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Ned Tillman

Celian Valero-Colon

David Wolf

Bill No: CR-120-2019
Title: Resolution adopting the Howard County Complete Streets Policy and requiring the development of a Complete Streets Design Manual.
Position: SUPPORT

The Horizon Foundation is a lead partner in the Streets for All coalition, which brings together 16 partners such as AARP Maryland, American Heart Association and Bicycling Advocates of Howard County along with other community groups to advocate for a strong, comprehensive, world-class complete streets law.

CR120 is a good launching point to get us closer to streets that are more accessible and safe for children to walk to school, for people to be more physically active and for people with disabilities and older adults to travel easily and independently. We support passage of this resolution.

However, the Streets for All Coalition also suggests that the County introduce a complete streets ordinance next month to codify and improve upon CR 120-2019. Attached to this testimony is a letter from the National Complete Streets Coalition and several other national expert groups suggesting that passing an ordinance is the best practice, a world-class way to ensure streets for all.

The law should include added performance measures, better transparency mechanisms and community engagement and more efficient and accountable implementation. Howard County deserves a world-class complete streets law that would: (a) prioritize communities facing the greatest challenges and state a clear goal for every street to serve all users; (b) design complete streets as a default, with limited but clear exceptions; (c) include measures that capture additional outcome data, such as whether the changes improved walkability, bikeability, access, etc.; (d) include measures of progress for communities that have historically been left behind and ensure an inclusive community engagement process; and (e) set up reasonable timelines for completing milestones, including the design manual.

A law with these measures would build on the vision of this resolution to ensure we are building a more bikeable and walkable Howard County for future generations, no matter who holds elected office or runs county departments.

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. Our newly designed streets will encourage active transportation which will result in healthier residents. We urge you to take the next step by introducing a complete streets law, to ensure all people, no matter who they are or where they live, are able to get around safely and easily in the manner in which they choose. Thank you for your consideration.



National Complete Streets Coalition



June 7, 2019

Dr. Calvin Ball
Howard County Executive
George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

Dear County Executive Ball:

On behalf of the National Complete Streets Coalition (NCSC), a program of Smart Growth America, along with the undersigned national expert groups working to implement Complete Streets policies across the country, we thank you for your vision and leadership in identifying and addressing critical transportation needs in Howard County.

NCSC launched the Complete Streets movement in 2004 and continues to promote the development and implementation of Complete Streets policies and professional practices that lead to a transportation system where the needs and safety of all people who use the streets are balanced equitably. To date, more than 1300 agencies at the state and local levels have adopted Complete Streets policies, which has translated to more than 1400 policies across the country. We are pleased that Howard County will soon be one of the localities committed to this movement.

For years, many of the organizations listed below have assisted local and state governments to craft policies, resolutions, and ordinances based on NCSC's ten elements of an ideal Complete Streets policy (available for free on NCSC's website). We strongly believe that these elements are the base of a comprehensive and effective policy. In particular, the elements emphasize binding, accountable next steps toward implementation, including revising other policies and practices to support Complete Streets implementation and designating a committee or oversight body to ensure implementation progresses. Although many municipalities have passed Complete Streets policies and resolutions, these commitments have not always translated to substantive implementation on the ground often because they lacked strong, binding language and accountability measures to spur equitable implementation.

To strengthen their commitment to Complete Streets, many localities that started with resolutions have enacted a subsequent ordinance that holds government agencies, contractors, and developers accountable to implementation schedules, performance measurement, transparency, and inclusive community engagement.

While passing a policy or resolution is an important step forward to establish a commitment to Complete Streets, **ordinances establish stronger, binding commitments to Complete Streets implementation by directly modifying city or county codes, leading to more sustainable and accountable implementation.** We recommend crafting an ordinance that includes the ten elements of an ideal Complete Streets policy and including accountable next steps to equitably implement this policy across the county.

The NCSC and many of the organizations below support communities to strengthen their Complete Streets policies and can serve as a resource for you and your staff. We look forward to supporting Howard County as you continue to make your community a safer and healthier place to live.

Sincerely,

Emiko Atherton
Director
National Complete Streets Coalition

Chad Spoon, MRP
Senior Communications Manager
Physical Activity Research Center (PARC)

Hank Greenberg
Maryland State Director
AARP

Marlene B. Schwartz, PhD
Director
Rudd Center for Food Policy & Obesity

Tracy Brazelton
Market Vice President and Executive Director
American Heart Association of Greater Maryland

Rosalie P. Aguilar
National Project Coordinator
Salud America!

Katherine Robb
Senior Program Manager, Environmental Health
American Public Health Association

Lori Fresina
Executive Director
Voices for Healthy Kids

Roxanne Blackwell, Esq.
Director, Federal Government Affairs
American Society of Landscape Architects

cc: Howard County Council
Howard County Complete Streets Implementation Team
Howard County Multimodal Transportation Board



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

I, Nikki H. Vernick, have been duly authorized by
(name of individual)

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

County Council regarding CR 120 to express the organization's
(bill or resolution number)

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

Printed Name: Nikki H. Vernick

Signature: Nikki H. Vernick

Date: 9/12/19

Organization: Horizon Foundation

Organization Address: 10221 Wincopin Circle Suite 200
Columbia, MD 21044

Number of Members: 18 Board Members

Name of Chair/President: Greg Daniran, Board Chair

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

Nikki Vernick, President & CEO



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

Testimony of Nancy Carr, AARP Maryland
(ncarr@aarp.org/443-787-5382)

**Howard County Council
Hearing on CR120-2019
September 16, 2019**

Thank you for allowing me to present written testimony to the Howard County Commissioners regarding the county's Complete Streets Effort. My name is Nancy Carr, Associate State Director for Communications with AARP Maryland. AARP has nearly 875,000 members across the state, including more than 87,000 in Howard County.

I am here tonight on behalf of AARP Executive Council member and Howard County resident David Conway. David was scheduled to testify tonight, but has been called away on a family emergency:

"I am both a long time citizen of Howard County and a volunteer with AARP. My personal experiences have lead me to understand the critical importance of a safe, walkable neighborhood on an individual's mental and physical health. My mother, well into her 90's is an anomaly. She has never slowed down for a minute. When I ask her 'Mom, how do you do it?' she says, 'I don't know David, I guess because I always keep moving.'

"She has remained engaged socially, physically without major ailments or disease for nearly a century because she is always on her feet.

"Each year, as is tradition, my wife and two daughters set a date in a miles-long walk through some of the many pathways Howard County has to offer. It has become a special day we all look forward to, for both the memories and the opportunity to push our bodies as far as we can together as a family.

"All of this to say, that since my joining the AARP Maryland team, and shortly thereafter being recruited into the America Walks Fellowship Program, I have learned more about the effects of walking on our physical emotional wellbeing as it pertains to the prevention of social isolation which, by all accounts...is a death sentence.

"I have come to learn more about my county, and while I treasure the many beautiful and safe pathways that exist close to my own home, I have also come to recognize that so many of my neighbors do not have the same benefit of safe travel by foot or bicycle. In many cases this is their primary form of transportation.

“AARP supports Complete Streets policies because they offer the opportunity to improve the travel options of people of all ages. Planning, designing, and building roads that respond to the needs of all users will provide older adults a variety of options for getting around, whether walking, taking public transportation, driving their own cars, or sharing rides with family and friends.

With that, I thank you for taking a step toward creating a Complete Streets policy that can lead to greater pedestrian and bicycle safety for *all* of Howard County’s residents. CR 120-2019 is a good launching point to get us closer to streets for all. AARP Maryland recommends that the County Council move forward on this effort by passing an ordinance to codify the resolution with some key improvements that include added performance measures, better transparency, more equitable engagement and more efficient and accountable implementation. With a law, we can provide the people living in this thriving area of the state a way to engage in healthy behaviors that will lead them to thrive in the same way my mother, my inspiration, has enjoyed.

“Respectfully submitted, David Conway.”

Thank you.

###



9770 Patuxent Woods Drive, Suite 301 • Columbia, MD 21046
Phone: 410-518-7705

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Jessica Gorsky
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Lisa Jablonover
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Cynthia Parr
The Arc of Howard County

Cyndi Rogers
Winter Growth

Melissa Rosenberg
Howard County Autism Society

Mike Speegle
New Hope Seventh Day Adventist Church

September 13, 2019

Howard County Council,

On behalf of the Association of Community Services of Howard County (ACS), a network representing over 160 Howard County organizations and individuals servicing more than 100,000 Howard County families and residents, we are writing to express our support in implementing a strong, comprehensive, world-class complete streets law.

We recognize the historical \$2.2 million investment the County has made in biking, which is a great step forward – however, for years prior the county has lagged in making transportation healthier, sustainable, and equitable. As a result, it remains too difficult to get around Howard County without a car, and there is a strong need for better sidewalks, bus stops and safer intersections, in addition to bike infrastructure. In WalkHoward, the county's draft pedestrian plan, residents identified 1,312 areas that need sidewalks. Implementing a complete streets law would help solve these problems. Comparative to our neighboring counties, we are falling short on making our community accessible for all residents.

At ACS, we work together to improve the lives of Howard County residents, with the vision that Howard County will be a community where all residents have access to the resources they need to thrive. A complete streets law will greatly improve the health, economic opportunity, and overall wellbeing of communities of color, low-income populations, older adults, and individuals with disabilities, which would also help us reach our vision as a network.

This resolution is a great launching point to make streets in Howard County safer and more accessible, but it can be made stronger. While CR 120-2019 is a good launching point to get us closer to streets for all, ACS recommends that the County Council work to improve upon on the work already done by passing an ordinance that codifies the resolution with some key improvements that include added performance measures, better transparency, more equitable engagement, and more efficient and accountable implementation.



9770 Patuxent Woods Drive, Suite 301 • Columbia, MD 21046
Phone: 410-518-7705

We urge you to enact a strong, comprehensive complete streets law to ensure accountability and help us see all the benefits of complete streets well into the future. Complete streets will increase the access and connections residents have to services and will improve the collaborative efforts for all the organizations working to improve Howard County as well. We want Howard County to be a leader in walking and biking and join its neighboring communities in redesigning its streets with all people, of all ages and abilities, in mind.

Sincerely,

Joan Driessen
Executive Director



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

✓ I, Nancy Carr, have been duly authorized by
(name of individual)

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

County Council regarding CR 120-2019 Complete Streets to express the organization's
(bill or resolution number)

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

Printed Name: Nancy Carr

Signature: Nancy P Carr

Date: 9/16/19

Organization: AARP Maryland

Organization Address: 200 St. Paul Pl. Ste 2510

Baltimore, MD 21202

Number of Members: 879, 882

Name of Chair/President: Henk Greenberg, AARP MD State Director

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**American
Heart
Association.**

September 16th, 2019

Testimony of Jose Maldonado
American Heart Association
Favorable CR120-2019 Complete Streets Resolution

Good Evening Chair Mercer Rigby and Members of the Council,

Thank you for the opportunity to testify today in support of Complete Street. My name is Jose Maldonado and I am speaking on behalf of the American Heart Association. I address you today as someone who suffered a hemorrhagic stroke a little over 17 years ago. My left side is partially paralyzed and I also have aphasia. In the days after my stroke there was much uncertainty on if I would ever talk again, let alone walk.

As a resident of Howard County, I have seen the reality of what our sidewalks look like both from a wheelchair and with a cane as I walk now. We lack sidewalks and safe intersections. In WalkHoward, the county's draft pedestrian plan, residents identified 1,312 areas that need sidewalks.¹ For me and others this makes it difficult to get down around my community safely. Additionally, physical activity, such as walking and biking, is an important tool to prevent stroke and keep a healthy heart. Too many people in Howard County and around the country do not have enough opportunities to be physically active. This can have serious consequences for public health.

- Only 23% of U.S. adults ages 18 to 64 meet the federal physical activity guidelines.²
- 27% of Howard County residents have been told by a health care professional that they have high blood pressure.³
- More than half of all county deaths last year were caused by heart disease, cancer, stroke and diabetes. Lack of physical activity is a major contributor to all of these diseases.⁴

All of these issues are disproportionately felt by communities of color and low-income neighborhoods, which have not been prioritized in the past and lack safe and accessible transportation options. Many communities of color also face higher incidences of chronic disease, including heart disease.⁵

Complete Streets are essential to create walkable, accessible space for all. Although this resolution is a great first step, my community needs the certainty that a Complete Streets law

¹ WalkHoward Draft Pedestrian Plan, 2017

² Ducharme, Jamie. "Only 23% of Americans Get Enough Exercise, a New Report Says." *Time*, June 28, 2018: <https://time.com/5324940/americans-exercise-physical-activity-guidelines/>

³ Howard County Health Assessment Survey, 2018

⁴ Booth, et al. "Lack of exercise is a major cause of chronic diseases." *Comprehensive Physiology*, April 2012: <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4241367/>

⁵ Kaiser Family Foundation, Key Facts on Health and Health Care by Race and Ethnicity, 2016: <https://www.kff.org/report-section/key-facts-on-health-and-health-care-by-race-and-ethnicity-section-3-health-status-and-outcomes/>

will ensure. I ask that this resolution is followed with a law to make sure that all residents in Howard County will have accessible streets to walk, bike, and play.



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

✓ I, Jose Maldonado, have been duly authorized by
(name of individual)
American Heart Association to deliver testimony to the
(name of nonprofit organization or government board, commission, or task force)
County Council regarding CR 120-2019 to express the organization's
(bill or resolution number)
support for / opposition to / request to amend this legislation.
(Please circle one.)

Printed Name: Jose Maldonado

Signature: Jose Maldonado

Date: 9/16/2019

Organization: American Heart Association

Organization Address: 217 E Redwood St. suite 1100
Baltimore, MD 21201

Number of Members: 10,335 in Maryland

Name of Chair/President: Deepak Surj

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



6310 Hillside Court, Suite 100
Columbia, MD 21046-1070
410-715-3000, Fax 410-715-3042
ColumbiaAssociation.org

Testimony Supporting Council Resolution 120-2019
Howard County Council
Monday September 16, 2019

Good Evening, Chairwoman Mercer Rigby and members of the County Council.

My name is Jessica Bellah. I am a Community Planner with Columbia Association and a Howard County resident. I am here representing Columbia Association.

Tonight, I have come to testify in support of Council Resolution 120-2019 to adopt the Howard County Complete Streets Policy and require the development of a Complete Streets Design Manual.

Columbia Association has been working closely with Howard County and other members of the Complete Street Policy Implementation Team to draft the Complete Streets Policy. The Policy before you tonight reflects the input from multiple stakeholders and professionals that will ultimately be tasked with bringing this vision to fruition.

This policy serves as a guide to recalibrate our approach to transportation. At its heart, adoption of the Complete Street Policy is about promoting and ensuring the best quality of life possible for Howard County residents. Our streets, sidewalks, pathways, transit and transportation systems are not separate, isolated entities that function apart from each other. They should and must be planned, designed, executed, and maintained to function as a whole.

The time consuming but important detail work of updating and rewriting the design manual is the next step before us. We would urge the Council to provide the Implementation Team, County staff, and consultants sufficient time and resources to comprehensively update the Design Manual and to do this work right. Translating the Complete Streets Policy into a thoughtful, well-constructed design manual is necessary to ensure the built environment serves the needs of everyone in our community.

In closing, Columbia Association supports the approval of the Complete Street Policy as drafted in Exhibit A and the directive of Council Resolution 120-2019 to develop a Complete Street Design Manual.

Thank you very much.

Sincerely,
Jessica Bellah, AICP



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

I, Jessica Bellah, have been duly authorized by
(name of individual)

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

County Council regarding 120-2019 to express the organization's
(bill or resolution number)

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

Printed Name: Jessica Bellah

Signature: J Bellah

Date: 9/16/19

Organization: Columbia Association

Organization Address: 6310 Hillside Court

Columbia, MD 21046

Number of Members: 10

Name of Chair/President: Milton Matthews

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You Can Get There From Here.

10901 Little Patuxent Parkway
Columbia, MD 21044-3197
443-518-1000
MD Relay 711
howardcc.edu

Testimony by Robert Marietta, Howard Community College
Howard County Complete Streets Policy – CR 120-2019

Thank you for the opportunity to speak tonight in support of the Howard County Complete Streets Policy on behalf of Howard Community College. I am Bob Marietta, environmental health and safety supervisor at the college, and a resident of Columbia.

At Howard Community College, our mission is providing pathways to success. Certainly, it is about educational pathways, but it is also about the physical pathways that our students and employees must travel to campus. They need safe access to all modes of transportation, whether biking, walking, driving, or taking transit, in order to reach the campus and succeed in their classes and in their careers.

A few weeks ago, Dr. Kate Hetherington, president of HCC, joined County Executive Ball and County Councilmember Jung at the ribbon-cutting ceremony for the new HCC Connector, just in time for the start of the semester. The trail supports both students and employees who commute to HCC, providing a much needed, safe, convenient, and sustainable way to walk or bike.

The proposed Complete Streets Policy before you takes a tremendous step forward toward securing even more multi-modal connectivity for Howard Community College students and employees, as well as all residents of Howard County. This policy also advances community participation by ensuring there public and private input and coordination when the county makes important infrastructure decisions.

This is the right time for the Complete Streets Policy, as downtown Columbia grows and attracts greater numbers of the community to its many amenities. It also fits with the college's focus on serving all members of the community, who rely on many different modes of transportation to travel.

HCC is pleased that the County Executive supports a multi-modal transportation policy and asks the Council to pass resolution 120-2019 into law. Howard County must have streets that are safe and equitable for all modes of transportation. When our roads are accessible by all, we will have a stronger and more sustainable Howard County for everyone.



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

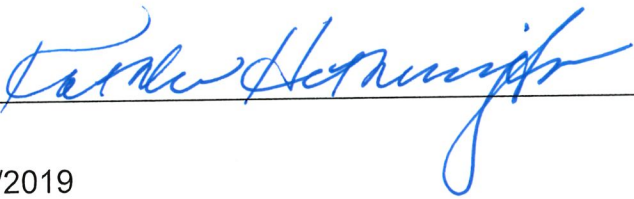
I, Robert R. Marietta, have been duly authorized by
(name of individual)

Howard Community College to deliver testimony to the
(name of nonprofit organization or government board, commission, or task force)

County Council regarding CR-120-2019 to express the organization's
(bill or resolution number)

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

Printed Name: Dr. Kathleen Hetherington, President

Signature: 

Date: 09/16/2019

Organization: Howard Community College

Organization Address: Columbia, MD 21044

Columbia, MD 21044

Number of Members: N/A

Name of Chair/President: Dr. Kathleen Hetherington

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Testimony by David Zinner
Member of the Howard County Multi-Modal Transportation Board
In support of CR 120-19
In front of the Howard County Council
on September 16, 2019

My name is David Zinner. I live at 8112 Sea Water Path in Columbia. I serve on the Howard County Multi-Modal Transportation Board. The MTB supports CR 120.

An MTB representative, Larry Schoen, was one of the interdisciplinary team members that oversaw the development of the Complete Streets policy.

The policy was presented to the MTB and discussed at a number of our meetings. We had significant public input, especially from the Streets For All Coalition. We took an extra month to review the input we received, and made changes that we believe significantly improved this policy to meet the needs of Howard County citizens.

While I and many others are strong advocates for Howard County to become even more friendly for biking and walking through Complete Streets, I want draw your attention to, and focus on, one particular aspect of the proposed policy.

At the urging of the Streets For All Coalition, and with the support of the Multi-Modal Transportation Board, the Howard County Transportation Department staff developed a model, based on research done by the Baltimore Metropolitan Planning Organization, that prioritizes Complete Streets improvements in certain areas. Seven key measures were identified to factor into the priority determination. They are:

- Poverty Levels
- Non-Hispanic, Non-White Population
- Hispanic Population
- Limited English Proficiency (LEP) Population
- Disabled Citizens
- Elderly Citizens
- Carless Citizens

Using these factors, the proposed Complete Street Policy determines which census tracts in Howard County have the highest prevalence of individuals challenged by an inadequate transportation system and then commits to prioritize investment in these areas.

This is but one example of the thoroughness and thoughtfulness that has gone into this policy development. We urge your approval of CR 120.



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

I, DAVID ZINVER, have been duly authorized by
(name of individual)

MULTI MODAL TRANSPORTATION BOARD to deliver testimony to the
(name of nonprofit organization or government board, commission, or task force)

County Council regarding CR 120 2019 to express the organization's
(bill or resolution number)

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

Printed Name: DAVID ZINVER

Signature: David Zinver

Date: 9/16/2019

Organization: MULTI MODAL TRANSPORTATION BOARD

Organization Address: 6 EDGE HONOR WLG

Number of Members: _____

Name of Chair/President: _____

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Bicycling Advocates of Howard County Inc

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



September 16, 2019

The County Council of Howard County
3430 Court House Drive
Ellicott City, MD 21043

Re: CR120-2019

Dear Councilmembers:

Bicycling Advocates of Howard County (Bike HoCo) writes to support CR120-2019 but with reservations. We believe that Complete Streets is a powerful tool to help make non-automotive transportation an ordinary, everyday part of our community, one where everyone, regardless of ability or capacity, has full access and use of our community's byways.

Our support for complete streets remains unwavering. Our concerns center on timing and actual implementation of the thoughts and principles underlying complete streets. Bike HoCo, with some historic justification, fears that the actual implementation of complete streets faces untoward delays and that CR120-2019 will prove to be a paper tiger.

First, the time table for implementing what we all know are necessary design manual revisions is too long. We need not and should not reinvent the wheel, but that is what CR120-2019 seems to be expect. We have had more than enough meetings. Other jurisdictions have already enacted more than enough outstanding examples of what we should do and can follow.

We note that the amount of development that can happen in the next two years will likely render our eventual adoption of a design manual a look backward, not forward as it should be. Delaying enactment of design manual changes and development regulations will only lead to more of what we have recently seen: Cyclists badly injured because adverse road conditions are allowed.

Second, the adoption of a policy resolution is not strong enough. Policies come and go with political administrations, and even within an administration may or may not then be enforced. History again teaches us that the opaque and seemingly arbitrary granting of zoning, development, and design waivers ("alternative compliance" or whatever the jargon of the day states) has led to many outcomes benefitting the few but in fact adverse to the general public interest. Laws force real compliance and put teeth into enforcement. That is what this policy should be. A law.

Christopher C. Tsien
Bicycling Advocates of Howard County



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

I, Christopher Tsien, have been duly authorized by
(name of individual)

Bicycling Advocates of Howard County to deliver testimony to the
(name of nonprofit organization or government board, commission, or task force)

County Council regarding CR 120 - 19 to express the organization's
(bill or resolution number)

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

Printed Name: CHRISTOPHER TS IEN

Signature: 

Date: 9/11/19

Organization: BICYCLING ADVOCATES OF HOWARD COUNTY

Organization Address: 5950 SYMPHONY WOODS RD SUITE 215
COLUMBIA MD 21044

Number of Members: >900

Name of Chair/President: James M. (Jack) Guarneri

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Sayers, Margery

From: Jack Guarneri <jackguarneri@gmail.com>
Sent: Thursday, September 12, 2019 3:54 PM
To: Sayers, Margery
Subject: Re: Public Hearing - Affidavit to Speak
Attachments: BAHC Affidavit of Authorization 9_16_19.pdf

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

Margery,

I am having Christopher Tsien testify on Monday September 16th for Bicycling Advocates instead of me. Please transfer testifier name from me to him. Attached is Affidavit to speak in Support of CR120-19 as Bicycling Advocates of Howard County representative.

Please let me know when you receive and if we need to do anything else.

Jack Guarneri
President, Bicycling Advocates of Howard County/Bike HoCo



On Thu, Sep 12, 2019 at 10:39 AM Sayers, Margery <msayers@howardcountymd.gov> wrote:

Good Morning!

You have signed up to testify on behalf of a group for the Public Hearing before the County Council. Please fill out the attached Affidavit to Speak and return to councilmail@howardcountymd.gov.

If you have any questions, please feel free to contact me directly.

Sincerely,

Margery

Margery Sayers

Executive Assistant

Howard County Council

410-313-0832



County Council of Howard County
3430 Court House Drive
Ellicott City, MD 21043

Re: CR120-2019, Complete Streets Resolution

Position: Favorable

Dear Chairwoman Mercer Rigby and Members of the Council,

Clean Water Action is a grassroots advocacy group with over 7,000 supporting members in Howard County. Our focus is on policies that protect drinking water quality, whether it is surface water into reservoirs or groundwater. In support of that focus, understanding that land use and development patterns and their associated transportation requirements have massive implications for climate change, air pollution, and polluted runoff, we support CR120-2019 and urge Howard County to not only adopt this Complete Streets resolution, but to quickly implement design manual updates and development regulations.

Complete street policies are an important tool for facilitating last mile connections, active transportation within communities, and safe recreation for residents and visitors. Reducing reliance on single-occupant personal vehicles enables healthier lifestyles and reduces tailpipe emissions, which are a source of nitrous oxides, volatile organic compounds (VOCs), and greenhouse gases. Many communities around the country have adopted complete streets policies, expanding their network and taking advantage of opportunities to provide connections through new developments.

Through the history of complete streets in Maryland, it is clear that these policies need persistent commitment and enforcement mechanisms. With every year that passes, Howard County is letting opportunities slip away. New developments are built, but without a mandate for complete streets they continue to be built without connections for people traveling by foot or pedal. Sidewalk requirements continue to be waived for new developments, citing existing unsafe conditions that limit the utility of a sidewalk. This feeds the cycle of not building infrastructure, and then not retrofitting because it is far more expensive to come back to an existing neighborhood, take property, and install sidewalks.

Furthermore, in other jurisdictions, like the District of Columbia and Lancaster, PA, complete streets have been successfully paired with stormwater infrastructure. Micro

bioretention facilities can be used as buffers for sidewalk bump outs, medians, and protected bike lane features. By incorporating green stormwater infrastructure, projects that slow and collect rainwater and filter it into the ground, the county can promote active transportation, meet storm water requirements, and install projects that beautify the county while providing pollinator habitat.

We urge the county council to pass this resolution, but to follow it swiftly with meaningful and enforceable changes that build the network identified in Bike and Walk Howard and create a Howard County where residents and visitors can safely and comfortably travel without relying on personal vehicles.

Thank you,

Emily Ranson
Maryland Program Coordinator
Clean Water Action
eranson@cleanwater.org



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

I, Emily Ranson, have been duly authorized by
(name of individual)

Clean Water Action to deliver testimony to the
(name of nonprofit organization or government board, commission, or task force)

County Council regarding CR120-2019 to express the organization's
(bill or resolution number)

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

Printed Name: Emily Ranson

Signature: _____

Date: 9/12/19

Organization: Clean Water Action

Organization Address: Baltimore, MD 21202

Baltimore, MD 21202

Number of Members: 7000 (Howard County)

Name of Chair/President: Bob Wendelgass

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

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President and CEO, Economic Alliance of Greater Baltimore

Caryn York

CEO, Job Opportunities Task Force



Transportation Alliance

September 16, 2019

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

Dear Council Members:

On behalf of the Central Maryland Transportation Alliance I am writing to urge Howard County to enact a strong, comprehensive, world-class complete streets law.

The Transportation Alliance is a coalition of corporate and civic leaders whose singular focus is to be a catalyst for improving the region's transportation. We believe a great transportation system will grow the economy, give residents more choices, and keep people and the environment healthy.

For decades governments have invested heavily in roadways, parking facilities, subdivisions and site plans that resulted in more and longer trips made in cars and trucks. Complete streets policies adjust roadway designs to make it safer and more appealing for people to walk, bike, or ride public transportation for some trips. It redesigns streets with all people, of all ages and abilities, in mind.

The resolution is an important step. However, we urge you to make a greater difference by codifying an ordinance. It is the best practice recommended by the National Complete Streets Coalition and other experts. Doing so would create strong, binding commitments to bring about streets that are more accessible and safe for children to walk to school, for people to be more physically active and for people with disabilities and older adults to travel easily and independently.

Other Maryland communities, including Baltimore City and Anne Arundel County, have recently passed complete streets laws. We

urge you to take the next step and do the same.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian O'Malley". The signature is fluid and cursive, with a large loop at the end of the last name.

Brian O'Malley
President & CEO



Bridging Cultures. Building Community.

RESOURCES FOR THE FOREIGN BORN

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

September 16, 2019

Board of Directors

Howard County Council,

Patti Pape Caplan
President

We want to, first, acknowledge the County's historic investment of \$2.2 million in biking for safer paths and lanes, as well as the introduction of this complete streets resolution.

Becca Niburg
Vice President

We are excited to know you share our same commitment to better, safer streets.

Brendan Mahoney
Treasurer

Despite this step forward, we cannot ignore the reality that this county has lagged behind when it comes to making transportation healthier, more affordable, sustainable, and equitable. There have only been piecemeal changes to infrastructure in certain areas of the county. Across the county, we lack sidewalks and safe intersections. In WalkHoward, the county's draft pedestrian plan, residences identified 1,312 areas that needed sidewalks. The need for continued improvement to the streets in our communities urges us to support a new, world-class complete streets law.

Laura Hook

As you know, FIRN's mission is to empower immigrants, refugees, asylees and other foreign-born individuals by helping them access community resources and opportunities. We service over 15,000 individuals a year. Many lower income and younger community members are more likely to walk to work, compared to other demographics. Hispanic and multicultural Americans also have the highest rates of bicycle commutes in the country!

Jonelle Ocloo

Nana Owusu

John L Sindler

Director J. Garcia, Jr.
*CEO &
Executive Director*

FIRN supports a complete streets law for a number of reasons. A law would require developers and the county to design safe, connected roads for everybody, not just cars. This in turn would create better access to safe transportation, which would boost the economic growth of the county, and enable local businesses to recruit and retain a diverse, 21st century workforce in Howard County.

While CR120-2019 is a good launching point to get us closer to streets for all, FIRN recommends that the County Council work to improve upon on the work already done by passing an ordinance that codifies the resolution with some key improvements that include added performance measures, better transparency, more equitable engagement and more efficient and accountable implementation.

A complete streets law would lead to equitable and accessible transportation in the county, improving the health, economic opportunity, and overall wellbeing of communities of color and low income populations. They would have more opportunities to be active and connected to schools, grocery stores, medical care, local business, cultural institutions, and places of worship.

We encourage County Executive Ball and the Howard County Council to enact a strong, comprehensive complete streets law. This law is for all of us! Communities of color and low-income populations will have more equitable access to transportation. Howard County will no longer be car-dependent, but rather a place where all Howard County residents can walk, bike, use a wheelchair, or ride the bus more safely and easily.

Thank you for your consideration,

FIRN, INC.

Howard County Council,

I am writing to express support for a new, world-class complete streets law that will ensure safety and accessibility for all community members, whether walking, biking, or busing.

At Gilchrist, we are leaders in serious-illness and end-of-life care that allows people to live life to the fullest. Because we see every day how precious life is, our motto is "Cherish every moment of life." The data below demonstrate that with complete streets more county residents can do that.

I applaud the historic investment you made towards biking and current efforts to implement complete streets in Howard County. But it remains too difficult for older adults to travel easily and independently in the county. There are 1,312 identified areas around the county in need of sidewalks, according to WalkHoward. We must ensure future developments are made with all people in mind.

A lack of opportunity to be physically active or to enjoy the outdoors can have serious health consequences. Only half of adults meet the guidelines for physical activity per week. Lack of physical activity is a major contributor to heart disease, cancer, stroke, and diabetes; these chronic diseases contributed to half the deaths within the county in the past year.

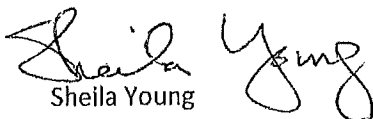
Research shows that people who live near trails are 50% more likely to meet guidelines for physical activity. The risk of cardiovascular diseases also drops by 16% for people who walk 3 hours per week and 11% for people who actively commute compared to those who do not.

While CR 120-2019 is a good launching point to get us closer to streets for all, Gilchrist recommends that the County Council improve on the work already done by passing an ordinance that codifies the resolution with key improvements that include added performance measures, better transparency, more equitable engagement, and more efficient and accountable implementation.

A law will require the county to always design safe and connected roads that have everyone in mind. With a complete streets law, older adults and people with disabilities will be better able to travel more safely, easily, and independently, and remain better connected to surrounding communities.

Enacting a complete streets law is not just for the work we do at Gilchrist; its benefits will reach everyone and move Howard County closer to the top as the healthiest community in the country. This is bigger than just a sidewalk or a bus stop; this is access, equity, and quality of life.

Thank you for your consideration.



Sheila Young

Director of Development/Howard County

5537 Twin Knolls Road, Suite 434

Columbia, MD 21045

410-730-1764

September 16, 2019

Members of the Howard County Council,

The Howard County Autism Society recognizes the work that has already been done to improve our streets with the \$2.2 million investment in biking in the most recent county budget. As a county, we have made great strides in the right direction, but we also recognize that more needs to be done.

Recently, I participated in a bike race with my daughter. For 50 miles we biked from one town to the next, on both heavily traveled highways and two-lane roads where bike lanes and/or road "shoulders" were non-existent. Initially, we were excited for the event. We had been training for the longer distance and figured this would be a great way to get some exercise, spend some quality time together, and knock something off our bucket list. Anytime we were on the roads, I was scared. Drivers get impatient with bikers, the roads are too small to share, it causes traffic, and it just creates a ball of tension for everyone! You can wear all the right gear, and be visible, but if roads are not designed to have both groups in mind, it just does not work.

As the Executive Director of the Howard County Autism Society, I often wonder about the community I serve, and constantly notice spaces that are unsafe or inaccessible for them. It is common knowledge now that across Howard County, we lack sidewalks and safe intersection. Many of our bus stops lack landing pads and pedestrian lighting too! For the many members of our autism community who do not drive and rely on bus transportation, these are especially concerning.

A law that requires developers and the county to design safe, connected roads for everyone, not just cars, is what we need. Safer, more accessible streets also help connect surrounding communities. Complete streets promote active living and can reduce social isolation for all people, especially those who may be living with disabilities and/or may need additional supports to get around.

While CR 120-2019 is a good launching point to get us closer to streets for all, the Howard County Autism Society recommends that the County Council work to improve upon on the work already done by passing an ordinance that codifies the resolution with some key improvements that include added performance measures, better transparency, more equitable engagement, and more efficient and accountable implementation.

We strongly encourage County Executive Ball and the County Council to enact a complete streets law. This is the best way to ensure access to transportation is truly equitable and inclusive. For persons with autism and other disabilities, this means they can travel more independently with safety as a priority and remain more closely connected to their surrounding communities. A world of enrichment and opportunity is missed when groups of people are isolated. Let us make sure Howard County does not let this continue.

Thank you for your consideration.

Warm regards,



Melissa Rosenberg, Executive Director



Providing Support • Promoting Awareness • Advocating for Change

9770 Patuxent Woods Drive, Suite 308 • Columbia, MD 21046
410-290-3466 • www.howard-autism.org • info@howard-autism.org



PATH

PEOPLE ACTING TOGETHER IN HOWARD COUNTY

AN AFFILIATE OF METRO INDUSTRIAL AREAS FOUNDATION

CONTACT

Rev. Paige Getty, Co-Chair

Rev. Tyrone P. Jones, Co-Chair

Louise Green, Lead Organizer
5885 Robert Oliver Place
Columbia, MD 21045
lgpathiaf@gmsil.com

www.metro-iaf.org

September 16, 2019

People Acting Together in Howard (PATH) is an affiliate of the Industrial Areas Foundation, the nation's first and largest community organizing network. We have seven decades of experience winning significant victories across the nation. Our 70 broad-based organizations have a deep grassroots presence in political and financial power centers in the United States, Europe, Australia and New Zealand.

We acknowledge the work that the County has done to improve biking access, a great first step. With a complete streets law, communities of color and low-income populations will have more equitable access to transportation, safer ways to be pedestrians, and improved neighborhood design.

Both Anne Arundel County and Baltimore City recently passed complete streets ordinances, while Howard County has yet to do so. We want Howard County to be a leader in pedestrian safety and access, and join its neighboring communities in redesigning streets with all people of all ages and abilities in mind.

Communities of color and low-income neighborhoods have a legacy of under-investment in many ways. In neighborhoods like Guilford and Savage, residents lack sufficient crosswalks, sidewalks, and safe and accessible transportation options. We continue to support transportation equity efforts that ensure all members of our community have access to safe and complete streets. We must consider pedestrians, bikers, and bus riders, in addition to the majority of drivers.

National organizations like the AARP, American Heart Association, and Smart Growth America have established best-practice standards for complete streets laws. CR 120-2019 is a launching point to get us closer to streets for all. Now PATH recommends that the County Council work to improve upon that work already done. Howard County needs to pass an ordinance that codifies the resolution with key improvements already in best-practice standards: performance measures, better transparency, more equitable engagement, and more efficient and accountable implementation. These standards should be in a law for all future transportation and infrastructure projects.



ANNE ARUNDEL COUNTY • BALTIMORE CITY • BALTIMORE COUNTY • CARROLL COUNTY • HARFORD COUNTY • HOWARD COUNTY

THE Y IN CENTRAL MARYLAND

FOR YOUTH DEVELOPMENT®
FOR HEALTHY LIVING
FOR SOCIAL RESPONSIBILITY

September 16, 2019

Howard County Council,

Impacting over 350,000 central Marylanders, the Y is deeply committed to strengthening the community's commitment to, and engagement with, healthy living, youth development and social responsibility. Advancing health and well-being for all is core to our mission and we applaud the County's historic investment of \$2.2 million in biking and walking infrastructure and the introduction of the complete streets resolution. This is a great step forward and we believe Howard County has an opportunity to advance its leadership even further by making transportation healthier, safer, more accessible and equitable. Bearing in mind the changes to the transportation infrastructure, the community still has areas that need sidewalks. For example, according to WalkHoward, the county's draft pedestrian plan, residences identified 1,312 areas that needed sidewalks.

We also know that too many people in Howard County do not have enough opportunities to be physically active; this can have serious consequences for public health. As such, we are urging Howard County to support a new, world-class complete streets law.

CR120-2019 is a good launching point to get closer to streets for all. The Y in Central Maryland recommends that the County Council build upon on the work already done by passing an ordinance that codifies the resolution with some key improvements including added performance measures, better transparency, more equitable engagement and more efficient and accountable implementation.

A world class complete streets law will ensure a future with better biking and walking, requiring new neighborhoods, new businesses and rehabbed public spaces to have safe places to bike and walk. With a complete streets law, Howard County residents will have more opportunities to be more physically active, helping to reduce chronic diseases.

Complete streets is a leadership strategy to improve the health and well-being of Howard County residents. Howard County deserves a comprehensive, world-class complete streets law. We need streets for all!

Thank you for your leadership and commitment to the health and well-being of Howard County residents.

John Hoey

President & CEO

A charitable, cause-driven organization working for community well-being.

The Y.™ For a better us.

YMCA of Central Maryland

Howard County General Hospital
Office of the President
5755 Cedar Lane
Columbia, MD 21044
410-740-7710 T



September 16, 2019

To: Howard County Council Chair Christiana Mercer Rigby and members of the Howard County Council
From: David Nitkin, Chief of Staff, Howard County General Hospital
Re: Support for CR120-2019, Complete Streets Policy and Design Manual

Thank you for the opportunity to provide testimony on Council Resolution 120-2019, which calls for the adoption of a Complete Streets Policy and the creation of design guidelines for implementation.

Howard County General Hospital fully supports this resolution and the contribution it will make toward improving the health of our community.

As a leading healthcare provider and the only hospital in Howard County, Howard County General Hospital operates with a mission to keep our community healthy and well. We are incentivized, financially and morally to keep our loved ones and neighbors out of our facility, and to ensure they are living free of disease and illness.

The health of our community is driven not just by the health care system, but by through supporting social determinants of health, such as education, access to food and economic stability. One of the most critical social determinants is transportation and walkability.

When Howard County public works and transportation make infrastructure investments following complete streets guidelines, we will gain more miles of bike paths, more sidewalks and more room for pedestrians and other non-vehicular users.

As an increasingly dense community, we must encourage our neighbors to walk, run, pedal and ride more. And this is what many want. Participating in these activities will burn calories, release endorphins, stave off disease and make us a healthier community.

U.S. News and World Report recently ranked Howard County as the 10th healthiest community in the nation, up from 20 in its previous survey. Our goal should be to get to number one, and this resolution is a step toward achieving that.

We applaud the leadership of County Executive Ball in introducing this resolution, and we thank the co-sponsors for their support of this important initiative.

Sincerely,

David Nitkin
Chief of Staff
Howard County General Hospital



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

I, ALAN SCHNEICLER, have been duly authorized by
(name of individual)

HOWARD COUNTY CITIZENS ASSOCIATION to deliver testimony to the
(name of nonprofit organization or government board, commission, or task force)

County Council regarding CR120 to express the organization's
(bill or resolution number)

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

Printed Name: ALAN SCHNEICLER

Signature: [Handwritten Signature]

Date: 16 Sept 19

Organization: HCCA

Organization Address: ELLCOTT CITY, MD

Number of Members: 500

Name of Chair/President: Stu Kohw

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