the end of FY22 is just too long. Remember we do not have all that much time left.
- FY20 is listed as the year for land acquisition. However, all of the sites being considered are already owned by the county. Thus, we ask that you

move \$1.5 million of the \$2.5 million of FY20 land acquisition funds into FY19 so that construction can begin in FY19 with a projected opening no later than FY21.

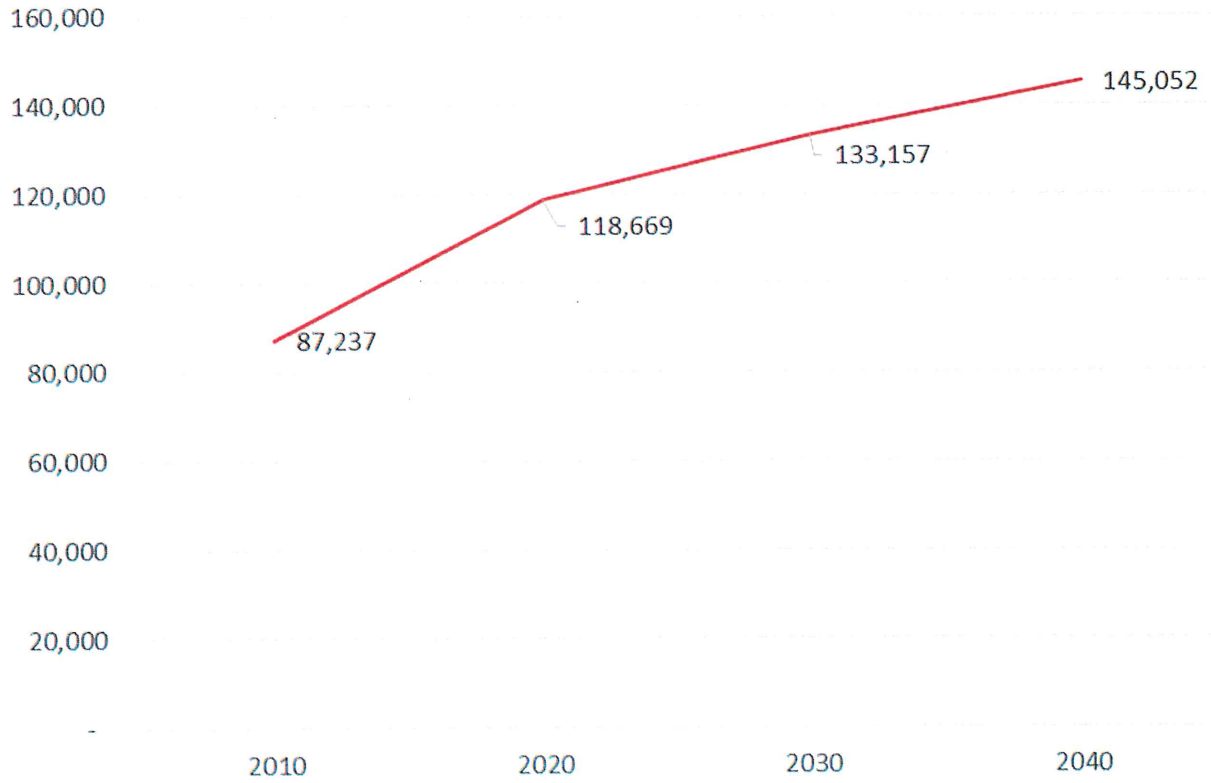
- Seniors vote, pay taxes, and use less resources in the county than other groups. The longer we delay the center, the more expensive it will be in the end. No cutting corners. Let's build a flagship center that is designed for future population growth.
- We endorse the construction in East Columbia. Please consider its proximity to the soon to be relocated Community Resources and Services Dept on Broken Land Parkway. Please also consider proximity to the East Columbia library as Seniors use library services.
- If the library site is chosen, we would also like to request that we do not lose services during construction. The classes with instructors must continue as well as the services offered by the current 50+ center.
- I thank you for the opportunity to express the needs and timeline for the new Senior Center in East Columbia

Ernest Hilsenrath, Pearl Atkinson-Stewart

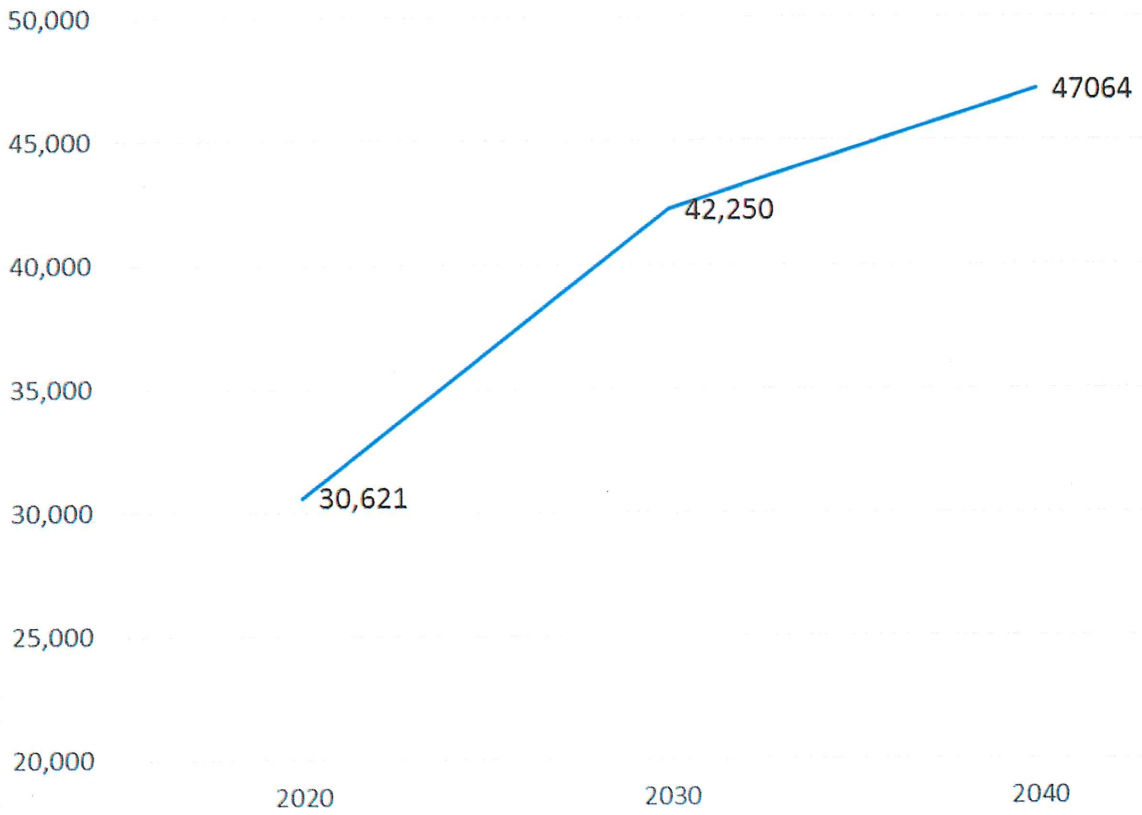
HOWARD COUNTY AGING DATA

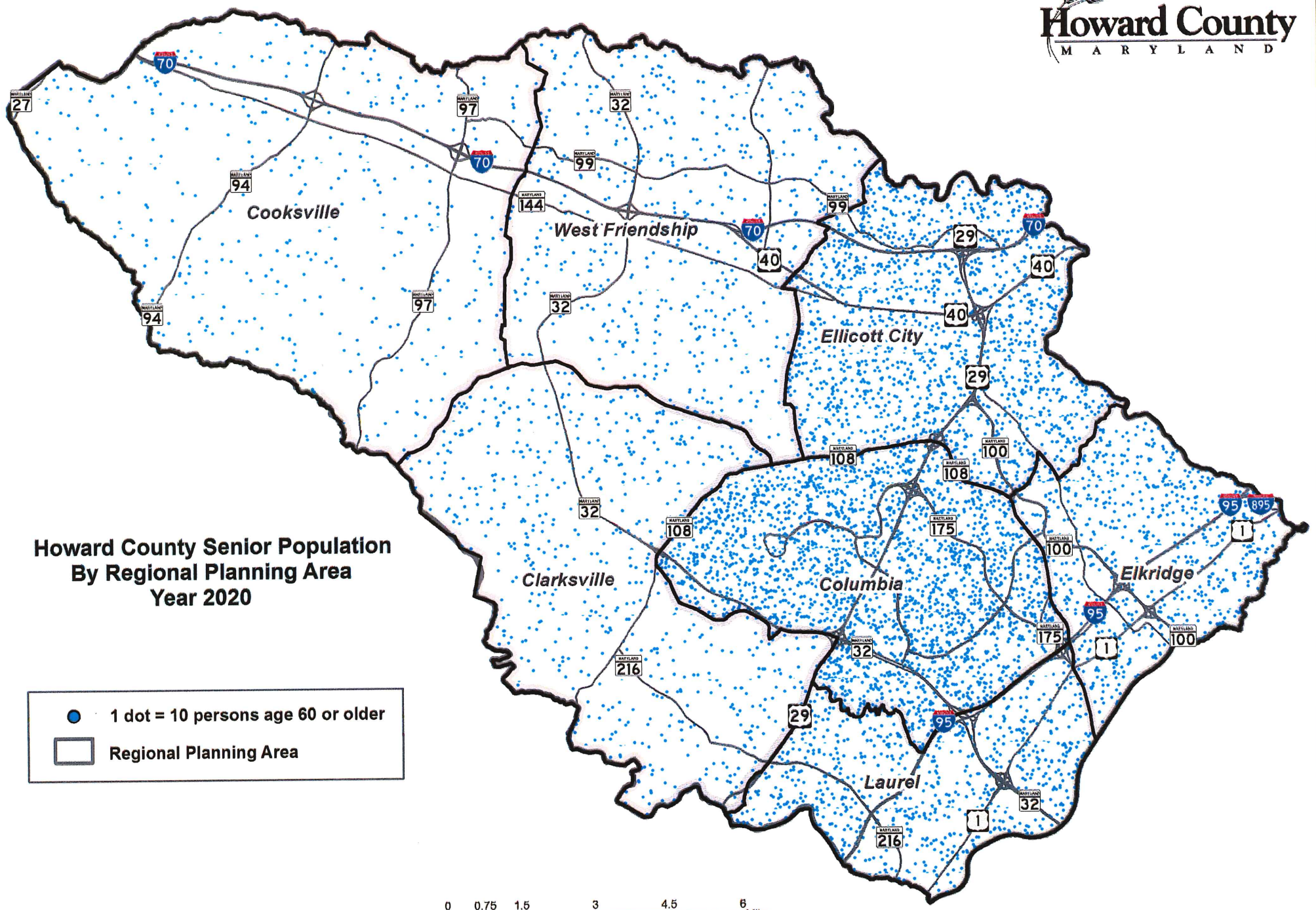


Howard County Population, Age 50+, DPZ Projections



Howard County Population, Age 50+ in Columbia



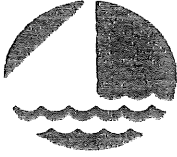


**Howard County Senior Population
By Regional Planning Area
Year 2020**

1 dot = 10 persons age 60 or older
 Regional Planning Area

0 0.75 1.5 3 4.5 6 Miles

Date: April 2016
Scale: 1 in = 2.5 mi



OWEN BROWN COMMUNITY ASSOCIATION, INC
6800 Cradlerock Way, Columbia, Maryland 21045-4809
Phone 410-381-0202 Fax 410-381-0235
WEB Page: www.owenbrownvillage.org

March 8, 2017

The Honorable Allan Kittleman
County Executive
Howard County Maryland
3430 Court House Drive
Ellicott City, MD 21043

Subject: **Howard County FY18 Budget**

Dear Executive Kittleman:

The Owen Brown Village Board would like to testify on behalf of the East Columbia Senior Center. The Center is one of the oldest in Howard County and is no longer adequate in size to meet the growing needs of our senior population. Due to the limitations with the Center's present location, it is believed that the best solution is to move the Center to a new, larger location.

We realize that this request is coming late in the budget cycle, so we are hoping that at the very least some planning funds could be included in the proposed FY18 Budget for relocating the East Columbia Senior Center to a larger facility.

Thank you for your consideration.

Sincerely,

Owen Brown Village Board

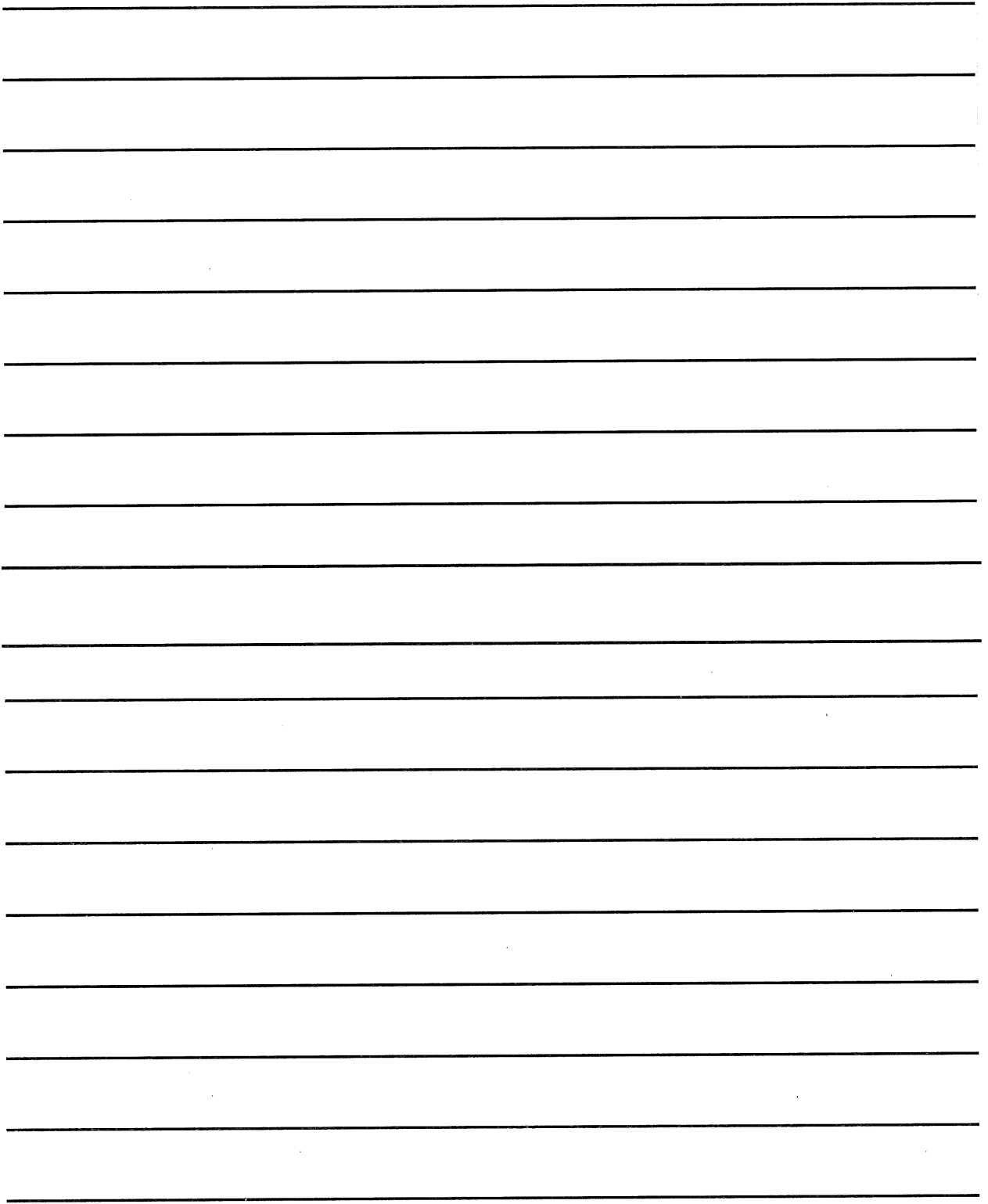
cc: Councilwoman Jennifer Terrasa, County Council Member, District 3, Howard County, MD

PETITION

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NAME	ADDRESS
Linda Hanewinkel	Columbia MD 21044 6579 Decote Dr.
Annette Williams	9251 Curtis Dr Columbia MD 21045
ANNETTE MCCARTNEY	6300 RAKITANCA COLUMBIA, MD 21045
BERRINA LEWIS	9509 Deerfoot way Columbia MD 21046
CHISHOLM GRAYM	7224 SECOND TIME LN COLUMBIA MD 21046
Ruth SANford	6412 Loring Dr Columbia, MD 21045
Pat. McPherson	11090 SWANROCK RD. Col. 21044
Nimata Hallya.	8834 Warm Granite Dr. Columbia, Md. 21045
Bridgid Seering	8418 Jopenda Dr E.C. MD 21043
Kim Hughes	Box Bright Plume Columbia MD 21044
Mayya Shlodexets	

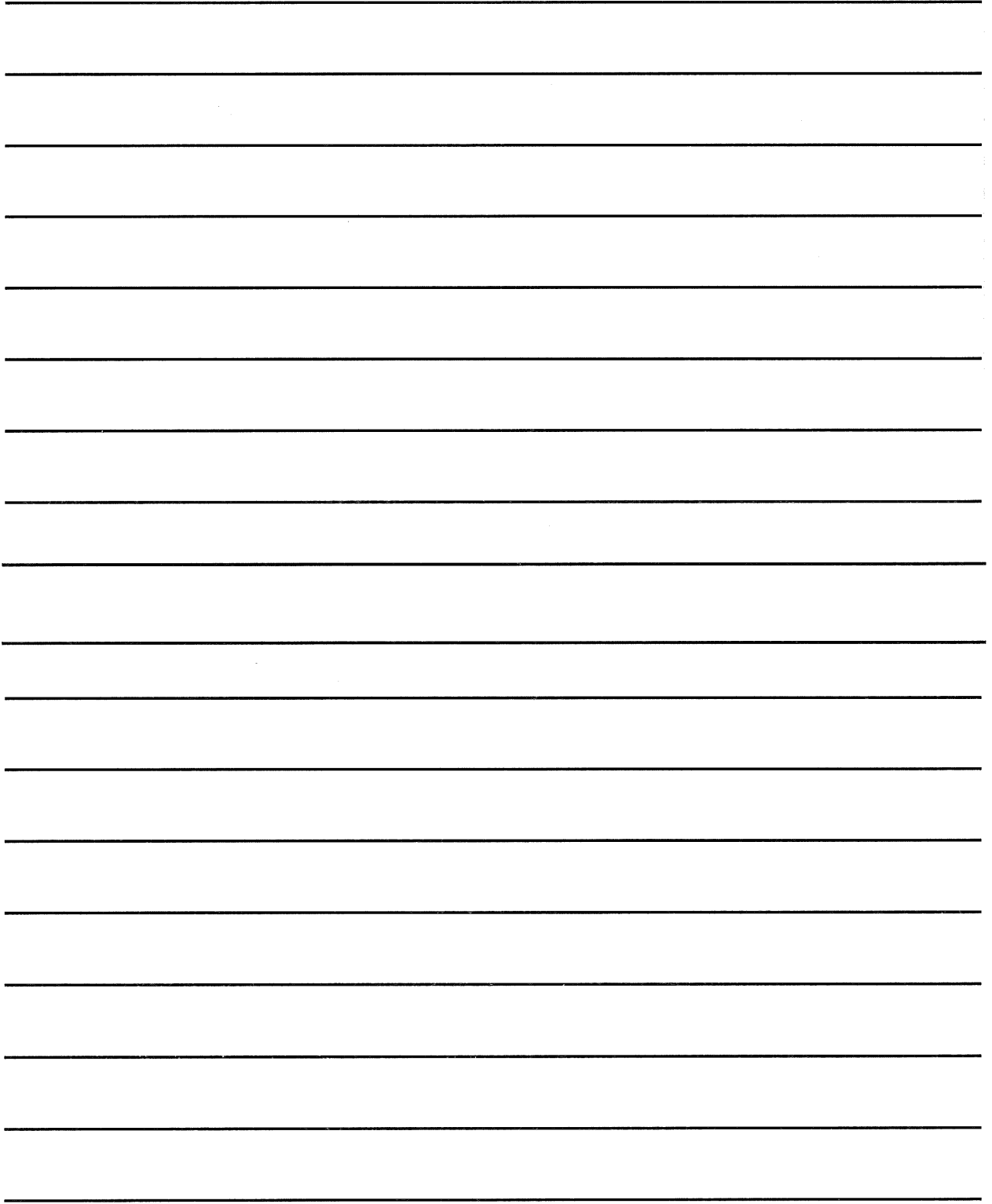




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NAME	ADDRESS
Staron Becker	5743 Twelvemonth Ct. Columbia, MD, 21045
Susan Hylsel	4569 Red Apple Lane Columb. 21046
N. Jill Scott	njscott31@verizon.net
Luanne Erickson	9517 Pampuna Rd Columbia 21045
Jean Kranfeld	9354 Curtine Lane, Col. 21045
Susanne Stoloff	6332 Guilford Rd 21029 clarksville
Ellen B. McNulty	8865 Blade Green Lane Columbia MD 21045
Laurene Petrovic	6437 Coken Door Col MD 21045
Nancy Newhouse	8360 Montgomery Run Rd ELICOTT CITY, MD 21043
Cynthia Chesot	6128 L. Lanfear Dr Columbia MD 21044
Landra Rowan	10230 Westleigh Dr. Columbia, MD. 21046



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NAME

ADDRESS

- Tom Lis 6387 OPEN FLOWER, COLUMBIA, MD 21045
- Allison Korn 6550 Carlinda Ave Col 21046
- Clarie Fennano 3405 Font Hill Drive EC 21042
- David Bagwell 3156 Conaefield Rd, Silver Spring, MD 20904
- Nick Brienza 9342 Big River Run, Columbia, MD 21045
- Wanda Duce 5705 Little Belts Row, Clarksville MD 21029
- Joan Branch 9895 Palace Hall Dr #413 Laurel MD 20723
- Karen Bomer 7070 Cradlerock Way #426 Columbia 21045
- Amy Heban 10101 Gowenfield Pkwy UNIT 406 21045
- Jane H. Cooksey 6324 Sandchain 21045
- Denée Barr 6168 Waring Spring, Columbia MD 21045

↓
Mablette Spring 5525 Waterloo Rd #413
Ellicott City MD 21043

Pat Lane 97613 Dunes Ave

SUSAN SEET 2346 ALLEN DRIVE DAY RESORT #3011
21107

Arlene Rozler 6927 GARLAND CT, ANNAPOLIS

Betsy Lew 3031 John Bernard Drive SEACREST
MD

Pam Seagour 6396 WINDHARP WAY
COLWICK MD 21045

Wette Young 5303 Butler Ct Columbia, MD 21044

Neuborn Bridgette 130 Forest Edge Pl Sparks MD
20729

Howard Payne 6148 GATE SILL 21045

Paul Atkinson Skans 7190 Leaning Legat rdg 21045

Janetta Mulbank 10570 Toward River Rd Cr 2 Columbia
21044

Wanda R. Day 5705 h The Belts Run Chesapeake MD 21029

Tom Branch, 9895 Palace Hall #413 Laurel MD 21023

Kevin Daye 5705 h The Belts Run Chesapeake MD 21029

Robert Branch 9895 Palace Hall #413 Laurel MD 21023

Maurie Foster 95709 Tinsmith St. Columbia, Md 21046

Dorothy Wells 5460 Harris Farm CARE
ELICOTT CITY MD 21029

DEBORAH FLOWERS 8778 STATE BOARDS WAY
COLUMBIA MD 21045

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NAME	ADDRESS
<u>Betty H Myers</u>	<u>5238 Raccoon Ct, Columbia, MD 21045</u>
<u>John SUTER</u>	<u>4993 Dalton Drive, Columbia MD 21045</u>
<u>Donna Koelle</u>	<u>6145 Forty Winters Way Columbia MD 21045</u>
<u>Carolyn Anna</u>	<u>5033 Broken Oak Lane Columbia MD 21044</u>
<u>Anita Ayothe</u>	<u>5488 Cedar Lane B3 Columbia MD 21044</u>
<u>Susan Kachalo</u>	<u>4655 Ilchester Rd. Ellicott City 21043</u>
<u>Louise Zontek</u>	<u>6424 Fairmead Lane, Columbia 21045</u>
<u>Cindy Patterson</u>	<u>9246 Silver Sod, Columbia 21045</u>
<u>Shelley VonHagen-Jamar</u>	<u>9213 Osprey Ct. Columbia 21045</u>
<u>Carol Zika</u>	<u>2550 Kensington Gdns #406, Ellicott City 21043</u>
<u>Ron Farris</u>	<u>9842 Fox Hill CT, ELICOTT CITY, MD 21042</u>
<u>Vivian Rozane</u>	<u>11696 Cedarline CT, Ellicott City MD 21042</u>

Jessie McLaughlin 9457 Forewell Rd, Columbia 21045

Aileen Broider 10548 HUNTERS WAY LAUREL, MD 28723

Barbara 14826 Michale Dr Glenelg MD 21737

Joan Sweeney 11495 Roney Rd Clarksville 21029

Janet Fish 4466 Warkus Way Hay Columbia 21046

Anna Karen 10721 Autumn Splendor Dr 21044

Daleno, Minda 8961 Skypark Ct, Columbia 21046

Christina, Beaton 5613 Columbia Rd, #302 Columbia md 21044

Jin Panto 7916 Exe Gadey Way, Greenup MD 20794

John W. Walker 7382 Broken Staff, Columbia MD 21045

Bruce Walker 7382 Broken Staff, Columbia MD 21045

Phil Morgan 9342 Ourtime Ln Columbia MD 21045

CHENPING ELLEN SHIH 10322 Cromwell Court, Ellicott City, MD 21042

Hsiao wei Shih 5213 Harvey Ln. Ellicott City, MD 21043

Gina Szyfnel 6676 Str Park, Annapolis MD 21403

Claire Rogers 8260B Stonecrop Dr FC MD 21043

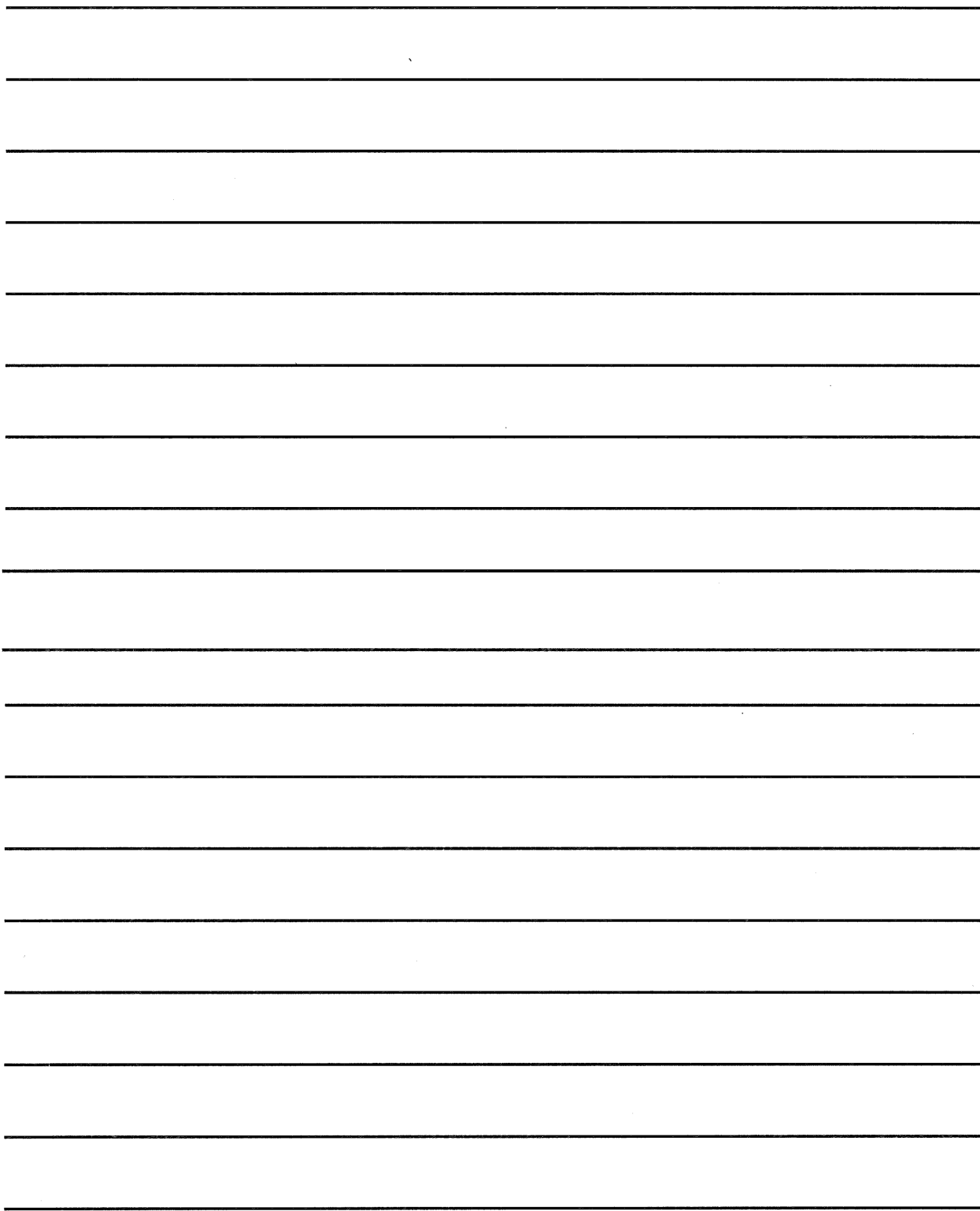
Usha ARDESHNA 8738 Warm Waves Way Columbia MD 21045

Margaret Butler 6566 Overlook Lane 21045

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NAME	ADDRESS
<u>Rose Kolvo</u>	<u>5417 FALLRIVER ROW CT 21044</u>
<u>Dolores Bramer</u>	<u>9611 Rocksparkle Row 21045</u>
<u>Sue Wisniewski</u>	<u>8582 Horseshoe Rd 21043</u>
<u>Mary Gule</u>	<u>10048 Whitworth Way EC 21042</u>
<u>Anne Watson</u>	<u>5581 Eagleback Row Columbia 21045</u>
<u>Dorothy Friedman</u>	<u>7183 Peace Chimes Ct. Columbia 21045</u>
<u>Patricia Deitz</u>	
<u>Margie Rejes</u>	<u>8814 Sandhope Ct. Columbia 21046</u>
<u>Betty Homyer</u>	<u>5238 Raccoon Ct Columbia 21045</u>
<u>Louise Basnight</u>	<u>6236 Blue Dart Place Columbia, md 21142</u>
<u>Donna Ober</u>	<u>6384 BARBET FOOT BOY COLUMBIA, MD 21045</u>
<u>EMILY HARRISON</u>	<u>6533 OVERTHEART LANE COLUMBIA, MD 21045</u>



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NAME	ADDRESS
ARLENE TRAPP	6321 LORING DR COLUMBIA, MD 21045
Blouin Porter	7186 Austing Light Way Cal. MD 21045
J. Tucker	COLUMBIA MD 21045
John W. Kelly	10801 Bird Song Pass Columbia md 21044
Lula M. Kelly	10801 Bird Song Pass Columbia md 21044
Star Hummer	10101 Gessner Weinfeld Pkwy Columbia md 21044
M.N. JAMES	10075 Windstream Dr. Columbia Md 21044
POW ALLSOPP	6972 Sand Lake Row Columbia md 21045
RITA MOY	11914 Yellow Rush Pass Columbia MD 21044
C.M. Woodruff Christine Woodruff	5071 Columbia Rd. Columbia MD 21044
Lula M. Benjamin	4315 Ericson Rd. #406 Ellicott City, MD 21043

104 Phil Morgan jcmphilmorgan@comcast.net

Chad Lee WORLDTRAVEL20@yahoo.com

Julian Robertson jakr333@gmail.com

Lucy Walker 10583 Tolling Clock Way
Columbia, MD 21044

Mildred Manuel mammanuel593@gmail.com

Phil Cogan 47805 Middlecrest
Etkrings, MD - phcogan@gmail.com
elheefn@hotmail.com (301) 498-2927

Eileen Heffner (8918 Rosewood Way, Jessup)

Alan Aitch 6825
ALL VIEW DRIVE

MARILYN NICEL 8503 Hayfield Lane, Col 21045

Roslyn Rubin 5700 Ridge Rd.

Pam Russell 8550
Blade Green Lane Columbia

Kathleen M. Wolley ECO Library.

~~Judy Frank~~

Wesley Sun 6233 Sebring Dr. Columbia, MD 21044

Nirmala Mallick 8834 Warm Granite Dr Columbia Md.
apt 122 21045

Jane Joffe 5370 Dorsey Hall Dr 21042

Martha Poch 9416 Bullring Lane Columbia, Md 21045

Russell Owen " "

Eleanor Warren 9826 Softwater Way 41046

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NAME	ADDRESS
Mary Garratt +	13445 Forsythe Rd. PO Box 1198 Sykesville, MD 21784
Dione S. Mahoney	9457 Wandering Way, Columbia, MD 21045
Ed Warner	7161 Hays Springs, Columbia 21095
Dolores Reeves	9482 Vollmerhansen Dr.
Deborah Crabtree	7225 Kinder Rd. Col. MD 21045
Elizabeth A. Fosson	9774 Polished Stone Columbia MD 21046
John Stupp	6332 Gumbell Chambers 21049
Carol Graves	6470 Sewells Ord. Drive, Columbia 21045
Dat Rose UE	5436 Tilted Stone 21045
Karen Feagin	5935 Abrianna Way Unit 2 - Elbridge - 21075
Ira Burdham	10182 Goeden Cir. Columbia Md 21046

Rafael G MEMORY CT, SINTER SPRING MD

TAPANE KAMR 10377 BLUE ARROWS CT COLUMBIA 21045

Ronald Young 9629 Warming Leaf Terrace

Jennifer Keefe-Frankfort 9355 South Folk Columbia MD 21045

Nelson Black Gossard Coit CT Columbia MD 21045

Jenny Zhang 7088 Winter Rose Path, Columbia, MD 21045

Ani Yda Inizary 9247 Feathered, CO, MD 21045

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NAME

ADDRESS

Carmen Ortiz	6602 Windsor Ct. Columbia MD 21044
Dorothy Y. Beard	8800 Bosley Rd. #301 Ellicott City, Md 21043
Celest Wamack	954 Carriage House Lane Columbia, 21045
Neil Boynton	8900 Brauer Rd. #403 Ellicott City 21043
Barbara Harris	1163 Woodclaves Way Columbia MD 21044
John Coyle	6153 W. Fairview SP. Columbia 21045
Yvonne West	10814 Green Mountain Circle Columbia 21044
Nancy Stuebel	9409 Hickory Lane, Columbia 21045
Anna Stroh	3128 St. Charles Pl. EC 21042
Martha	1305 Wagon Cir #109 21044
Aileen Ebert	4045 Firefly Way EC 21042

DONNA RACOPPA 6734 Pyramidal Way
Colum Md 21044

inda Risser 6638 Service Ct,
Columbia MD 21044

Jane Apple 5300 Doves Hill Dr. apt 122
Athol Md 21045 BMDorei97@columbia

Emma Cahney c/o Parkview Ct Elkridge

Carol Powell cell 8 Trister Ridge Ct, Columbia 21044

Leanna Allen 10001 Windstream Dr. Ga1, 21044

Wendy Fan 4632 DAPPLE Ct MD 21043 #904
ELICOTT CITY

MUSTAQUE KHAN 5764 Stevens Forest Road #907
Columbia - 21045

John Gray 6635 Service Ct Columbia 21044

Robert English 4665 PALOMINO Ct, Ellicott City

DeWald 6507 Riser Run, Columbia, MD 21043
21043

Stella Wu 2805 Wilshire Way Dr. Ellicott City MD 21043

Jan Lund 11705 Farris Rd, Ellicott City 21042

Ernest Hilsenrath – April 10, 2018 testimony on C0335, Capital Budget

Thank you, I appreciate this opportunity to testify at this Capital Budget hearing to advocate for a new East Columbia 50+ Center.

My name is Ernest Hilsenrath. I live at 11248 Chase Street in Fulton (County District 4) and lived in Howard County for 29 years. I believe the services available to Howard County citizens are the finest and offers many opportunities for senior citizens, particularly for those who want to remain active.

I retired from the federal government about 10 years ago. One of my retirement goals is to stay in shape physically and mentally. I found that Tai Chi fits that goal perfectly. I have been learning and practicing Tai Chi at the EC 50+, three times per week for about 10 years. When I started, there was just one class and now there are five. Some of us advanced enough to participate in a tai chi tournament in China last fall. ---- Our county made a name for its self in Hangzhao, CH winning several medals.

The point of my testimony is to emphasize that EC Center is operating over capacity. As we know, a new Center is in the county's capital budget, but there is need for urgency. New people, anxious to take advantage of the Tai Chi's health benefits, are being turned away, since there is no time or space for new classes. But to just highlight the situation, I usually arrive for my class a few minutes early with my classmates and stand in a narrow hall until the previous class is over. The halls become very crowded as the classes turn over. Even worse now, there is no more room in the halls, since people are playing bridge at tables that have overflowed from the crowed bridge room.

The County is making a terrific effort to accommodate its seniors, there are new or refurbished centers throughout the County, Ellicott City, Elkridge, and North Laurel, some of which even have dedicated fitness facilities for seniors. The Bain Center will soon be under renovation.

The East Columbia 50+ Center is the smallest and maybe oldest and serves one of the county's denser neighborhoods. The Center shares the building with the newly renovated EC Library which is drawing lots of energetic school kids, as well as adults. I am not exaggerating when I say that they often overwhelm the 50+ entrance. I invite you to visit our center one day after school lets out and observe the chaos in the entranceway. Our seniors are more than worthy of a new and safe facility. Waiting until early in the next decade is not soon enough to serve this group of citizens.

Thank you and hope you will agree that ^{a new} ~~the~~ East Columbia 50+ needs to be moved up on the county's funding priorities.

**TESTIMONY ON THE CAPITAL BUDGET PROJECT 0335 – COMMUNITY RESOURCE & SERVICES
FACILITY/PROGRAM**

Presented by Pearl Atkinson Stewart

April 10, 2018

Good Evening,

I am Pearl Atkinson Stewart, 7190 Lasting Light Way, Columbia Md 21045.

I agree with everything the previous speakers have said and I hope you will listen and act as they have requested. I am here tonight to support the East Columbia Senior Center by telling you my personal observance of the crowded conditions that now exists. With the continuing growth of seniors retiring in East Columbia and the desire for healthy living, we need to address the deficiencies sooner than 2022.

I visit this center 3 – 4 times a week, for exercise, social games and many other activities. We lack exercise equipment, and I believe this is the only senior center that do not offer exercise equipment.

Therefore, our Seniors are deprived of this type exercising that is highly recommended by medical professionals for many age-related health problems. Many participants walk from their homes and it is very convenient to get to. Howard County Seniors deserve access a place to come and receive benefits to enhance their healthy bodies and minds.

To name a few activities that I have personal knowledge of is the size of rooms are so small that even for my Bid Whist games we find that there is not enough room for all who want to play. My exercise room is filled to the brim and there is no room large enough to accommodate special occasions such as the annual Chinese New Year Celebration.

I join the many who signed petitions to respectfully request that the Capital Budget be modified to include sufficient funding to locate and plan for a new Senior Center location. I also ask that the timeline for

completion of this project to be moved up to 2019 because we are really in a critical stage today and tomorrow will be catastrophic we don't act.

Thank you for allowing me to testify.



HORIZON FOUNDATION

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Yvette Oquendo

Jeffrey Rivest

Ned Tillman

Dou Alvin Zhang

FY 2019 Budget - Funding for Bicycle Infrastructure Projects Position: Support

My name is Paul Gleichauf and I am testifying on behalf of the 20 community leaders who make up the Board of Trustees of the Horizon Foundation.

When County Executive Kittleman announced he would put \$8 million toward building bicycle routes over the next three years, we were encouraged by his public commitment to make Howard County a more bikeable community benefiting schoolchildren, older adults, local workers and others. More than 40 businesses and community institutions – including the Horizon Foundation – and more than 1,500 individuals have advocated for significantly increased funding to bring this vision to life. At the County Executive’s last budget hearing, nearly 100 people also attended to show their support.

As Howard County’s community health foundation and the largest independent health philanthropy in the state, the Horizon Foundation fully supports efforts to make healthy choices easier for local residents. We believe that a more bikeable and walkable Howard County will be a healthier Howard County, where biking or walking is just as easy as driving a car to places like school, work or places of worship.

Our partners in this effort represent a diverse range of interests including major business leaders such as Howard Bank, W. R. Grace and COPT, environmental organizations, like the Sierra Club and the Earth Forum, and critical health organizations like the American Heart Association and the Chesapeake Regional Health Information System for our Patients.

These groups know “increasing the bike-friendliness of Howard County is good for business and good for the community,” as Howard Bank CEO Mary Ann Scully wrote in the *Baltimore Sun*. Investing in connected bicycle routes will help Howard County better compete with neighboring counties for millennial workers, enhance quality of life for older residents who wish to age in place and provide an affordable, reliable transportation option for lower-income residents.

The FY 2019 budget includes \$1.25 million for bicycle infrastructure, primarily through projects in the Bicycle Master Plan which the County Council unanimously passed in 2016. While this amount falls short of the funding levels in neighboring counties like Montgomery and Anne Arundel, it represents a small step forward. We ask the County Council to approve the bike funding in this budget and importantly, not cut any funding from the Bike Master Plan implementation.

We also urge continued support for future increases in bicycle infrastructure funding and future improvements in biking and walking through the new Pedestrian Master Plan, complete streets policy and complete streets design manual. While we are making progress in the county, we must continue to prioritize funding and building connected bicycle and pedestrian routes to truly reap the benefits. Without adequate funds, our bicycle and pedestrian plans will take decades longer to come to fruition and we will continue to lag behind our neighboring counties.

Thank you for your consideration and for your past and future support of making Howard County more bikeable and walkable. Investing in these changes will make a significant difference in our community's health, the environment, the economy and transportation equity.

Bikeway Supporters

More than 1,500 people and 40 businesses and organizations support the Bikeway.

Advocacy for the Bikeway is led by Bicycling Advocates of Howard County and the Horizon Foundation.

Other institutions supporting the Bikeway include:

Business Associations

- Howard County Association of Realtors
- Howard County Chamber of Commerce

Employers

- Chesapeake Regional Information System for our Patients (CRISP)
- Columbia Association
- Howard Bank
- Howard County General Hospital
- Mobern Lighting
- Pearson's Online and Blended Learning Group
- W R Grace

Real Estate and Development Firms

- Clarksville Commons
- COPT
- Enterprise
- Howard Hughes Corporation
- Lee & Associates Commercial Real Estate Services
- Kimco Realty
- MacKenzie Commercial Real Estate
- Orchard Development Corporation
- Williamsburg Homes
- Walter E. Lynch, AIA, PLLC
- Wood Partners

Civic, Health & Faith Organizations

- American Heart Association Mid-Atlantic Affiliate
- The Association of Community Services
- The Bicycling Advocates of Howard County
- Columbia Jewish Congregation

- Dorsey Search Village Board
- Earth Forum of Howard County
- FIRN
- Harper's Choice Community Association
- Horizon Foundation
- Howard County Branch of the NAACP
- Howard County Group of the Maryland Sierra Club
- Howard County Local Health Improvement Coalition
- Howard County Public Transportation Board
- People Acting Together in Howard (PATH)
- The Y in Central Maryland
- Transition Howard County
- We Promote Health
- Wilde Lake Village Board

Small Businesses

- Ascent Bicycle Studio
- Countryside Veterinary Clinic
- The Cycle Mill
- Princeton Sports
- Race Pace Bicycles



Wherever you are in your journey, you are welcome here.

January 4, 2018

Dear County Executive Allan Kittleman,

We write to express Columbia Jewish Congregation's support of the proposal for the county to fund and build the Bikeway and to urge you to include \$3 million in your next budget for this project. CJC is a 250 family congregation which began in Columbia in 1970. Many of our members are cyclists. In fact, our cantor commutes by bicycle and we have a regular ride each Sunday starting from our Sunday school. Building a network of bicycle and pedestrian routes will benefit all our residents by reducing congestion and improving health, safety and well-being.

We are concerned that neighboring communities like Montgomery and Anne Arundel, significantly outspend Howard County on bike infrastructure. They budgeted over \$23 million and over \$6 million respectively last year.

We hope your administration, which has shown support for cycling in the past, will designate the \$3 million needed to start to build the Bikeway. We strongly believe that increasing funding for biking now will result in significant community-wide benefits in the future, ensuring that Howard County remains friendly and attractive for all residents of all ages and backgrounds.

Thank you for your consideration,

Steven Kramer

Steven Kramer
Co-President

Fred Thomsen

Fred Thomsen
Co-President



CORPORATE OFFICE
PROPERTIES TRUST

Catherine M. Ward
Sr. Vice President
Asset Management/Leasing
6711 Columbia Gateway Drive, Suite 300
Columbia, Maryland 21046
Telephone 443-285-5702
Facsimile 443-285-7650

December 14, 2017

The Honorable Allan H. Kittleman
Howard County Executive
The George Howard Building
3430 Court House Drive
Ellicott City, MD – 21043

Dear County Executive Kittleman:

Corporate Office Properties Trust (NYSE: OFC) is fully supportive of the opportunity to build a Bikeway in Howard County and urges you to include \$3 million in the FY19 budget for this project which should have a significant impact on Columbia Gateway as the new Innovation district.

COPT is a publicly traded Real Estate Investment Trust that is headquartered in Columbia, MD. Our national portfolio consists of 16.7 million square of office space of which 2.8 million square feet is located in Howard County and we employ over 125 people.

As one of the largest private real estate developers in the County, it is our opinion that the Bikeway is necessary to help attract and retain top tier talent. We often hear from potential clients and their CEO's that Howard County does not have the multi-modal transportation infrastructure that is required by today's work force. We are eager for rapid and extensive investment in cycling facilities to begin the process of overcoming this stigma. Our current and future tenants are looking for locations that will appeal to employees and clients, and research indicates bikeability is a key amenity both millennials and boomers desire.

Columbia Gateway Business Park would connect to the surrounding communities via the Bikeway's routes and provide a Bikeshare program. Cycling is currently associated with an appealing urban, innovative culture that will better allow our businesses and business districts to remain competitive. Making Gateway more visibly and extensively bike-friendly will greatly assist the redevelopment and rebranding of the park. Additionally, by connecting to the Bikeway, Gateway will be accessible by bike for 60% of county residents and for commuters from three MARC stations.

We strongly urge you to fund the construction of the Bikeway, and to fund and expedite projects along Oakland Mills Road and Robert Fulton Drive to connect Columbia Gateway to the network.

COPT is concerned that Montgomery, Anne Arundel, and various northern Virginia counties with which Howard competes for residents and businesses so significantly outspend Howard County on this issue.



CORPORATE OFFICE
PROPERTIES TRUST

Catherine M. Ward
Sr. Vice President
Asset Management/Leasing
6711 Columbia Gateway Drive, Suite 300
Columbia, Maryland 21046
Telephone 443-285-5702
Facsimile 443-285-7650

We hope your administration will designate at least \$3 million for significant investment in local bicycling facilities with a focus on Gateway as a hub to begin the process. This will start to build on the Gateway brand as the new Innovation District. To proceed with redevelopment plans without such action would be a tremendous missed opportunity that could harm our future success.

Thank you for your consideration,

A handwritten signature in cursive script that reads "Catherine M. Ward".

Catherine M. Ward
Senior Vice President,
Asset Management and Leasing
Corporate Office Properties Trust



March 1, 2018

Dear County Executive Allan Kittleman,

We are writing to express the support of our family and our business, Countryside Veterinary Clinic, for the Bikeway. We are excited that you recently announced that you will build much of the Bikeway with \$8 million in funding over the next 3 years. We urge you to budget \$3 million in your next budget to jump start this project and to continue to signal your commitment to a bikeable and walkable Howard County.

My wife and I founded our veterinary clinic in 1988 in Ellicott City where our 25-person staff serves 4,800 animals per year. We are proponents of both animal and human health. We, along with our adult children, who are also veterinarians, live in the area, and are also avid mountain bikers and occasional road cyclists.

The Bikeway would provide county residents with safe, easy, designated and connected routes to ride. This has clear health and safety benefits for our family and for the county as a whole. We appreciate other benefits of investing in bicycling infrastructure such as its environmental benefits and increased quality of life.

As small business owners, we know it can be difficult to find funds for long term priorities that are not urgent at the moment. However, we also know how dangerous it can be to fail to invest in long-term strength and customer appeal.

We are concerned that neighboring Montgomery and Anne Arundel County communities budgeted \$26 million and \$7.5 million for bike facilities last year while Howard County budgeted \$600,000.

We hope that your administration, which has expressed support for cycling, will designate \$3 million needed for a more significant investment in local bicycling facilities. We strongly believe that increasing funding for biking now will result in significant community-wide benefits in the future, ensuring that Howard County remains competitive for businesses like ours and residents like us.

Sincerely,
Carroll Thumel, DVM
Mary Beth Soverns, DVM
Countryside Veterinary Clinic
4866 Montgomery Road
Ellicott City, Maryland 21043
410 461-2400
cthumel@aol.com



CRISP

Connecting Providers with Technology to Improve Patient Care

February 28, 2018

The Honorable Allan Kittleman
Office of County Executive
3430 Court House Drive,
Ellicott City, MD 21043

Dear County Executive Kittleman,

Please accept this letter of support of the Bikeway from Chesapeake Regional Information System for our Patients (CRISP). We are excited about the recent announcement that you will build much of the Bikeway with \$8 million in funding over the next 3 years as part of your Bike Howard Express initiative. CRISP is particularly pleased to see that your network would include a direct link to Columbia Gateway, where we are located. We urge you to include \$3 million in your next budget to start this worthy project strongly, as it will promote health and improve Howard County as an ideal location for employers.

As you know, CRISP is a growing business based in the Gateway Corporate Center that currently employs 100 staff members. We work to advance health and wellness by deploying health information technology solutions adopted through cooperation and collaboration.

We support investing in bike infrastructure for two reasons. First, a bike network would make it easier for more Howard County residents to incorporate exercise into their daily life, effectively supporting CRISP's mission of improving health and wellness. Second, the network would improve the experience of working at CRISP and make the county more appealing to the high-skills, energetic workforce we seek to attract. We compete for talent regionally and are concerned that neighboring communities like Montgomery and Anne Arundel significantly outspend Howard County on biking facilities, budgeting over \$23 million and over \$6 million respectively last year.

We hope your administration will budget the \$3 million for the Bike Howard Express and advance Howard County's future as a healthy, competitive county.

Thank you for your consideration,

David Horrocks
President, CRISP

Dorsey's Search Community Association, Inc.
4765 Dorsey Hall Drive
Ellicott City, MD 21042

Tele: 410-730-4005 fax: 410-730-4008

December 18, 2017

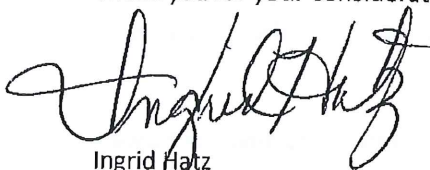
Dear County Executive Allan Kittleman,

I write to express the Dorsey's Search Village Board's support of the proposal for the county to fund and build the Bikeway, and to urge you to include \$3 million in your next budget for this project.

Our village was able to see the benefits of the Bikeway firsthand at the Open Streets event on October 1st; thank you, by the way for attending that event. Bikeway bike lanes on Columbia Road would connect our village center, pool, and neighborhood trail systems. They would help more people consider biking and walking, and help draw more customers to the village center. Lastly, bike facilities would increase our community's attractiveness to potential residents, and enhance our strong reputation for offering a high quality of life.

We hope your administration, which has shown support for cycling by many means, will designate the \$3 million needed for a more significant investment in local bicycling facilities and will start to build the Bikeway. We strongly believe that increasing funding for biking now will result in significant community wide benefits in the future, ensuring that Howard County remains competitive for business and residents.

Thank you for your consideration,



Ingrid Hatz

Dorsey's Search Village Manager



December 5, 2017

Allan H. Kittleman
County Executive
Office of County Executive
George Howard Building, 3430 Court House Drive
Ellicott City, MD 21043

Dear County Executive Kittleman,

As you know, the Enterprise family of organizations (Enterprise Community Partners, Enterprise Community Investment, Enterprise Community Loan Fund and Enterprise Homes) is dedicated to helping low-income families thrive in affordable housing in communities of their choice, like Howard County. Enterprise also invests throughout the nation in socially-beneficial development projects. We have seen that building a bicycling infrastructure benefits low-income families and helps development projects succeed. Because of this, Enterprise supports the proposed Bikeway and encourages you to budget \$3 million for this project for the next fiscal year.

Many families Enterprise supports, both nationally and locally, cannot afford a car and struggle for reliable, convenient transportation. Safe streets for bicycle transportation create opportunity for people and help them get to work and school. As we all have seen, too often people ride out of necessity in unsafe conditions. Our community, including our most vulnerable families, need safe spaces to ride.

Enterprise is excited that some of the local affordable housing properties we have developed are near the proposed Bikeway. If fully built, the Bikeway would enable these residents to safely bicycle to jobs, services, transit, and over half of the county's parks and schools. The Bikeway would improve quality of life, economic prospects, and health.

The Bikeway is also a smart investment in maintaining competitive housing and employment markets. Research indicates that millennials are seeking a more multi-use environment and less car dependency. The Bikeway would help local redevelopment efforts be more successful.

Our headquarters sits on the Downtown Columbia Pathway portion of the Bikeway. Because the completed Bikeway would be within a mile of 60% of county residents, completing the Bikeway would enable more current Enterprise employees to bike to work, and would help us attract top talent.

Because of these many benefits, Enterprise hopes your administration, which has shown support for cycling by many means, will designate the \$3 million needed to make significant progress on the Bikeway. Thank you for your consideration.

Sincerely,

Charles R. Werhane
President and CEO, Enterprise Community Investment



Bridging Cultures. Building Community.

RESOURCES FOR THE FOREIGN BORN

5999 Harpers Farm Road, Suite E-200 Columbia, MD 21044 410-992-1923

December 8, 2017

Dear County Executive Allan Kittleman,

I write to express FIRN's support of the proposal for the county to fund and build the Bikeway and to urge you to include \$3 million in your next budget for this project.

As you know, FIRN empowers immigrants, refugees, asylees and other foreign-born individuals by helping them to access community resources and opportunities. We serve 20,000 individuals a year.

What you might not know is that lower-income and younger workers are more likely to walk and bicycle to work than their older, higher-income counterparts, according to a 2014 Census report. Hispanic and multiracial Americans also have the highest rates of bicycle commuting in the country.

FIRN supports the Bikeway for two reasons. First, we want newly arrived local families who are working hard and building wealth to safely bike or walk to work, school, and retail locations. Secondly, FIRN helps many local foreign-born individuals with transportation constraints find work. Clients often ask us to find work within a mile of their home since they do not own a car and need to walk. They often do not want to use our transit system because of wait time and reliability concerns. If it were easier and more appealing to bicycle in the county, these same clients could consider work within a 4 to 6 mile radius of their home, greatly increasing their economic opportunities.

We hope your administration, which has shown support for cycling by many means, will designate the \$3 million needed for a more significant investment in local bicycling facilities and will start to build the Bikeway. It is good for local families, local business, and local immigrants. Everyone deserves a safe way to get around their community.

Thank you for your consideration,

Hector Garcia

CEO and Executive Director

FIRN Inc.



Harper's Choice Community Association

February 21, 2018

The Honorable Allan H. Kittleman
Howard County Executive
George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

Dear County Executive Kittleman,

I write to express the Harper's Choice Community Association's (HCCA) support of the Bikeway. We are excited that you recently announced you will build much of the Bikeway with \$8 million in funding over the next 3 years. HCCA urges you to include \$3 million in your next budget to jump start progress and continue to signal your commitment to a bikeable and walkable Howard County.

The Bikeway routes run directly to our village center. Because 60 percent of county residents live within a mile of the Bikeway network, the Bikeway would help our village center be accessible to more people. We think designated, safe spaces to bike and walk will help entice more people to bike or walk to local shopping and increase the customer base for village center businesses.

While the county has many important funding needs, we also know that so much of our strong reputation rests on providing residents with a high quality of life. Bicycling lanes and paths are an increasingly important sign of quality of life to many. We are concerned that other counties are investing far more than Howard County in these amenities; last year Montgomery County budgeted \$26 million of county funds in bicycling projects, while Anne Arundel budgeted \$7.5 million and Howard County budgeted \$600,000.

We very much hope your administration will help our community remain a leader in regional quality of life, and will help our village centers stay strong.

Thank you for your consideration.

Sincerely,

Stephen J. Ingley
Village Manager
Harper's Choice Community Association

Cc: HCCA Board of Directors

Kahler Hall
5440 Old Tucker Row • Columbia, MD 21044
410-730-0770 • fax 410-730-8046
www.harperschoice.org



Main 410-715-1437
Fax 410-715-1489
Web www.hcar.org

September 6, 2017

The Honorable Alan Kittleman
Office of the County Executive
George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

Dear County Executive Kittleman,

On behalf of the Howard County Association of REALTORS® (HCAR), an organization representing over 1900 real estate professionals and affiliates in the County, we are writing to express our support for the implementation of the BikeHoward Plan, including the construction of the Bikeway trails.

Multi-modal transportation options are an increasingly important factor in the homebuying process. According to a 2015 report by the Urban Land Institute (ULI), half of U.S. residents and nearly two-thirds of Millennials want to live in areas where they do not have to rely solely on auto transportation. In addition, a joint NATIONAL ASSOCIATION OF REALTORS® and National Association of Home Builders study found that a path for biking, walking or jogging was 'the second most important neighborhood amenity' in a home search. The buyers of today and tomorrow seek a total lifestyle, rather than merely a dwelling, and projects like the Bikeway are an important component of that lifestyle.

Howard's residents also stand to benefit financially from BikeHoward facilities. In a number of markets, both urban and suburban, studies have found that direct access to trails, bike-sharing systems, and bike lanes can have a positive impact on property values. The same ULI report notes that homes near such facilities are valued as much as \$34,000 more than surrounding properties. These economic impacts spill over into commercial property values and increased retail sales as well, providing the County with a more well-rounded tax base to support other community needs.

HCAR commends the County's commitment to implementing the BikeHoward Plan in the years to come. We ask that you fulfill this commitment in the most cost-effective manner possible by fully leveraging alternative funding sources, including grants and public-private partnerships, to make projects like the Bikeway a reality. We look forward to working with you on this and other projects which make Howard County a vibrant community in which to live.

Sincerely,

Judith Gordon
President

Howard County Association of REALTORS®



6011 University Blvd., Suite 370
Ellicott City, Maryland 21043
P 410.750.0020 F 410.750.8588
www.howardbank.com

Mary Ann Scully
Chief Executive Officer
mascully@howardbank.com

December 13, 2017

Dear County Executive Allan Kittleman,

As a longtime resident of Howard County and a leader privileged to serve the residents and businesses of this community, I attempt to focus as much as possible on those initiatives that help to ensure the long term health, vibrancy and sustainability of our county. In those capacities and with that focus in mind, I write to express my support of the Bikeway and to urge you to include \$3 million in your next budget for this project. I tender this support fully mindful of your own personal commitment to the same goals as conditioned by your philosophy of small government and fiscal responsibility, I believe that this funding is very consistent with that approach especially given the infrastructure "accessible to all" nature of the project- an arena that we all agree must be funded by the government not private legal entities. .

The Bikeway presents an important and timely opportunity to advance our local economy in a number of ways. . Bicycle facilities have been shown to increase both retail sales and long term property value; thus benefiting our Howard County small business clients, local homeowners and other landholders. Bike facilities also appeal to the young, educated workforce that Howard Bank and other local businesses are trying to recruit and must recruit if we are going to successfully compete for the multi-generational talent that should be attracted to, retained in and developed through the auspices of our fellow local businesses. The need to acknowledge the different preferences and choices of the millennial generation for more urban environments enhanced by natural amenities is real and demanding.

Candidly, I worry how our neighboring suburban communities, including Anne Arundel and Montgomery counties, so significantly outspend Howard County on this type of public amenity .I hope your administration, which has shown support for cycling as well as pedestrians, will designate the \$3 million needed for a more significant investment in local bicycling facilities and will start to build the Bikeway. Making biking accessible for more residents and businesses is good for the economy and good for the community.

Thank you for your consideration,

A handwritten signature in cursive script, appearing to read 'Mary Ann Scully'.



January 19, 2018

County Executive Allan Kittleman
Office of County Executive
George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

Dear County Executive Allan Kittleman,

I am writing to advocate that you support and fund the Bikeway plan. Kimco is one of the country's largest publicly traded owners and operators of open-air shopping centers and has significant real estate holdings in Howard County. We support the proposed Bikeway plan which includes routes directly to four of the Columbia Village Centers that we own including Dorsey's Search, Harper's Choice, River Hill, and Wilde Lake. These village centers rely on local residents and benefit tremendously from multiple means of transportation. We are pleased to see that these Bikeway improvements and shared-use paths will enhance accessibility for residents to have easy and attractive ways to bike and walk to local shopping. In fact, in our recently redeveloped Wilde Lake Village Center we have bike storage and we are also working to help bring bike sharing to the Village Center. We hope that you will agree and support the Bikeway initiative.

Thank you,

A handwritten signature in black ink that reads "Caren Garfield". The signature is written in a cursive, flowing style.

Caren Garfield
Director of Development, Mid-Atlantic Region

November 27, 2017

Allan H. Kittleman
Office of County Executive
George Howard Building
3430 Court House Drive
Ellicott City MD 21043

Dear County Executive Allan Kittleman,

Lee and Associates supports the proposed Bikeway. We write to urge you to include \$3 million in your FY19 budget for this project.

As you may know, Lee & Associates offices offer a broad array of real estate services including commercial real estate brokerage, property management, valuation, asset management and finance. We are the largest firm of this kind in North America, and our Maryland office was established in 2013 and is based in downtown Columbia. In Howard county, particularly, we have strong ties with various owners and buyers and have long-term relationships within the business community.

Lee and Associates fully realize the importance of the Bikeway for the community and the economy of Howard County. The Bikeway will not only contribute to a clean and healthy environment by reducing the traffic and parking costs, but also will bring up the property value and the retail vitality. The county needs this Bikeway to be attractive, contemporary and connected. Our current and future tenants are looking for locations that will appeal to employees and clients, and research indicates bikeability is important to both younger workers and aging adults.

Lee and Associates are concerned that neighboring communities like Montgomery and Anne Arundel, with which Howard competes for residents and businesses, so significantly outspend Howard County on this issue. They budgeted over \$23 million and over \$6 million respectively on bike infrastructure last year.

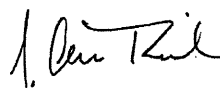
Our company strongly believes that increasing funding for biking now will result in significant community-wide benefits in the future, ensuring that Howard County remains competitive for businesses and residents. Lee and Associates hope your administration, which has shown support for cycling by many means, will designate the \$3 million needed for a more significant investment in local bicycling facilities and will start to build the Bikeway.

Thank you for your consideration,



Kate E. Jordan

Lee & Associates
Principal
Kjordan@lee-associates.com



J. Allan Riorda

Lee & Associates
Principal
ariorda@lee-associates.com



MACKENZIE

COMMERCIAL REAL ESTATE SERVICES, LLC

Lutherville Office
2328 West Joppa Road, Suite 200
Lutherville, Maryland 21093
410-821-8585 Fax: 410-296-7506
www.mackenziecommercial.com

November 21, 2017

Dear County Executive Allan Kittleman,

Mackenzie supports the proposal to build the Bikeway and urges you to include \$3 million in the FY19 budget for this project.

Mackenzie is one of the largest, non-affiliated full-service commercial real estate firms in the Mid-Atlantic. Our seven firms provide clients a competitive, full-service platform of offerings in leasing, sales, investment sales, tenant and landlord advisory services, corporate and business consulting, commercial and residential development, general construction, property and asset management, debt and equity capital placement, and market research.

Mackenzie supports the Bikeway because it will undoubtedly add a significant value to the county's appeal and competitiveness. The people and businesses we serve are looking for locations that will appeal to residents, employees and clients.

Other communities like Montgomery and Anne Arundel counties, with which we compete for residents and businesses, are significantly outspending Howard County on biking. They budgeted over \$23 million and over \$6 million respectively. Howard County must step up its commitment.

We hope your administration, which has shown support for cycling by many means, will designate the \$3 million needed for a more significant investment in local bicycling facilities and will start to build the Bikeway. Mackenzie strongly believe that increasing funding for biking now will result in significant community-wide benefits in the future, ensuring that Howard County remains competitive for businesses and residents.

Thank you for your consideration,

J. Scott Wimbrow
President

A Mackenzie Company



*8200 Stayton Drive, Suite 500, Jessup, Maryland 20794
Tel: (301) 953-2960/Fax: (301) 953-9310*

March 7, 2018

Dear County Executive Kittleman,

I write to express Mobern's support of the Bikeway as a much-needed transportation alternative for our local workforce.

As you know, we are a company of 120 employees located in Jessup, manufacturing high quality, energy efficient lighting fixtures. We are a "second chance employer" working with a number of local nonprofits to meet our labor needs and we help those who may be having difficulties entering the workforce. Many face challenges finding transportation to and from work. The extended Bikeway and the Bike Howard Express would pass within a short distance of our facility. Therefore, Mobern supports whatever the County can do within its budget to improve the bike routes.

All of us at Mobern thank you for your consideration.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Bob Claire", with a long horizontal flourish extending to the right.

Bob Claire, General Manager



Howard County Branch #7020

NAACP

P. O. Box 622 Columbia, Maryland 21045 (410) 730-5440

March 3, 2018

Dear County Executive Kittleman,

As you know, since taking office I have tried to guide the Howard County Branch NAACP by making the organization relevant to the times we are currently experiencing today. Due to that we are supporting an economic development project that is important to Howard County.

In Howard County, transportation poses a huge challenge for people's economic and social equality. Our county was designed for drivers, and those without access to cars face severe challenges accessing employment and other opportunities through our bus system. It is often unsafe and difficult for people to walk or bike where they need to go, as illustrated by the recent tragic death of a pedestrian on Dobbin Road.

For this reason, the Howard County Branch of the NAACP supports the Bikeway and \$3 million in county funds in the next budget to make it a reality.

We are excited that you recently announced you will build much of the Bikeway by building an \$8 million network over the next three years, which will also benefit walkers through 10 miles of shared use paths. The NAACP encourages you to increase county funding to \$3 million in your next budget to jump start progress on the project and make it a reality.

We are concerned that your plan to build this network depends on \$4.7 million in state grants over the next three years when we received just \$240,000 in grants for fiscal year 2019. To build this plan in a timely way, we believe Howard County must increase its county funding (just \$600,000 last year). We can and must do better, especially in comparison to neighboring communities Montgomery and Anne Arundel, which budgeted \$26 million and \$7.5 million in county funds for bicycle infrastructure respectively last year.

A strong investment in biking and walking facilities will be a significant step in that direction.

Thank you for your consideration,

Respectfully,

Willie Flowers

President

The Howard County Maryland Branch NAACP:

The mission of the National Association for the Advancement of Colored People is to ensure the political, educational, social, and economic equality of rights of all persons and to eliminate race-based discrimination.



OrchardDevelopment Corporation

November 15, 2017

Dear County Executive Allan Kittleman,

Orchard Development wishes to express its support for the Bikeway and to urge you to include \$3 million in your next budget for this project. The central reason Orchard supports the Bikeway is because the project that would benefit the community broadly, and is a worthy cause for public funds. We also know that the project would help the county with two important efforts in which we are taking part: adding density and vibrancy to downtown and revitalizing older village centers.

Because 60% of residents live within a mile of the proposed Bikeway, the Bikeway would make it easier for the majority of county residents to exercise and enjoy a fun recreational activity, while also providing safer travel for those lower income residents who bike out of necessity. Orchard staff includes avid cyclists; we know what a joy bicycling can be, and how much it adds to quality of life.

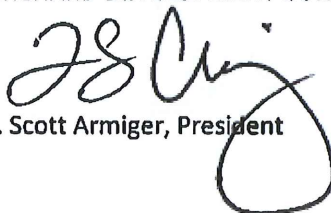
Additionally, the proposed Bikeway would assist in the continued development and revitalization of downtown. Orchard Development is eager to see the proposed Downtown Cultural Center advance as a project. Orchard is excited that our plans include a shared use path along South Entrance Rd and this path would connect to the Bikeway and, once the Bikeway is fully built, make the Cultural Center accessible to many more residents by bicycle. Increased bike accessibility would add to the Center's appeal, ease demand for parking for visitors arriving by car and mitigate traffic increases.

Our older village centers need revitalization and we are proud to be working with the county on redeveloping Long Reach. The Bikeway runs directly to eight of the Columbia village centers, including Long Reach. With the Bikeway built, residents in new apartments in the village center could bike to the Dorsey MARC station, 5.5 miles away, or 3 miles to the mall. We know residents want this lifestyle, and have planned bike storage and paths within the development. If potential residents see designated, safe spaces to bike on Tamar Drive it will increase the appeal of the area and help it rebound.

Orchard Development hopes that your administration will allocate funding for the Bikeway in the next budget – so the Bikeway is built soon, for the whole community's benefit. We look forward to being a part of a community solution and welcome conversation about how our company and developments can support this project.

Thank you for your consideration,

ORCHARD DEVELOPMENT CORPORATION



L. Scott Armiger, President



Pearson

Online & Blended Learning

10960 Grantchester Way

Columbia, MD 21044

+1 800 382 6010

pearson.com

Dear County Executive Allan Kittleman,

I write to share that Pearson's Online & Blended Learning group (formerly Connections Education) supports the proposed Bikeway and to urge you to include \$3 million in the FY19 budget for this project.

Our business provides education services to online public schools (Connections Academies) in 33 states. We have recently consolidated offices around the state and moved our headquarters from downtown Baltimore to Two Merriweather, or 10960 Grantchester Way. Nearly eight-hundred employees currently work flexibly in our headquarters with 184 residing in Howard County.

We compete for knowledgeable employees, and want our headquarters to be as attractive as possible to candidates for employment. Current sidewalks and destinations within walking distance are part of what drew us to the Two Merriweather location – increasing the ease of biking and walking in this area will benefit our current staff and make the location more appealing to today's best job candidates.

Pearson also supports the Bikeway because it complements our efforts to promote employee wellness and reduce healthcare spending. The more the county's built environment can support health, the more businesses like ours benefit.

We are concerned that neighboring communities like Montgomery and Anne Arundel so significantly outspend Howard County on this type of public amenity. They budgeted over \$25 million and over \$11 million respectively last year.

Pearson appreciates your administration's support of the Bikeshare program which serves our area. We hope your administration will continue to support cycling and walking by designating the \$3 million needed for significant progress on the Bikeway. We strongly believe that such an investment will yield economic, health and social benefits in the future, helping Howard County and its local businesses continue to thrive.

Thank you for your consideration,

Steven M. Guttentag
Managing Director Pearson Online & Blended Learning
Co-Founder, Connections Academy
steven.guttentag@pearson.com





Keith N. Cole
Vice President, Government Relations
and Environment, Health, and Safety

T +1 410.531.4709
keith.cole@grace.com

W. R. Grace & Co-Conn.
7500 Grace Drive
Columbia, MD 21044 USA

November 30, 2017

The Honorable Allan H. Kittleman
Howard County Executive
3430 Court House Drive
Ellicott City, MD 21043

Dear County Executive Kittleman:

I write to express W. R. Grace & Co.'s support for the county to fund and build the Bikeway and to urge you to include \$3 million in your next budget for this project.

At our Columbia global headquarters, Grace employs more than 500 people, many of whom pay local taxes and live nearby our campus on Grace Drive. We compete for top talent to lead our organization, and we believe the Bikeway will help make our workplace and the larger community more attractive and competitive. With increasing numbers of employees preferring alternatives to automotive transit, the Bikeway moves all of us in the right direction toward making this possible. The Bikeway would integrate the excellent bike lanes created on Grace Drive last year into a larger transportation system and provide greater access and commuting options for our employees. Additionally, it would be an appealing amenity for all people who live and work in the county or are considering doing so.

Your administration has demonstrated past support for cycling. Supporting the Bikeway is an opportunity to lead Howard County to join other jurisdictions in making a significant investment in environmentally friendly infrastructure and our overall quality of life.

We encourage you to designate the funds necessary to build the Bikeway and make biking safer and more accessible for residents and employees—including ours.

Thank you for your consideration.

Sincerely,

Keith N. Cole
Vice President, Government Relations
and Environment, Health, and Safety



WALTER E. LYNCH AIA, PLLC
ARCHITECTS & PLANNERS

December 8, 2017

Dear County Executive Allan Kittleman,

Walter Lynch AIA, PLLC wishes to express its support for the Bikeway and to urge you to include \$3 million in your next budget for this project.

Walter E. Lynch AIA, PLLC is a Washington, DC based Architectural Planning and Development Company actively involved with master planning and development for national corporations, individual owners, cities, counties and the National Park Service. The firm has successfully developed and managed high profile commercial, mixed-use, and transportation oriented projects nationally, but with its main focus on the Washington, DC and Baltimore region. The firm is experienced with private/public development partnerships and has actively included significant small and minority business participation.

As you know, Walter Lynch is in the process of developing Laurel Park Station. This transit-oriented development seeks to successfully incorporate mixed-use buildings and to promote multi-modal transit. Walter Lynch has planned, and in some cases begun constructing, multiple ways to make the development as appealing to bike and walk as possible. Plans include: a path system throughout the property, connecting to an existing path system we built along the Patuxent River and around the racetrack; on-road bike facilities; and bike storage and racks. These community-enhancing features will appeal to future residents, retail tenants, shoppers, and commuters who want to bike to the MARC.

We believe that the long term vision for the Howard County and the Baltimore/Washington corridor should continue to emphasize an interconnected multi-module system of trails and pathways.

Southern Howard County is perceived as lacking many of the amenities found in other parts of the county. Walter Lynch firmly believes that the Bikeway will help this part of the county be viewed more positively and better compete for residents and businesses.

Additionally, Laurel Park Station can draw on a larger customer and commuter base if there are easy connections to local neighborhoods. The Bikeway would connect directly with the development via Washington Blvd South and North Laurel Road. Since the Bikeway would run through the most densely populated portions of the county, this would open the possibility of many commuters and shoppers accessing Laurel Park Station via bicycle.

Other counties in the region are spending millions on biking infrastructure because of their business value. Walter Lynch very much hopes your administration will do the same and budget \$3 million to start completing the Bikeway. This investment would help current residents of North Laurel, efforts to attract new residents and businesses like Laurel Park Station, and the county as a whole.

Thank you for your consideration,

Walter E Lynch –Principal

1 0 5 8 Thomas Jefferson Street NW
Washington, DC 20007
Telephone 202-965-2424
Fax 202-965-5544

I support \$3 million in funding for the Bikeway in the next budget (FY '19).

While I certainly realize that you have a lot of very important and critical projects that require funding, increases in the budget for the Bikeway is certainly very important to Howard Countians. Howard County with its hundreds of miles of bike paths and connecting them with a well thought out Bikeway System will be beneficial in so many ways...health, transportation, tourism, community-building, safety, the environment and attracting businesses to locate here.

On behalf of We Promote Health, Inc., An organization focused on promoting wellness in Howard County, we add our support in asking for greater support for the proposed Bikeway. We firmly believe it will positively impact our community's health, economic vibrancy and environment.

Brian Jolles, President
We Promote Health
5052 Dorsey Hall Drive, Suite 203
Ellicott City, MD 21042



BRUCE A. HARVEY
President

March 7, 2018

County Executive Allan Kittleman
Howard County, Maryland
George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

Dear Allan,

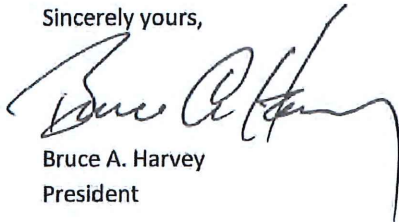
I'm writing to express both my personal support and my Company's support for the Bikeway. I am excited that you recently announced you will build much of the Bikeway with \$8 million in funding over the next 3 years. I urge you to budget \$3 million in your next budget to jump start progress and continue to signal your commitment to a bikeable and walkable Howard County.

As a homebuilder, especially here in Howard County, we have seen increased demand among our buyers for biking, running and walking amenities. We find that places like Maple Lawn where people can "live, work and play" - and do so without getting into their car - are extremely popular. The old style suburban cul-de-sac homes, while not dead, are certainly much less desirable unless they come with these biking, running and walking amenities close by.

I know from serving on the Spending Affordability Committee the difficulty that the county faces between numerous priorities and limited funds. However, I also know that the strategy of investing in long term quality of life projects has helped the county succeed in the past. I believe this is one of those projects that will pay off very well for generations to come. I'm a little concerned that Montgomery, Anne Arundel and other counties are so outspending us in this area. Especially in the south of the county, where Williamsburg currently concentrates our Howard County building, we can see a real need for trails, bike lanes and sidewalks where currently few exist. With the Bikeway started, a basic bike network could be extended to Maple Lawn, Fulton, and Laurel.

I am very pleased that you share this vision. I encourage you to increase county funding to make it a reality, and fund bicycle infrastructure at a \$3 million level this year. I firmly believe the Bikeway will strengthen property values, help businesses like ours succeed, and provide good value to the county for generations.

Sincerely yours,



Bruce A. Harvey
President

Maryland's Award-Winning Homebuilder.

5485 HARPERS FARM ROAD SUITE 200 COLUMBIA, MARYLAND 21044
410-997-8800 FAX 410-997-4358 • WWW.WILLIAMSBURGLLC.COM • MHRB# 155





WILDE LAKE COMMUNITY ASSOCIATION

SLAYTON HOUSE
10400 Cross Fox Lane
Columbia, Maryland 21044-2398
410-730-3987
Fax 410-730-6695

December 7, 2017

Howard County Executive Allan H. Kittleman
George Howard Building
3430 Court House Drive
Ellicott City, Maryland 21043

Dear County Executive Kittleman,

Thank you for the opportunity to provide testimony regarding the FY2019 county budget cycle. I am writing on behalf of the Wilde Lake Village Board to ask for your support on issues of interest in our community.

Howard EcoWorks

The Wilde Lake Village Board has been working with Lori Lilly, Executive Director of Howard EcoWorks and the READY Program, to obtain a grant to assist Wilde Lake townhouse and condominium Home Owners Associations with installing rain gardens in their neighborhoods. We just received notice that the community engagement and restoration grant has been awarded and next steps are being implemented. The Wilde Lake Village Board supports the Howard Ecoworks' mission, the important work they do to support environmental initiatives in the County, and urge you to continue funding the organization.

Traffic Calming on Green Mountain Circle

It has recently come to the Wilde Lake Village Board's attention that residents are concerned with speeding traffic on Green Mountain Circle in Bryant Woods. The Village Board will work with residents and the Department of Public Works on the county traffic calming process. The Wilde Lake Village Board wants to ensure that there is adequate funding to implement a traffic calming project if the street meets the criteria for speed hump installation.

Connectivity from Little Patuxent Parkway to Wilde Lake Village Center

We look forward to working with the County to complete the final connection of the new pathway along the east side of the new LEED certified, net-zero energy solar powered geothermal heated Wilde Lake Middle School dissecting the Wilde Lake High School and middle school properties. As you know, the new pathway abruptly ends behind the county-owned former Columbia Flier Building at its rear parking lot. The Wilde Lake Village Board requests funding for an official and long-term connection between the new middle school pathway and Little Patuxent Parkway. This will enhance accessibility for Columbia students to the school, provide connectivity for our

residents to the new Howard Community College entrance and the new Downtown Multi-use Pathway. Lastly, it will promote receptivity and vibrancy at the Wilde Lake Village Center.

Howard County Bikeway

We appreciate your support for the county Bicycle Master Plan. The Wilde Lake Village Board supports the Bicycle Master Plan and requests significant funding for The Bikeway so that it can be implemented in the near future. Creating a core network by connecting numerous bike and pedestrian paths will provide safe and direct routes for our residents to work and play destinations throughout Columbia and to the north, south, east and west sides of the County.

Your consideration of these requests is most appreciated.

Sincerely,
Kevin McAliley
Chair, Wilde Lake Village Board



December 11, 2017

Allan H. Kittleman
County Executive, Howard County
George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

Dear County Executive Kittleman,

As you know, Wood Partners has recently developed and opened Alta Wilde Lake, a beautiful luxury apartment complex in the Wilde Lake Village Center. We enjoyed hosting you at our ribbon cutting ceremony earlier this year.

We write to respectfully express our support for your administration to support bicycling facilities connected to the Wilde Lake Village Center by including \$3 million of funding for the Bikeway in the next County budget, to assist in connecting the pathway that runs from the Village Center to the Columbia Flyer Building to the sidewalks along Little Patuxent Parkway. We also encourage you to consider fiscal support from the County for a Howard County Bikeshare station in the Village Center.

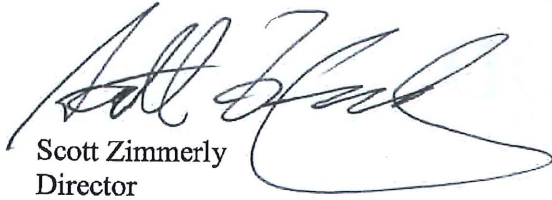
As you likely saw upon your visit, Alta Wilde Lake contains a large bike storage and maintenance facility which includes two bike repair stations, complete with tools and a large mural showing nearby trails and routes. This is a very popular amenity with our residents. Research indicates that millennials and boomers alike are seeking environments in which they do not have to be car dependent.

We support the Bikeway because it would benefit Alta Wilde Lake significantly by improving connectivity to the greater pathway system around Columbia, therefore helping attract and retain current and future residents. We are pleased to see that the Bikeway calls for new facilities along Twin Rivers Road, Harper's Farm Road and Governor Warfield Road, as well as for the connection from the Columbia Flyer Building to Little Patuxent Parkway. All of these projects serve to further connect the Wilde Lake Village Center with downtown and other destinations, thus increasing retail traffic in the Village Center and increasing Alta Wilde Lake's visibility.

A Bike Share station would provide a similar benefit, improving connections between the Wilde Lake Village Center and other popular destinations in the County.

Wood Partners invests in bicycling amenities within our developments across the country because they promote healthy living and appeal to residents of all ages. We believe more cycling facilities would provide similar, cost-effective benefits to Howard County, and as such we strongly encourage the County to invest.

Thank you for your consideration,



Scott Zimmerly
Director

Wood Partners is a Group of Limited Liability Companies

11 NORTH WASHINGTON STREET, SUITE 320 ROCKVILLE, MARYLAND 20850
PHONE 301.795.9281 FAX 301.795.9282



FOR YOUTH DEVELOPMENT®
FOR HEALTHY LIVING
FOR SOCIAL RESPONSIBILITY

March 14, 2018

Allan H. Kittleman
Howard County Executive
3430 Court House Drive
Ellicott City, MD 21043

Dear County Executive Kittleman,

I hope that this letter finds you well. I was excited to read about your commitment to build the BikeHoward Express over the next three years. On behalf of The Y in Central Maryland and the over 15,000 people we serve in Howard County, I am urging you to include \$3 million of funding in the county's capital budget as a down-payment towards construction and as a signal of your commitment to a bikeable and walkable Howard County.

As you know, the Dancel Y in Ellicott City serves thousands of families who are striving to live a healthy lifestyle, including those who engage in our youth and family programming, like summer camp, and those looking for ways to serve their community. As a charitable, cause-driven organization, our focus is to serve all, ensuring that income isn't a barrier to our programs and service. As such, we provide scholarships to those living on incomes of up to three times the federal poverty level to provide critical access to those most in need of the Y. For many people, difficulty finding transportation to our Y or to work or school presents a tremendous obstacle to a fair and equitable community.

At the Y, we envision a day when it is easy to bike and walk to our center, and when these routes are accessible for a majority of county residents because they are connected to sidewalks, bike lanes, trails and transit. I am pleased that our location will be on your planned Bike Howard Express route.

I would encourage you to increase county funding to make it and other bike routes a reality. I am concerned that your plan to build this network depends on \$4.7 million in state grants over the next three years. As I understand it, the county received just \$240,000 in bike infrastructure grants for fiscal year 2019 and historically has not received grants in the amounts envisioned in your BikeHoward Express plan. To make the BikeHoward Express and the BikeHoward plan possible, Howard County must increase its county funding to be closer to neighboring communities like Montgomery and Anne Arundel Counties, which budgeted \$26 million and \$7.5 million respectively in county funds for bicycle infrastructure respectively last year.

I understand that there are many competing priorities for limited funds across the county. We deal with the same issue at the Y in Central Maryland every day. That being said, I believe that increasing funding for biking now will result in significant community-wide benefits. This investment is good for the environment, health, community-building and transportation equity.

Thank you for your consideration.

Sincerely,

John K. Hoey
President and CEO

March 7, 2017

County Executive Allan Kittleman
George Howard Building
3430 Court House Drive
Ellicott City, MD 21043



Dear County Executive Kittleman,

As investors and co-founders of Ascent Bicycle Studio in Ellicott City, we believe passionately in the benefits of bicycling and strive to share that passion through free community workshops on bicycle maintenance, athlete performance tips, race nutrition, triathlon tips and bicycle safety and skills clinics from local professionals. We are writing to urge you to support the Bikeway and fully fund it with \$3 million this year and the following two years.

Supporting the Bikeway is good for health, good for the environment and good for the economy. While cycling continues to become increasingly popular, we recognize that many area residents still do not have safe and convenient access to bicycle routes. Investing in the Bikeway will give county residents more places to bicycle safely and lead to increased levels of cycling, improved health and reduced greenhouse gas emissions.

The Bikeway would also benefit our business and the local economy more generally. Howard County has a thriving local cycling scene. Additionally, Patapsco State Park, neighboring trailways, and scenic roads make it an appealing cycling destination. Local and visiting riders support numerous cycling related businesses but also local restaurants, coffee shops and other retail establishments. As a local bike shop owners we are seeing a steadily growing number of new cyclists in the area and overwhelmingly their number one priority is bike safety and access to safe places to ride, including bikeways and bike lanes.

Bicycling has been an integral part of the history of Howard County for over 50 years. We appreciate your ongoing work to promote biking in this community and hope that you will you make a decision to fund the Bikeway for the next three years. We believe the investment will not only benefit our customers but also greatly benefit community members for generations to come.

Thank you for your consideration,

Kris Mac

Matthew Cooper

Robert Birch

Three handwritten signatures are written over the printed names of the co-founders. The first signature is for Kris Mac, the second for Matthew Cooper, and the third for Robert Birch.

Co-Founders, Ascent Bicycle Studio



Bicycling Advocates of Howard County Inc

5950 Symphony Woods Rd, Suite 215
Columbia, MD 21044
www.bikehoco.org



December 14, 2016

The Honorable Allan H. Kittleman, County Executive
3430 Court House Drive
Ellicott City, MD 21043

Re: Capital & Operating Budgets 2018

Dear County Executive Kittleman:

Last year at this time Bicycling Advocates of Howard County (BAHC) urged you to include funding to support and promote active transportation in your 2017 capital and operating budgets. You responded not only with funding but also with a far reaching policy initiative: Complete Streets. We return this year to urge you to begin implementing the Bicycle Master Plan by funding The Bikeway.

Howard County has the opportunity to put your consistent support for active transportation into action on the ground. As a candidate you said, "We must take action to encourage pedestrian and bicycle transportation." As County Executive you oversaw the adoption of the Bicycle Master Plan and, more important, you directed Howard County to adopt and implement a complete streets policy. That policy will have a long term positive impact on how we in Howard County experience and use our transportation networks.

The Horizon Foundation did more than embrace the complete streets vision. It undertook the work necessary to develop The Bikeway, a well-conceived and detailed plan to take those first steps toward make active transportation in Howard County a reality. We must all thank the Horizon Foundation for taking that initiative and absorbing the costs, especially at a time when the County faced the enormous challenge of a flooded Ellicott City. The Bikeway is an opportunity, a gift, that Howard County must itself now embrace and implement.

The benefits of building The Bikeway are numerous but we will address only three:

- Economic Development -- People take advantage of opportunities to walk and bike to entertainment, shopping, and other businesses, but The Bikeway goes beyond that. The Bikeway is a way that we can begin to connect transit hubs and make it easier for people to get to work in Howard County. The Bikeway is a way that we can help promote lower development costs by affording LEED qualification points.
- Public Safety -- A common refrain is "I would bike (or walk) more if it were safer (or easier)." The Bikeway puts a safe, easy to use network within a mile of more than half of Howard Countians. Let us make it safer and easier for people to get out and about. More eyes means better safety for all.

The Honorable Allan H. Kittleman

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December 14, 2016

- Community Building -- Bicyclists, runners, and walkers not only see more, they *observe* more and they interact more with their fellows, their surroundings, and their communities than people hiding behind a windshield. BAHC hopes that we in Howard County see the incalculable value of a society where get out to see each other, where we get out to speak with each other, and where we do not hide in isolated political and social silos.

The Bikeway knits many pieces of the Bicycle Master Plan into a coherent active network that will reach more than half of the County's residents, schools, and parks. The Bikeway BAHC asks you to go beyond planning to real nitty-gritty engineering and building. BAHC asks you to fully fund The Bikeway.

Very truly yours,

Jack Guarneri, President



December 9, 2016

County Executive Allan Kittleman
George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

Dear County Executive Kittleman:

As one of the nation's most well-known planned communities, Columbia has proudly earned a reputation for being a great place to live, work, and play. This was affirmed when Money Magazine in September named Columbia the *No. 1 Small City to Live In*.

At the core of Columbia's success is the forward-thinking investment in enhancing the community's quality of life. One example is that for almost 50 years, Columbia Association (CA) has invested in an extensive pathway system. Recently, we began work with Howard County to link CA's pathway system to new community pathways built by others, as well as to on-street county bicycle facilities with the goal of creating a modern and robust bicycle network to serve our community's needs in the 21st Century.

I am writing to you on behalf of CA to ask for your support of The Bikeway and the request for construction funding in your proposed capital budget, starting with Fiscal Year 2018. As an avid supporter of BikeHoward, the county-wide bicycle master plan approved earlier this year, CA believes that construction of The Bikeway is an important next step to ensure that residents have better, accessible and safer biking routes, which will strengthen our sense of community and promote health.

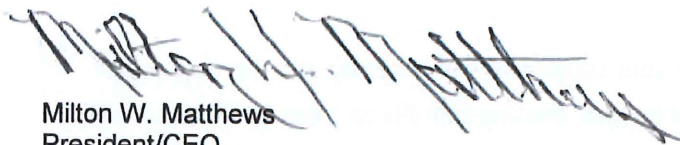
We believe The Bikeway benefits the Columbia community in two important ways:

- **More Connected and Healthy:** Many people today want to walk and bike as options for doing their daily business and are asking for safer and more direct routes. Increasingly, people want more than recreational trails through the woods. They desire direct routes to everyday destinations, including events and attractions throughout the community. The Bikeway offers this, and serves as a smart investment to jump-start the implementation of the county-wide bicycle master plan. The Bikeway will make Columbia more connected and healthier, and these benefits will be enjoyed sooner versus a more piece-meal approach spread-out over decades.
- **Enhanced Economic Competitiveness:** Building additional facilities and a connected network for those who bicycle and want to bicycle safely will increase the attractiveness, appeal and economic competitiveness of Columbia. This is good for the county's tax base and for local businesses and services providers, including Columbia Association.

We urge you to budget the \$9 million over the county's next three fiscal years to fully fund The Bikeway. We strongly believe The Bikeway will benefit Columbia residents, businesses and other community stakeholders, and beyond Columbia, all of Howard County for years to come.

Thank you for your consideration.

Sincerely,



Milton W. Matthews
President/CEO

c: Columbia Association Board of Directors



Leonardo McClarty
President/CEO, Howard County Chamber

December 12, 2016

Mr. Allan Kittleman
Howard County Executive
George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

Dear County Executive Kittleman:

As the pre-eminent voice for businesses in Howard County, the Chamber of Commerce strongly supports policies and measures that promote economic growth and development. In keeping with these goals and provided funding is available, we urge the county to support the Bikeway – a 50-mile network of bike routes that is good for the community and good for business.

Greater investment in the county's bicycling infrastructure should enhance the quality of life and competitiveness of our community in the region for residents and employers. We appreciate your leadership and support in introducing the county's first Bicycle Master Plan and launching a pilot bike share program. We are eager to see the Bicycle Master Plan's implementation and believe the Bikeway presents a strategic first step.

The Bikeway adds tremendous value by promoting greater foot and bicycle traffic from across the county into our increasingly dense and dynamic Downtown Columbia area. From observing other communities, bike facilities contribute to a vibrant street scape and can increase retail sales. We thereby eagerly await the results of future development that might occur because of the Bikeway.

We also see the Bikeway as a conduit to employee attraction and retention. A 2014 national poll by the American Planning Association reported more than 43 percent of millennials, now the largest generation, said that having alternatives to vehicle transit is very or extremely important. Additionally, the poll found that a majority of millennials and baby boomers alike believe there are not enough transportation alternatives where they live. Part of Downtown Columbia's future is predicated on having an active millennial base.

The bike share program should also increase the visibility of biking as part of Howard County life, and we believe the 50 miles of the Bikeway also will signal to residents that the county offers the quality of life they seek. With this step, Howard County would join a growing vanguard of suburban communities developing extensive, dynamic bike systems and enjoying their benefits.

Howard County Chamber of Commerce
5560 Sterrett Place, Suite 105* Columbia, MD 21044
T: 410-730-4111 * E: lmccclarty@howardchamber.com
www.howardchamber.com

Bikeway
December 12, 2016
P 2



We appreciate your ongoing work to promote bike-friendliness in Howard County and very much hope you will fund the Bikeway if priorities allow.

Thank you for your consideration,

Leonardo McClarty
President and CEO
Howard County Chamber of Commerce

CC: Howard County Chamber Board of Directors
Howard County Chamber Legislative Affairs Committee



**Earth Forum
of Howard County**

December 14, 2016

County Executive Allan Kittleman
George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

Dear County Executive Kittleman:

The Earth Forum of Howard County brings together local citizens, environmental groups, faith communities, and government agencies to promote sustainable living and encourage steps that ensure equitable use of natural resources. We are writing to express our support for the Bikeway.

The Bikeway has the potential to make a great impact on alleviating environmental harm caused by cars and greenhouse gas emissions. If more people chose biking over driving, we would have a more sustainable future. A Rails to Trails Conservancy analysis found that increasing the share of all trips in the U.S. made by biking and walking by just 3 percent would yield fuel savings of 3.8 billion gallons a year and reduce greenhouse gas emissions by 33 million tons per year.

We believe that in Howard County, we can do our part to promote biking as a healthy and environmentally-friendly form of transportation. Creating a connected system that is accessible, safe and convenient will allow us to use our bikes more often and reduce our dependence on automobiles.

This is why the Earth Forum supports the Bikeway, and we ask the county to fund \$3 million for the next three years to make it possible. This will greatly improve our ability to protect our environment for future generations.

Sincerely,

A handwritten signature in cursive script that reads "Nancy Fayer".

Nancy Fayer, Coordinator,
Earth Forum of Howard County

GreenStone Ventures II, LLC

March 7, 2017

County Executive Allan Kittleman
George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

Dear County Executive Kittleman;

I am writing on behalf of my wife, Holly, and myself to express our support of the Clarksville Pike Streetscape plan and Howard County Bikeway and to call on you to fund it with \$3M this year. We support these initiatives because they benefit our community, our business, and the environment.

Holly and I have been residents and business owners residing in Clarksville for now in excess of 26 years. Approximately 9 years ago, we submitted a proposal as part of an RFP initiated by Howard County for the redevelopment of the old Gateway School site on Route 108 in Clarksville. Having been selected from among 9 offerers we have since been working to realize a vision we have to make the site a sustainable mixed-use commercial center, with not only emphasis on sustainability, but importantly, with a commitment to making what we are calling Clarksville Commons a community gathering place.

The design and operation of the center will include active ongoing year-round indoor and outdoor programs. Given the fact that the Commons is located directly across Rt. 108 from the Village of River Hill, and within less than a mile of 3 schools, we have been actively involved in encouraging the County to improve pedestrian and bicycle access to our community-oriented center. Throughout our development process we have worked closely with the Route 108 Corridor Working Group around design of the streetscape improvements between Guilford and Trotter Roads. In addition, over time we have also been in communication and made recommendations in support of the Howard County Bicycle Master Plan (BikeHoward).

Wonderfully, the final design specifications put forward by the Corridor Working Group and BikeHoward are very consistent with our site layout and streetscape design. One part of this is what must clearly be the grandest sidewalk in all of Clarksville. The 20 foot wide sidewalk, the first of its kind, serves both pedestrians as well as serving as the extension of the bikeway that runs up Great Star Dr. to the intersection with Rt. 108 at the southern corner of our property. It provides both a safe place for pedestrians, and most importantly for bicyclists like myself who would only risk their lives to ride on Rt. 108, it is the beginning of what is designated in the Howard County Master Bicycle Plan as the shared use path that will connect the bicycle network from Great Star Dr. north to Trotter Rd.

We also emphatically support the Streetscape Plan and Bikeway for their environmental benefits. As I mentioned, we are making every effort to make Clarksville Commons as

GreenStone Ventures II, LLC

Letter to County Executive Kittleman
March 7, 2017
Page 2...

sustainable as possible. We have invested in renewable power, storm water recycling, and other measures to reduce runoff. The Bikeway, like our walking and biking path, will help people choose biking over driving, thereby reducing greenhouse gas emissions and creating a more sustainable future.

While our efforts represent a good beginning, until the County is able to support the streetscape and shared sidewalk/bikeway improvements beyond our property lines, the benefits to Clarksville and River Hill and the surrounding community will not be realized. Once the streetscape vision becomes a reality it will guarantee greater safety and access to pedestrians and especially to bicyclists. And on an even larger scale, especially for those using bike transportation, it will connect this section of the bikeway to the rest of the county, thereby enabling many thousands more people to consider biking to Clarksville... and Clarksville Commons.

We are eager not only for the vitality and energy walking and biking adds to gathering places like Clarksville Commons. Research and experience from other communities suggest investment in these improvements provide transportation cost savings and increased property values, while contributing to the success of local businesses.

By providing \$3 million in bond funding for three consecutive years, the county will demonstrate its own commitment to the community-oriented, business-friendly and environmentally sound future of our community.

We appreciate your ongoing work to promote pedestrian and bike-friendliness in this community and very much hope you will consider the funding of the Streetscape and Bikeway among your highest priorities for the next three years.

Thank you for your consideration.

Sincerely,

George Stone
Principal
GreenStone Ventures II, LLC

Howard County General Hospital
5755 Cedar Lane
Columbia, Maryland 21044
410-740-7710
410-740-7240 Fax



December 5, 2016

County Executive Allan Kittleman
George Howard Building
3430 Court House Drive
Ellicott City, Maryland 21043

Dear County Executive Kittleman:

Howard County General Hospital is committed to providing high-quality comprehensive health care and promoting health in the community. Research shows that the availability of bicycling and walking facilities significantly increases the level of physical activity among residents. We are proud to join efforts with the administration to encourage bicycling and active transportation. Earlier this year, we testified in support of the bicycle master plan and became a partner in the county's bikeshare program.

Now, we ask the county to support and fund The Bikeway. This network of bike routes builds on existing efforts and includes 10 percent of projects in the bike master plan. These 50 miles of bike routes would benefit more than half of county residents who live within one mile of the network. With The Bikeway, residents will be able to bike more easily to schools, parks, work and the hospital.

Additionally, The Bikeway would increase the impact of our joint investments in the bikeshare program by allowing riders to travel further, and more safely, through the county.

The Bikeway would also provide patients and families without access to cars another viable option for getting to the hospital and other important destinations.

Howard County has a strong reputation for promoting a healthy, high quality of life. Increasingly, communities around the country are investing in bike facilities. Building The Bikeway will present the public with visible, connected routes, and help Howard County reinforce its reputation as a county with many healthy amenities.

We ask you to fund The Bikeway with \$3 million for the next three years. This project promises to instill a legacy of health with far-reaching benefits for all county residents.

Sincerely,



Steven C. Snelgrove
President



Michaeline R. Fedder, MA
Director of Government Relations
217 East Redwood Street
Suite 1100
Baltimore, Maryland 21202

April 6, 2017

To: Howard County Council
From: Michaeline R. Fedder
Re: Support for the Howard County Bikeway

On behalf of the American Heart Association I urge you to take any and all steps necessary to encourage County Executive Kittleman to fully fund the Howard County BIKEWAY initiative.

Cardiovascular Disease (CVD) is the number one cause of death in Howard County, in the state of Maryland and, indeed in our country. Several risk factors for CVD have been identified, and although some of them cannot be changed, there are many that are within the power of each of us to control: lack of physical activity is one of them. And for individuals to embrace a lifetime of being physically active, they must find activities that they love to do. Bike riding is one that so, so many are drawn to. But conditions in all parts of the county are just not safe for biking.

This however can be remedied.

The Howard County Government now has an opportunity to create a beautifully designed infrastructure that would draw bikers and walkers alike. And in addition to improving the health of these bikers and walkers, it would cut down on the use of automobiles and thus reduce pollution, as well.

The cost to create this "culture of health" is far cheaper than the ultimate cost to the county of managing CVD related morbidity and mortality.

A Government has responsibility for protecting the health and safety of its constituents. Funding this project would be a spectacular way for Mr. Kittleman to show that he really cares.

Thank you,
M

The Howard Hughes Corporation
Columbia Office
10480 Little Patuxent Parkway
Suite 400
Columbia, MD 21044

T 410.964.5445
greg.fitchitt@howardhughes.com

Greg Fitchitt
Vice President,
Development

December 14, 2016

County Executive Allan Kittleman
George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

Dear County Executive Kittleman:

The Howard Hughes Corporation writes to express its support for County funding of the Bikeway with \$3 million in capital funds for each of the next three fiscal years.

The Bikeway aligns with Howard County's vision for the development of Downtown Columbia as a thriving urban district. This past Spring we joined with the County along with the Columbia Association, Howard Community College, The Mall in Columbia, Horizon Foundation, and Howard County General Hospital to develop an innovative pilot bikeshare program through a public-private partnership. We eagerly look forward to its launch in spring of 2017. The Bikeway will build on this and will help attract residents and businesses looking for a walkable and bikeable city center. Columbia has a well-deserved reputation as a community that embodies the highest quality of life for its residents, and the Bikeway will further support this.

We believe in and are committed to promoting transportation choices for people in and around downtown. We find steadily increasing interest from residents, tenants and the Downtown Columbia workforce in alternative transportation options, including bicycling. We are actively designing to accommodate this, including the multi-use pathways (both those required by the Downtown Columbia Plan and additional ones we are building as amenities including the one throughout the Merriweather District), and facilities within our residential and commercial buildings such as bike storage and shower facilities for employees who choose to ride their bikes to work.

Howard Hughes Corporation

The Howard Hughes Corporation
Columbia Office
10480 Little Patuxent Parkway
Suite 400
Columbia, MD 21044

T 410.964.5445
greg.fitchitt@howardhughes.com

Greg Fitchitt
Vice President,
Development

We appreciate all you have done to promote biking in Downtown Columbia, including supporting the Bike Master Plan and establishing the Bikeshare program. We urge you to fund the Bikeway. This is a logical and important next step that merits public support, continuing to make Howard County a more bike-friendly place to live, work, and play.

Sincerely,



Greg Fitchitt

cc: Howard County Council

Howard Hughes



8930 Stanford Blvd, Columbia, MD 21045
Main: 410-313-6204 | Fax: 410-313-6108
lhic@howardcountymd.gov
www.hclhic.org www.facebook.com/hclhic

Maura J. Rossman, M.D., LHIC Co-Chair
Health Officer, Howard County Health Department

Steven C. Snelgrove, LHIC Co-Chair
President, Johns Hopkins Medicine Howard County General Hospital

Howard County Executive Allan H. Kittleman
Howard County Budget Office
3430 Court House Drive
Ellicott City, MD 21043

December 14, 2016

Dear Executive Kittleman and Members of Finance Committee,

Howard County's Local Health Improvement Coalition (HCLHIC) works to achieve health equity in Howard County and to identify and reduce health disparities. Enabling people of all ages to achieve and maintain a healthy weight through healthy eating and physical activity is one of the Coalition's four main priorities. The Horizon Foundation, an active member of the HCLHIC, has been an integral partner in supporting this priority since the Coalition's inception in 2012. We value our relationship and see the Horizon Foundation's Bikeway Proposal as a key step in ensuring that Howard County is a walkable and bikeable community.

The Bikeway will provide a core network of bicycle and pedestrian routes that will help people in Howard County more easily and safely access schools and businesses by walking or biking and will promote increased physical activity among residents. According to the 2016 Howard County Health Assessment Survey, 20% of residents reported no physical activity for exercise during the week prior to the survey. Additionally, based on survey questions about residents' height and weight, 38% of the Howard County population is overweight, and 22% is obese.

More than half of county residences, schools and parks are located within 1 mile of the Bikeway. Only half of U.S. adults meet the recommended guideline for physical activity per week, but research shows that people who live near trails are 50 percent more likely to meet those guidelines and 73 to 80 percent more likely to bicycle. For children, one mile of walking meets two-thirds of the recommended physical activity a day. The Howard County's Local Health Improvement Coalition supports the Bikeway proposal as a measure to make walking and biking more readily accessible to residents of Howard County.

Thank you for the opportunity to provide input and participate in this process.
Respectfully,

Maura J. Rossman, M.D., LHIC Co-Chair
Health Officer
Howard County Health Department



Steven C. Snelgrove

Steven C. Snelgrove, LHIC Co-Chair
President, Johns Hopkins Medicine
Howard County General Hospital

Written testimony from Alan Davis, Princeton Sports

My name is Alan Davis,

2507 Sophia Chase Drive

Marriottsville Md.

I am the President of Princeton Sports on Little Patuxent Parkway. I have been a Columbia resident, homeowner and business owner for over 35 years.

I am here as the owner of a small business that has been in Howard County since 1981

I hope that after this many years, you are familiar with our store and what we sell and do. What you probably don't know is that we currently have over 35 employees and have employed generations through the years.

Bicycling is a large part of our business. My grandparents started selling and renting bicycles in Park Circle in 1936.

We sell all kinds of bicycles -- from balance bikes for little kids just starting to learn, to comfort bikes, to hybrids.

From entry level bikes, to the top of the line performance bikes for both mountain and road, we sell and service them all.

We promote family cycling and most of all, we promote health and fun.

We are deeply involved in Howard County. I am a founding member of the Howard County Police Foundation as well as The Bicycle Advocates of Howard County.

I have served on over a dozen non-profits throughout the years.

As a local business, we are involved in our community. We repair and rehab bikes for the Police to give away. We regularly provide SAG support for bicycling events such as the Columbia Triathlon, Irongirl and the Columbia Bike a bout.

We partner with many schools and community groups to promote bicycle safety and maintenance.

We lead regular Sunday rides that attract, on average, up to 150 riders, many of whom are novices. These rides years ago were on Tuesday nights but we had to change to Sunday mornings because of the aggressive driving in the county

Our business has grown over the past several years as more and more people have discovered the joys of bicycling and generally being active.

We have customers of all ages and physical abilities - from grandchildren to grandparents.

I am here today to comment on the Executives budget and ask that you reconsider the amount for new bike lanes and paths

Our customers tell us that they want better and safer ways to get around by bike for themselves and for their families -- better bike lanes, better trails, and better roads.

It isn't safe to ride on a lot of the roads. There isn't enough room for cyclist and cars. Our customers and friends are scared, they want to ride and want safer friendlier places to ride.

Columbia can do this, we can do this, and there is a plan in place.

They will ride and walk more if we have better on- and off-road facilities, bicycle parking places, and more safety conscious motorists.

I urge you as a resident, a bicycle rider and a small business owner, please shift additional capital funds in the FY 2018 budget to line item K5606 and have the vision to support even greater funding levels in future years to Build the Bikeway in Howard County.



HOWARD COUNTY PUBLIC TRANSPORTATION BOARD

3430 Court House Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2350

Ron Hartman, Chair
Jason Quan, Vice Chair

www.howardcountymd.gov
FAX 410-313-3467
TDD 410-313-2323

December 14, 2016

County Executive Allan Kittleman
George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

Re: FY 2018 Budget - Citizens' Budget Hearing

Dear Executive Kittleman,

In our role as advisors to the County Administration on transportation matters, the Public Transportation Board expresses enthusiastic endorsement of the Bikeway, a smart and strategic first step toward fulfilling the vision set in the Bicycle Master Plan "to be a bicycle-friendly County where residents and visitors, school children and seniors, men and women feel comfortable and safe bicycling on our roads and trails as a means of daily transportation and healthy recreation."

The proposed Bikeway includes 10 percent of the routes in the Master Plan, to be funded over three years. This timeframe jumpstarts implementation with a thoughtful approach that will benefit over half of county households located within one mile of the network. It is also strategically designed: it would connect 18.9 miles of bike facilities with 31.6 miles of new routes and form a north/south and east/west axis that will form the core of a more connected countywide bike system.

As you know, the Public Transportation Board considers public transportation options to include motorized public transit, pedestrians and bicycle facilities. As county demographics, driving habits and expectations change among younger and older residents alike, we believe that improving biking opportunities will help ensure Howard County continues to be one of the best places to live. Investing in the Bikeway will greatly enhance the quality of life of county residents and increase the appeal of the community while also increasing the efficiency and effectiveness of biking as a viable transportation option.

Research suggests that building the Bikeway will help more residents who want to bike and walk to do so. According to the UC San Diego Active Living Research center, people who live near trails are 50 percent more likely to meet recommended physical activity levels and 73 to 80 percent more likely to bicycle. We are excited that Bikeway routes would be within one mile of 56 percent of county residents, as well as more than half of the county's parks and schools, and within 2.5 miles of all four MARC stations in the county. This means the Bikeway has great potential to increase the biking and walking of tens of thousands of people. Lastly, while the Bikeway is focused on making it easy, safe and appealing for more county residents to bike, the plan includes a nearly 10-mile off-road, shared-use path that would also benefit pedestrians.

We are proud to have leaders who understand the benefits of improving public transportation and biking, and we applaud the county's adoption of the Bicycle Master Plan. We urge you to fund the Bikeway as estimated by Toole Design Group under contract to The Horizon Foundation: \$3 million per year for FY 2017, 2018 and 2019.

County Executive Kittleman
Page 2
December 14, 2016

This will continue the progress and ensure that residents can experience tangible, useful improvements now, and not have to wait for the distant future.

Respectfully,

A handwritten signature in cursive script, appearing to read "Ron Hartman".

Public Transportation Board

Ron Hartman, Chair

Jason Quan, Vice Chair

Astamay Curtis

Hector Garcia Jr.

Larry Schoen

Alice Giles

December 14, 2016

Dear Howard County Leaders,

Please consider this letter of support for The Bikeway component of the Howard County Bicycle Master Plan. My name is Jon Posner and I have worked for Race Pace Bicycles since 1996. I currently manage the Ellicott City location, and prior to that I spent several years as manager of the Columbia location.

Race Pace Bicycles was started in 1978, and in 1985 we opened our first Howard County location in the Normandy Shopping Center. A second location was added in Howard County in 2005 on Snowden River Parkway.

In August 2014 we moved our original Ellicott City store to a building which we own at Route 40 and Bethany Lane. We invested 2 1/4 million dollars in establishing that location.

There are five stores in our operation, and Race Pace Bicycles is recognized in our industry as one of the top bicycle retailers in the country, and we are one of largest independently operated bicycle businesses.

In a busy month, our Howard County locations payroll exceeds \$100,000.

We always have and continue to support many different community initiatives in the county, and we take pride in our level of commitment to a diverse range of these events and programs. We consider ourselves an integral part of the Howard County community and have been for over 30 years.

The ability to exercise, commute and include the bicycle as part of everyday life is recognized as a key element of decision making when choosing a new place to live. Our owner, Alex, has ridden his bicycle all over the world, from the length of Patagonia in Chile and Argentina through many of the great cities of Europe and across the United States- it is his observation that communities that have chosen to embrace cycling are vibrant and exciting. These communities are so often much more attractive and economically advanced than their neighbors that have yet to recognize cycling as a important part of community life.

The bicycle has been an integral part of the history of Howard County since James Rouse choose to connect the communities in Columbia with cycling/walking paths almost 50 years ago. The implementation of the Bicycle Master Plan will significantly positively affect the health and vibrancy of Howard County, and focusing on the strategic implementation of The Bikeway is a great path to get us there.

Please feel free to contact Alex or me with questions regarding any aspect of our involvement in Bicycling in Howard County.

Thank you!

Jonathan Posner
Race Pace Bicycles - Ellicott City store manager



March 8, 2017

Dear County Executive Allan Kittleman,

I write to express the support of the Howard County Group of the Sierra Club for the full \$3 million funding of the Bikeway this year. The Sierra Club supports educational programs, conservation efforts, environmental candidates and legislation, and outings. The Howard County Group has over 1000 members.

We support the Bikeway for a variety of reasons. Encouraging biking provides personal health benefits from the exercise, improves air quality by reducing car emissions, and helps combat global warming by reducing fossil fuel use. It also reduces congestion on our roads, and thereby reduces pressure for adding capacity to our roads.

As someone who often commutes to work by bicycle, I know from personal experience how important it is to provide a safe and enjoyable alternative, if we want to get people out of their cars and onto their bikes. I have also travelled in the Netherlands, where I have witnessed how commuting by bicycle is extremely popular, due to various bike-friendly accommodations.

The proposal for the Bikeway presents a prime opportunity to bring Howard County closer to a future with cleaner energy. We urge you to budget three million dollars for three years to see this project to completion. The county has made significant strides in promoting biking, and this network of bike routes will help ensure that people can effectively bike as a useful means of transportation.

The Bikeway is strategically designed to facilitate biking as a viable way to get around the community. It will add over 30 miles of bike routes which connect with routes the county has already constructed for a total of 50 continuous miles. Since the Bikeway is within one mile of 56% of county residents and more than 50% of county schools and parks, as well as 2.5 miles from the county's four MARC stations, the Bikeway will enable more people to commute to work, visit parks and bike to schools.

We strongly recommend the county implement the Bikeway and construct new pathways in the most environmentally sound manner, using permeable asphalt and other runoff mitigation techniques, minimizing tree removal, and, to the extent possible, avoiding habitat segmentation.

We are enthusiastic about the Bikeway for its environmental benefits—and for its contributions to our quality of life. As people who appreciate nature and local amenities that enable us to be outside, we are excited about this project's enhancement of Howard County as truly the best place to live.

Sincerely,

Ken Clark
Chair, Sierra Club Howard County Group



December 14, 2016

County Executive Allan Kittleman
George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

Dear County Executive Kittleman:

Transition Howard County is an all-volunteer organization that is focused on creating sustainable and thriving communities in Howard County. Our mission is to raise awareness, advocate, and implement practical solutions that create and strengthen sustainable communities.

Transition Howard County supports measures that help people live sustainably and protect the environment. As such, we are proud to endorse the Bikeway—a project that will help reduce fossil fuel use and provide an accessible transportation option to more county residents.

The Bikeway is a smart investment because it will be well within reach of over half of the homes in the county and connect residents to key locations including MARC stations, parks and schools. Beyond increasing recreational biking opportunities, the Bikeway presents a safer and more useful way for people to travel around the county by bike. As more people choose biking over driving a car, we can make a significant impact on reducing greenhouse gas emissions that contribute to climate change.

Transition Howard County urges the county to fund the Bikeway with \$3 million for the next three years. This will make a tangible positive difference and strengthen Howard County's appeal as a great place to live, work and play.

Sincerely,

A handwritten signature in cursive script that reads "Margo Duesterhaus".

Margo Duesterhaus, Steering Committee Lead for Transition Howard County

WE WANT THE BIKEWAY

More than 20 businesses and organizations support the Bikeway, a network of routes from the Bicycle Master Plan that would connect more than half of county residences, schools and parks.



Dorsey's Search Village Board



Bridging Cultures. Building Community.



Wilde Lake Village Board

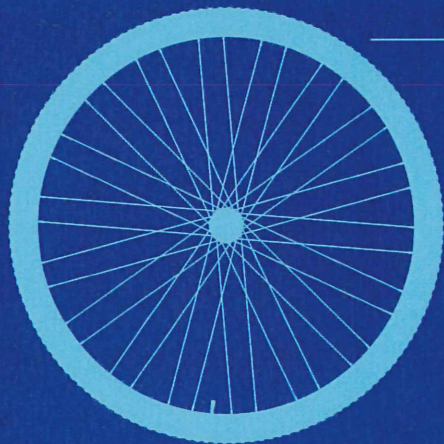
If you support \$3 million in funding for the Bikeway in the county's next budget, take action at

HCBIKEWAY.ORG

#buildthebikeway

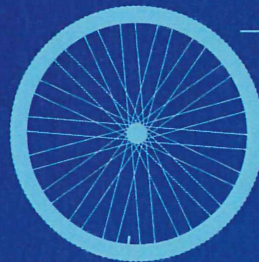
Montgomery County's beating the bike pants off of us.

Look how last year's county bike funding compares...



\$24.97

PER PERSON
Montgomery County



\$13.20

PER PERSON
Anne Arundel County



\$1.89

PER PERSON
Howard County

That's us



THIS IS A MESSAGE FROM



**American
Heart
Association**

life is why®

Call the County Executive.

(410) 313-2013

Ask him to fully
fund the Bikeway at
\$3 million this year.

HCBikeway.org

April 10,2018

Re: FY19 Capital Budget County Executive Proposed
CO331, CO37, C0357, D1165, D1175 & J4252

Chairperson Sigaty and members of the County Council:

There is no question that there are major important increases in the County Executive's proposed FY19 Capital Budget. I appreciate the fact that the County Executive has provided increased funding for Education both Public schools and the Community College, Recreation and Parks, Human Services, Public Safety and Water Quality and Storm water projects.

My testimony is focused on infrastructure improvements for Ellicott City. Projects that provide for recovery as well as projects that reduce the future impacts of non -tidal flooding.

D1165: Flood mitigation and Storm water improvements. Funds are provided to reduce the flow of water and support water quality. Key projects include the enlargement pipe under Main Street in the West end, major pond projects T1, the Tiber Branch and H 7, the Hudson Branch at Rt.29 and Rt40. The FY 19 budget includes \$4.9 million toward these projects.

D1175: Flood Mitigation for Valley Meade and Chatham. The FY19 request is for \$500,000 to support the work needed on the Longview Stream.

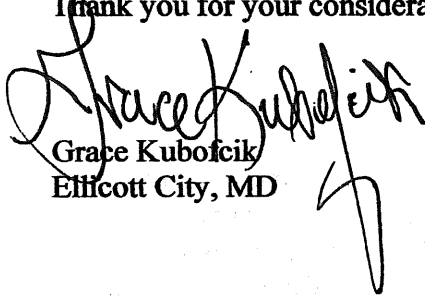
J4252: Systemic Infrastructure improvements to Downtown Ellicott City. The FY 19 budget is for \$1,3 million to complete necessary drainage issues for Emory Street as well as Emory street roadwork.

C0337 Ellicott City Improvements and Enhancements: This is a continuation budget item and is proposed for \$1.4 million.

C0331 and C0357: Ellicott City Parking Lot Enhancements and Ellicott City Parking and Streetscapes. Both of these projects have "0" funding proposed for FY19. The rationale is pending completion of the Ellicott City Master Plan. I respectfully disagree. It is essential we place design and engineering dollars in C0331 for Parking Lot A. This lot is located in Oella, Baltimore County. All, in Howard County, agree that placing a structured parking facility on this site is an excellent idea. It is recommended in the Ellicott City Master Plan. Negotiations with Baltimore County and an agreement need to start this coming fiscal year. Design also should start. If we do not include these dollars we will lose another 18 months on a project that is essential to the continued

revitalization of Ellicott City. Zero funds for CO357 for streetscape and Parking improvements is not appropriate. Funds need to be placed for FY2020 because we need to have rebuilt sidewalks and improvements so we are prepared on January 1,2022 to celebrate Ellicott City's 250 years of existence.

Thank you for your consideration and support.



Grace Kubofcik
Ellicott City, MD

FONT HILL ASSOCIATION TESTIMONY APRIL 10, 2018 ON EXECUTIVE'S PROPOSED CAPITAL BUDGET FY19

Dear Council Members,

Thank you on behalf of the Font Hill Neighborhood Association for this opportunity to support the FY19 Capital Budget Proposal which includes funding appropriations for sidewalks on Frederick Road from Centennial Lane to Gray Rock. With each passing budget year, the traffic pattern and increasing commercial development on Frederick Road east and west of Centennial Lane makes walking along Frederick Road death defying. Videos and photos vividly demonstrating the danger may be found at: <https://photos.app.goo.gl/ohPnJhNdMumbqlm33>

The video shows the high volume of traffic and dangerous conditions around the bridge and the intersection. The shoulder does not provide stable footing; the traffic is unrelenting; attempting to cross the road to walk on the correct side is challenging even for the fit. The bridge area is almost impassable; you need to sprint to get by safely because you cannot possibly share it with a passing vehicle. The bridge may have been quite walkable when it was built in 1930 with few dwellings in all of Font Hill. That is clearly no longer the case: compare, for example, an aerial map from 1943 to today's development at Howard County GIS: <https://data.howardcountymd.gov/InteractiveMap.html>

After we testified at the County Executive's hearing on the proposed Capital Budget, Mr. Kittleman announced that his budget would include \$650,000 for sidewalks from Gray Rock over the river and a pedestrian bridge. Extension of the sidewalk to Centennial Lane will be "in the future."

See: <https://mail.google.com/mail/u/0/#inbox/1629cbd54d1e0352?projector=1>

We are thrilled by the Executive's responsiveness to our advocacy and appreciate his very public commitment.

We continue to advocate for sidewalks, a bike lane along Frederick Road between Centennial Lane and St. John's Lane, as well as safe pedestrian crosswalks at the intersection of Centennial Lane and Frederick Road. As you know, this project has been part of long-term advocacy by the neighborhood. The sidewalks from St. John's Lane and Centennial were included in County design plans approved in 2010. This project is critical to pedestrian safety and achieving the County's objectives of promoting sensible infill development, aging in place, creating a walkable landscape, and providing equitable access to County services, such as the Miller Library and the 50+ Center.

In prior testimony I noted the dramatic changes to this area in the last two decades. Since that time, we now have a major commercial area (Forest Green) that extends from Frederick Road to Route 40, with cars able to access it from both major arteries. Yet paradoxically, there is absolutely no safe way to access this major commercial area on foot from any of the residential areas adjacent to Frederick Road. Even more puzzling is the recent decision to redesign and improve Centennial Lane without including crosswalks at the intersection of Centennial and Frederick. Our album shows that corner and the lack of pedestrian safety measures on three of the four corners.

A proposed budget is the manifestation of a government's commitment to its articulated policy choices. We are very appreciative of the Executive's decision to fund a substantial portion of this requested project. We seek a commitment for a construction completion date and a firmer plan for the remainder of the sidewalks and, most importantly, the crosswalks at Centennial Lane and Frederick Road.

Margaret Ann Nolan

On behalf of the Font Hill Community Association

Safe Walking=Strong Communities



**Howard County Council Public Hearing
FY 2019 Capital Budget
April 10, 2018**

Testimony

Good evening Council Chair Sigaty and Council members. As Association of Community Services Executive Director it is my privilege to offer the following testimony regarding the funding of several projects included in the Executive Proposed FY 2019 Capital Budget.

Transportation

C0353—FY 2020 Transit Center. ACS is heartened to read that the Office of Transportation will complete a location and site selection study in FY 2018 and in FY 19 analyze that study and select the site for the new Downtown Columbia Transit Center that is to also provide affordable housing. We trust that the selection process will include not only the Howard County Housing Commission, but also the broader stakeholder community interested in access to transportation options and affordable housing.

C0332—Bus Stop Improvements and K5068—ADA Ramps Upgrade Program. ACS supports these two projects as they continue to address the significant number of bus stops that are not now providing for the “safety, comfort and accessibility” of bus passengers (as the stated goal of prior improvement projects) nor ADA requirements.

We are concerned however that the proposed C0332 \$50,000 appropriation will be insufficient to meet the goal of an additional 41 stops, when the prior appropriation of \$1,060,000 upgraded 73 stops (at \$14,500 per stop).

We applaud the K5068 “...plan to provide [ADA compliant] ramps at all road intersection locations where road resurfacing will take place” and the use of other DPW funding for sidewalks to link up with the ramps. We hope that all County projects will use the same planning and financing model of integrating bus stop, crosswalk, medians and other safety and access-related improvements at the planning stage of development and redevelopment initiatives.

K5066—Bicycle Plan Projects. ACS is supportive the County’s use of bonds and grants to reach the proposed \$940,000 in FY 2019 County investment in the Master Bike Plan. We know finding full state or other funding to meet the grant target will be a significant challenge at best. We therefore encourage continued Administration collaboration with biking advocates to identify ways to not only meet this funding target but to get the Master Plan on track to achieve its stated funding and timing targets.

Education

With the community’s heightened awareness of the intrinsic link between quality schools and the availability of a full range of housing options, ACS is pleased to support the extensive number of School System FY 2019 projects as proposed in the Capital budget. The renovation, repair and replacement projects are critical to maintaining a strong system infrastructure.

In light of the legislated restrictions on housing development in the recently enacted Adequate Public Facilities Ordinance, I am sure that you will not be surprised that ACS is particularly supportive of **Projects E1045 and C0352.** The former will enable the System to manage the

disbursement of “Relocatable Classrooms” to help ensure elementary, middle and high schools are within capacity to the degree possible. The latter project will enable purchase of property so the System can move forward with planning and design for the much needed high school that will serve our county’s southeast population. Similarly, **Project C0359** will enable the County to acquire in FY 2019 the land necessary for construction of a new elementary school in the Turf Valley neighborhood of Ellicott City. Each of these projects as they progress will help the system manage school capacity thereby enabling Council consideration of housing, including affordable, development in these selected areas.

Admittedly not having the details of the rationale, we would like to express a concern about zeroing out FY 2019 funding for **Project E0989—Barrier-Free Projects**. There has been an investment (\$5.6 million) since 1989; and the investment picks up again in FY 2020 at \$200,000 per year through 2024. We have two questions. First, is there perhaps leftover funding to enable some projects in 2019? Second, will a long-term investment (FY2020-2024) of \$200,000 be sufficient to assure, as the project states, “school buildings and school sites accessible to the public, students, teachers and staff”?

C0335—Community Resources and Services. ACS supports the continued implementation of the 2015 Master Plan with the proposed \$1.4 million in funding to renovate and expand the Florence Bain 50+ Center. We also support the funding commitment to immediately renovate the East Columbia 50+ Center and the longer-term commitment to build a new 50+ Center. In response to the “tremendously increasing demand” for current Centers’ programs, we would urge, however, consideration of bringing a new Center to fruition in less than the proposed four years.

C0356--Rehabilitation Treatment Center. ACS is certainly supportive of a Center within our community that will provide comprehensive care for adults and adolescents who suffer from addiction and co-occurring mental health disorders. We had hoped however that it would not be as long as 2022 before operationalizing such a Center. We all recognize that this is a crisis issue. Police report 2018 opioid-related incidents are keeping pace with 2017 when there were 57 deaths and 171 non-fatal overdoses in Howard County. Are there perhaps facility treatment options and supporting funding that can be put in place while the optimal planned Center is being developed?

T7101-State/County Shared Intersections. This project would fund traffic control modifications at “various intersections of State and/or County roads.” Remark number 4 in the project description states “any evaluation undertaken...shall include the Route 108 corridor between Route 32 and Linden Linthicum Lane.” ACS asks to also include the intersection of Guilford Road and Route 1. This intersection has long been identified as a significant hazard to pedestrians and now specifically presents a risk to individuals who must walk or use the bus to access resources at the newly opened Leola Dorsey Center.

It has been my privilege to offer this testimony on behalf of our 145 nonprofit member organizations and community advocates who help provide the safety net for thousands of vulnerable residents in our community. Thank you.

Respectfully,

Joan R. Driessen
Executive Director



Programs and services throughout the lifespan for children and adults living with autism and related developmental disabilities

STAFF

William A. Moss, M.Ed., CRCCPA
Executive Director

Anne M. McArthur
Business Director

Thuan B. To
Finance Director

Diann L. Butler
Education Director

Leah R. Kable
Director of Training

Winsome Parchment
Human Resources Manager

Barbara F. Larimore, BSN, RN
RN Delegating Case Manager

**CHIEF EDUCATION
ADVISOR EMERITUS**

Dr. Charles I. Ecker (1928-2015)

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Fusco Financial Associates, Inc.

To: The Howard County Council

From: William Moss, Executive Director
Linwood Center, Inc.
3421 Martha Bush Drive
Ellicott City, Maryland 21043

Date: April 10, 2018

RE: **C0363-FY2019. A project to construct a parking lot adjacent to
Linwood School site located on Martha Bush Drive in Ellicott City**

Good evening. My name is William Moss. I reside at 13475 Brighton Dam Road, Clarksville Maryland, 21029. I am the Executive Director of Linwood Center, Inc., located at 3421 Martha Bush Drive, Ellicott City, Maryland 21043. I am testifying in favor of C0363-FY2019, a project to construct a parking lot across the street from the Linwood School site located on Martha Bush Drive in Ellicott City.

As you know, Linwood operates a special education school for students with autism. Through our partnership with the Howard County Public School System (HCPSS), approximately half of our students are placed at Linwood by HCPSS.

All children in the United States are entitled to a free appropriate public education (FAPE). Public education is comprised of a continuum of services and Linwood is on that continuum. We receive public funds to provide these services. The fact that Linwood is situated in Howard County has a significant positive impact on the County budget as transporting these students by bus to nonpublic schools in other counties is quite costly.

COMAR 13A.09.10.03 and Education Article §8-406, define Linwood's obligation to the State of Maryland with regard to providing special education and related services to students with disabilities. The COMAR regulation requires that the Maryland State Department of Education (MSDE) provide oversight, supervision, and direction to the local school systems (including HCPSS) and to the nonpublic schools (including Linwood).

Education Article §8-406 provides that nonpublic schools be accountable to the local school systems through a comprehensive system of coordinated services. Under the Individuals with Disabilities Education Act (IDEA), any student who receives special education services must have an Individualized Education Program (IEP), a legal document that spells out the student's

learning needs and the services the school will provide. Over the past few years, practically all of our students are prescribed services such as Speech and Language Therapy, Occupational Therapy, intensive behavioral supports, and one-to-one classroom assistance, all of which require additional staffing. Our students' increased needs and the extent of the services they require were not the case with our students back in 2013. Our student population changed rapidly and unexpectedly over the last few years and, by virtue of Linwood's compliance with state and federal regulations, we are required to have additional staff, causing unexpected and additional parking requirements.

Linwood met with the Governor's Run Homeowners Association and discussed the parking lot project with them. Additionally, Linwood is proposing to help fund the project. I am happy to make myself available to the Council during your work sessions to answer any questions you may have moving forward.

On behalf of Linwood Center, I would like to thank the Council for considering this project and for your continued support.

Project T7107

Downtown Columbia Patuxent Branch Trail Extension

Ted Markle

6281 Amherst Ave.

Columbia, Md 21046

My testimony concerns Phase 1 of T7107 Project; the Downtown Columbia Patuxent Branch Trail.

In 2014, the Columbia Association (CA) paid for a study to be done on the feasibility of the path from Downtown Columbia through Allview Estates. This study was not independent because Columbia Association, who owns most of the land for this path, wants Howard County to pay for building a path on CA land. Howard County is currently using this CA consultant's report as a basis for the T7107 project. Therefore, Howard County has not initiated an independent study of the proposed path.

Because of the extreme flash flooding it is very unsafe to built a path in this area. The water level in the river under the Route 29 bridge is only a few feet below the bank. This area is in the very lowest part of the flood zone which can flood with as little as 1/2" of rain.

It floods in a matter of minutes because of the huge runoff from the mall and downtown Columbia. During heavy rains the water running under the Route 29 bridge is funneled into a small opening creating a very dangerous situation. Below is a picture of a flood where the path would be built.



April 30, 2014 Route 29 & Little Patuxent River- Mid-Storm

Several years ago 2 kids climbed a tree to escape flood waters and had to be rescued by the fire department because of a flash flood in Allview Estates. In May, 2014 a police officer in Savage saved a girl from the swift current of the Little Patuxent River. Also, Allview residents have seen deer drown in the flood waters.

The path will need to be narrow under the Route 29 bridge as there is not enough room for a full 10 foot wide path because of the sewer manhole. The path will also have a much lower vertical clearance resulting in bikers having to watch their heads as they cross under the bridge. During storms large 1,000 pound rocks have washed away under the bridge. If large rocks wash out during storms blacktop will constantly wash out and have to be replaced. The maintenance cost of the path will be very high. The picture below is taken after the July, 2016 storm that washed out the area around a sewer manhole close to where the path would be built.



Sewer manhole near proposed path August 2016

Therefore, there will need to be 3 warnings as you enter the Route 29 underpass
1. Warning - narrow path 2. Warning - watch your head. 3. Warning - Danger
Flood area. A few years ago I met with the previous (retired) Chief of the
Division of Transportation Planning who stated that he was not in favor of putting
the path under the Route 29 bridge.



Sewer Manhole under Route 29 bridge February 2017

The proposed path crosses the Little Patuxent River via a foot bridge near the Stevens Forrest Road Bridge. The river is not very wide at this point and large boulders rise above the water level. Because of these conditions it is difficult for trees to pass through. Trees get jammed in the river and debris gathers behind them causing a dam in the river resulting in excessive flooding in Allview Estates. If the proposed foot path bridge were constructed near the Steven Forrest Road Bridge this would exacerbate the problem causing additional flooding in Allview. Below is a picture of a tree that got jammed in the river where the bridge path would go. The county removed that tree in 2017.



Tree blocking river at Stevens Forrest Road Bridge in 2017

As of February, 2018 there is another large tree blocking the river (see picture below).



Tree blocking river at Stevens Forrest Road Bridge Feb. 2018

In 2008 a Deed of Easement was negotiated between myself and Howard County. As part of this agreement I granted Howard County an easement to use my land for a sewer easement and I requested that Howard County install a gate adjacent to Stevens Forrest Road at the Little Patuxent River.

The Deed of Easement reads as follows:

"The Grantee hereby agrees to install a permanent gate, posts and lock at the entrance to the access road adjacent to Stevens Forrest Road by May 1, 2009. The permanent gate will also be maintained by the grantee".

Howard County building a bike path near the bridge and having the path go to Stevens Forrest Road is a violation of the Deed of Easement.

I suggest that this project be removed from the budget. The final price tag of over \$3 Million for a path less than one mile is a waste of money. Money for bike paths should be spend on bike paths that are safe, easy to build and not have

expensive maintenance costs such as river tree removal and path rebuilding from washed out paths.

There is currently a path very close to the proposed path that runs from Downtown Columbia to Lake Elkhorn via the Route 29 bridge path and onto Savage. I have ridden this path many times. The proposed path is unnecessary and duplicative.

P.S.

If the path were built from Downtown Columbia to Stevens Forrest Road that would make 5 places to cross Route 29 within a 1 1/2 mile area. These include 2 bike and pedestrian paths (the other path is the Route 29 bike path bridge) and 2 roads (Broken Land Pkwy and Route 175) crossing Route 29 within a one 1/2 mile area. Bridge Columbia would be less likely to receive approval.