



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

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

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

County Council regarding CR 17-2022 to express the organization's
(bill or resolution number)

request to amend this legislation.
(Please circle one.)

Printed Name: Jennifer White

Signature: [Handwritten Signature]

Date: January 18, 2022

Organization: Horizon Foundation

Organization Address: 10221 Wincopin Cir #200

Columbia, MD 21044

Number of Members: 9 staff; 18 Board Members

Name of Chair/President: Nikki H. Vernick

This form can be submitted electronically via email to councilmail@howardcountymd.gov no later than 2 hours prior to the start of the Public Hearing.



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Gopi Suri

David Wolf

Policy: CR 17-2022

Position: Support with amendments

The Horizon Foundation is Howard County's community health foundation and the largest independent health philanthropy in the state of Maryland. We lead community change so everyone in Howard County can live a longer, better life.

We applaud Howard County's progress to date in its work to update the Design Manual that will guide future planning to ensure streets are designed to meet the needs of pedestrians, bicyclists, transit users and individuals with mobility challenges. This new guidance not only brings Howard County closer to achieving its complete streets vision, but also sends the clear message that *all* users of the road should be incorporated into every aspect of street and bridge design.

We have come a long way, and now is the time to get the job done right. As such, we are supportive of this resolution with amendments. To make Howard County a leader in complete streets across the region and better position our community for the future, additional improvements to the design manual in chapters 4 and 5 must be made in the next phase of this process. Recommended changes to chapters 4 and 5 include:

- Lower background traffic growth rate projections closer to zero, which will prevent wider roads with fast motor vehicle traffic where pedestrian and bicyclists are at risk.
- Adopt a vehicle-miles-traveled (VMT) approach as a key transportation metric that supports other modes of transportation such as transit, carpool, walking, biking and rolling.

These and other updates to the Design Manual, Adequate Public Facilities Ordinance and Subdivision and Land Use Regulations paired with updates to the General Plan should establish and support goals to reduce vehicles-miles-traveled and support more walking, biking, rolling and transit. Each of these documents must work in concert with each other to ensure that all roads are designed with equity and complete streets at the center.

To that end, we propose the following amendments to CR 17-2022:

Additional clauses

- WHEREAS, the Administration will establish transportation goals that will incentivize residents to shift to greater use of multi-modal transportation options to advance the complete streets vision.
- WHEREAS, revisions to Adequate Public Facilities Ordinance and Subdivision and Land Use Regulations must reflect a complete streets approach throughout the County that would support and encourage biking, walking and use of transit as per the County's Complete Streets Policy (CR 120-2019).
- AND BE IT FURTHER RESOLVED, the County Council expects that the Administration will make comprehensive revisions to Chapters 4 and 5 of the Design Manual Volume III and submit an updated copy of the Design Manual Volume III to the County Council for approval by the Fall of 2022 per the Complete Streets Policy (CR 120-2019).

The COVID-19 pandemic has exposed the frailties of our public health infrastructure because of historic disinvestment, while also highlighting how many of us are relying on our bicycle and pedestrian infrastructure more than ever for our physical and mental health. It has never been more important to ensure this design manual meets the needs of all users of our roads.

Enacting these amendments to the design manual will better position Howard County as we begin this next phase of complete streets implementation, as well as promote equity for all of our residents. We look forward to our continued partnership with your Administration to ensure that Howard County has safe and accessible spaces for everyone to bike, walk and access public transportation.

Thank you for your consideration.



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

I, Jack Guarneri, have been duly authorized by
(name of individual)

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

County Council regarding CR17-2022 to express the organization's
(bill or resolution number)

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

Printed Name: Jack Guarneri

Signature: *J. Guarneri*

Date: January 12, 2022

Organization: Bicycling Advocates of Howard County (Bike HoCo)

Organization Address: 10224 Little Brick House Ct, Ellicott City, MD 21042

10224 Little Brick House Ct, Ellicott City, MD 21042

Number of Members: 900 (10 on Board)

Name of Chair/President: Jack Guarneri

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.

Bike HoCo Oral Testimony Council Public Hearing CR17-2022 January 19, 2022

I am Jack Guarneri a 31year resident Ellicott City and President of the Bicycling Advocates of Howard County/Bike HoCo a nonprofit founded in 2008 to support improvements in alternative transportation in Howard County. I am testifying in support of Council approval of CR17-22 the *Complete Streets Design Manual*.

The *CS Design Manual* is not just an engineering document for Public Works but rather is a step in a continuum of documentation Bike HoCo has supported and worked with HC Government to develop for the past 10+ years with a goal of making Howard County an alternative transportation friendly community:

- **WHAT:** In April 2016 (4+ years to complete) County Council unanimously approved *Bike Howard* a roadmap to identify roads for backfitting to improve bicycle accessible and establishing bicycle transportation networks. In February 2020, County Council unanimously approved *WalkHoward*, a complementary roadmap to provide a framework, and guidance for improving walkability and pedestrian access to transit within the county.
- **WHY:** In October 2019 (3+ years to complete) County Council unanimously approved a *Complete Streets Policy* which provided an overarching directive to all County Departments to implement complete streets in future policies and documentation.
- **HOW:** The *Complete Streets Design Manual* (2+ years to get to Council) provides detailed engineering on how to implement Complete Streets and build an energy efficient, environmentally sustainable transportation system for Howard County.

In October 2019, a Complete Streets Implementation Team (CSIT) was established by the County to develop a new *Complete Streets Design Manual*. In addition to representatives from all Howard County Government Departments/Offices involved in transportation and public works (as well as Councilmember Rigby) it also included two citizen representatives: Jennifer White of Horizon Foundation and *Streets for All Coalition* and Larry Schoen Chair of the Multimodal Transportation Board and a Board Member of Bike HoCo. This document like the others I have mentioned was developed by a contractor. In addition, both Horizon Foundation and Bike HoCo hired independent consultants to review and advise to ensure that the new Design Manual would be compliant with best practices used in other jurisdictions for Complete Streets. The manual is not perfect (does not include all our recommendations) but was developed by consensus of the CSIT.

The Bicycling Advocates of Howard County strongly support approval of CR17 the *Complete Streets Design Manual*, contingent on a rewrite of Howard County *Subdivision and Land Development Regulations*, expected to be completed later this year, to ensure they are compliant with the *Complete Streets Policy* and the new *Complete Streets Design Manual*. In addition, the revision to the General Plan (HoCo By Design) and any future revisions to the County's *Adequate Public Facilities Ordinance* should also provide compliance with Complete Streets practices to ensure that alternative transportation is considered and implemented in our future transportation network and in new private sector development.

WHEN/HOW MUCH: We also continue to strongly support continued adequate funding to preserve and improve existing transportation infrastructure.

Testimony delivered by Jack Guarneri,
President Bicycling Advocates of Howard County/Bike HoCo
President@bikehoco.org
(301)844-8930



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

I, Lawrence J. Schoen, have been duly authorized by
(name of individual)

Howard County Multimodal Transportation Board to deliver testimony to the
(name of nonprofit organization or government board, commission, or task force)

County Council regarding CR17-22 to express the organization's
(bill or resolution number)

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

Printed Name: Lawrence J. Schoen

Signature: lawrence-schoens-macbook-pro.local Digitally signed by lawrence-schoens-macbook-pro.local
Date: 2022.01.14 10:29:17 -10'00'

Date: _____

Organization: Howard County Multimodal Transportation Board

Organization Address: c/o Office of Transportation, 3430 Courthouse Drive

c/o Office of Transportation, 3430 Courthouse Drive

Number of Members: 8

Name of Chair/President: Lawrence J. Schoen

This form can be submitted electronically via email to councilmail@howardcountymd.gov no later than 2 hours prior to the start of the Public Hearing.

Testimony of Lawrence J. Schoen, Chair Howard County Multimodal Transportation Board, in support of CR17-2022, on behalf of the Board.

The Howard County Complete Streets Design Manual is an important **first** step to shift to streets that are safe and accommodating for all users, including people walking, biking and taking transit, with an emphasis on safety for all.

We are joining a club of other jurisdictions using nationally accepted designs with appropriate application of national best practices to Howard County.

The Manual needs to be reviewed and revised to keep our built environment up to date and I urge your support for additional actions over next 9 months.

Plus, we need your continuing support for funding projects that both preserve our existing infrastructure while at the same time upgrading it for multi-modal. These include resurfacing projects, water & sewer projects that are suitable for small multimodal transportation add-ons, and for specific multimodal projects.

As approved by the Board unanimously:

"The Multimodal Transportation Board endorses the Complete Streets Design Manual that has been drafted by the Complete Streets Implementation Team and recommends its submission to the County Council for legislative review and adoption... We further recommend that it be reviewed and revised by a committee of balanced interests similar to the CSIT after revisions to APFO or Subdivision and Land Development Regulations, and every five years thereafter".

In closing, I read the following in a NY Times article this week (emphasis added), with an example of the upside of multimodal transportation:

America's Next Great Restaurants Are in the Suburbs. But Can They Thrive There?

"As suburbs accommodate more diverse businesses that enrich the community, that success can attract the attention of developers, said [Willow Lung-Amam](#), an associate professor of urban studies and planning at the University of Maryland." ... "... many suburbs lack public transportation and are not zoned for mixed-use development, so homes and businesses can't exist in the same area. Restaurants, then, have few nearby residents who don't have to drive there to eat."

It is critical that designers of transportation facilities in Howard County properly use this Complete Streets Design Manual so the many benefits of multimodal transportation can be fully realized. Please vote to approve CR17-2022 so that this important design guidance can be immediately activated in Howard County.



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

I, Willie Flowers, have been duly authorized by
(name of individual)
NAACP Howard County Branch to deliver testimony to the
(name of nonprofit organization or government board, commission, or task force)
County Council regarding CB-10-2022 to express the organization's
(bill or resolution number)

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

Printed Name: Willie Flowers

Signature: Willie Flowers

Date: 4/19/2022

Organization: NAACP

Organization Address: 3775 Cloudleap Court

Columbia Md 21045

Number of Members: 700+

Name of Chair/President: Willie Flowers

This form can be submitted electronically via email to councilmail@howardcountymd.gov no later than 2 hours prior to the start of the Public Hearing.

From: willieaflowers@aol.com
To: [Sayers, Margery](#)
Subject: Re: Affidavit to Speak on Behalf of a Group
Date: Wednesday, January 19, 2022 4:24:56 PM

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



I'm Ted Cochran, testifying on behalf of Free Bikes 4 Kidz Maryland, a Howard County nonprofit geared toward helping all kids ride into a happier, healthier childhood by providing bicycles to those most in need. Since December 2019, we have distributed 3,263 bicycles, including 1811 bicycles last month, almost all of them to local children in need from preschool to high school.

These children now have the means to expand their use of public thoroughfares to travel to destinations that were previously too far for them to get to—including schools, pools, parks, stores, and jobs. They have joined the many existing cyclists and pedestrians in Howard County who enjoy the proven benefits of active transportation to health and well-being.

We want nothing more than for them to safely take advantage of these benefits.

Unfortunately, past and current street design practices do not always make it easy for people driving cars to keep *themselves* safe, let alone cyclists and pedestrians. Past designs have too often prioritized the flow of cars, ultimately reducing the safety of both drivers and vulnerable road users. Prior to Covid, the leading cause of death in the U.S. at every age between 1 and 55 was cars. A fifth of those deaths were pedestrians and cyclists.

The proposed design manual recognizes that road design could do more to improve driver safety. We don't need lanes as wide as those on I-95 on residential streets—they enable unnecessarily high speeds. As an example, the top ten speed violations ticketed by school zone cameras in 2020 were all over 65 mph—including 66 mph on Kilimanjaro Road, 73 on Centennial lane, 74 on Tamar Drive, and 90 on Old Frederick Road. *All in school zones!* We wouldn't be seeing speeds this high in school zones if these streets had been better designed.

The proposed complete streets design manual recognizes this, and also that traffic includes pedestrians and cyclists, and it strikes a better balance for all road users. It contains design requirements for streets that, over time, will guide people driving cars to maintain appropriate speeds, to help them be aware of where they may encounter cyclists and pedestrians, and if necessary to separate cars from cyclists and pedestrians altogether.

People will no longer have to walk in the street. Cyclists will no longer have to ride in the lanes used by drivers, or at least not as much. Street designs will make it easier to avoid speeding. People trying to cross a wide intersection will have better crosswalks, more opportunities to request a pause in traffic, and safe places to wait for breaks in traffic.

New residential developments are more attractive when they are built to encourage ways of getting from place to place that don't require driving. The proposed design manual does this.

These improvements will in the long run make it safer for these users to be on the street, thus encouraging more residents to walk and ride instead of drive. These increasing numbers will in turn help motorists to be more aware of them even as traffic congestion is reduced. This virtuous cycle—better infrastructure leading to increased safety leading to more pedestrians and cyclists leading to more safety—has been occurring in cities and suburbs all over the U.S., and the result is increased safety for all road users, reduced traffic congestion, and better health.

This manual is a first step toward the user-friendly infrastructure and economic growth that active transportation is driving in urban areas like Washington DC, in suburban areas like Montgomery County, and in rural areas like Harrisonburg, VA. The County Council can do much to help people driving cars by approving this design manual, as well as by requiring that it be frequently reviewed and revised to continue to mitigate the challenges these drivers face every day.

On behalf of Free Bikes 4 Kidz, and as an enthusiastic cyclist with over 10,000 miles ridden on Howard County roads since 2017, I urge you to approve it, to require its periodic review and strengthening, and to ensure that multimodal projects are funded to help move complete streets forward and keep all of us safe.

Thank you for your time.

Ted Cochran, President
Free Bikes 4 Kidz Maryland
ted@fb4kmaryland.org



Sayers, Margery

From: Collin Sullivan <collinsullivan@mac.com>
Sent: Thursday, January 20, 2022 9:07 AM
To: CouncilMail
Subject: Written Testimony for CR17-2022

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

Hello,

I provided oral testimony to the County Council last night. For convenience, here is a written copy of that testimony:

Good evening Chair Jones, Vice Chair Rigby, and Members of the County Council,

My name is Collin Sullivan, and I am a lifelong resident of Elkridge in District 2.

Before I begin, I was happy to learn tonight that the council will have a work session where questions on legislation can be more thoroughly asked and answered. I want to express my appreciation to the council members that have been thoughtful of the time of citizens that wish to provide their testimony in a timely manner tonight.

I am here tonight to express my strong support for CR17-2022, a resolution adopting the updated Complete Streets Design Manual for Howard County.

The goal of Complete Streets is to provide safe and accessible transportation options to people who don't want to be stuck living their lives in a car-dependent world. Providing a strong system of bike, pedestrian, and transit infrastructure is good for public health, it's far better for our planet, and it makes Howard County a safer and more vibrant place to live.

I live less than one mile away from the Route One corridor, which is one of the greatest examples of transportation failure in Howard County. What could be an incredible opportunity for safe pedestrian and bike connections to businesses, housing, and recreation along the Route 1 corridor is currently defined by its other qualities: extremely fast driving; dangerous conditions for all travelers; frequent accidents; and high traffic congestion. It doesn't have to be this way.

While Route One may be a State Road that is not governed by this Design Manual, there are so many other county-owned streets in our community that are defined by the same dangerous conditions that afflict Route One.

Adopting this Design Manual is one step toward fixing our streets and making them work for everyone. I urge the County Council to approve this Design Manual and continue your commitment to Complete Streets by funding important bike, pedestrian, and public transit improvements in the upcoming budget process later this year.

Thank you for your time and consideration of my testimony.