

Amendment 9 to Council Bill No. 28 -2023

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Amendment No. 9

(This Amendment makes the following changes to HoCo by Design Chapter 4 and Chapter 11:

- Chapter 4: County in Motion*
- *Amends the CIM-2 Policy Statement by adding Implementation Action 5 to pursue State-enabling legislation to allow well-signed, stationary speed cameras and other road safety mechanisms in school walk zones;*
 - *On page CIM-37 (Table 4-1) rephrase project #2: “Snowden River Parkway: Oakland Mills Road to Broken Land Parkway – - construct all segments of the multi-use pathway”;*
- Chapter 11: Implementation*
- *Amends Table 10-1: Implementation Matrix by adding a CIM-2 Policy and Implementing Action to pursue State-enabling legislation to allow well-signed, stationary speed cameras and other road safety mechanisms in school walk zones.)*

1 In the *HoCo By Design* General Plan, attached to this Act as Exhibit A, amend the following
2 pages as indicated in this Amendment:

- 3 • Chapter 4: County in Motion: 13 and 37; and
4 • Chapter 11: Implementation: 23.

5 Correct all page numbers, numbering, and formatting within this Act to accommodate this
6 amendment.

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Building on the Complete Streets Policy, the Howard County Design Manual Volumes III and IV (Design Manual) were updated in 2022 to incorporate best practices in street design to accommodate all modes of transportation. The next step in complete streets implementation is to update the Subdivision and Land Development Regulations to ensure that the development process supports the County's vision for complete streets. In early 2020, Howard County also adopted a new pedestrian master plan, WalkHoward, which identifies and prioritizes pedestrian infrastructure needs. A fundamental organizing principle of WalkHoward includes last-mile access, and the plan recommends a series of projects and connections to ensure walking is a safe, effective, and viable recreational and transportation choice. BikeHoward, further described under the "Mobility and Access" section of this chapter, envisions safe bicycling on roads and paths as a means of daily transportation and healthy recreation. BikeHoward calls for the creation of a safe and seamless network of bikeways that connect people to schools, shops, parks, and work, with facilities that serve all skill and comfort levels.

The Strategic Road Safety Plan recommended a safe system approach for the County that identifies the link between priority crash types and the roadway contexts in which they most frequently occur. The system then prioritizes countermeasures that provide a solution to those crash types at the identified location types. This approach is innovative because it can prioritize locations that have a high propensity for crashes to occur even if crashes have not occurred there in recent years. Overall, the system proactively targets road safety improvements in high-risk locations where the most frequent and severe crashes could occur. This effort should also coordinate with and support the Complete Streets Policy and the WalkHoward and BikeHoward capital programs.

Finally, HoCo By Design's Economic Prosperity chapter describes the transportation needs of the agricultural community and conditions that impact safety. Refer to the section "Sustaining our Agricultural Economy" within the Economic Prosperity chapter for details.

CIM-2 Policy Statement

Design and operate an equitable transportation system that prevents and mitigates the most severe types of crashes for motorists, transit riders, bicyclists, and pedestrians.

Implementing Actions

1. Prioritize and fund measures outlined in the Strategic Road Safety Plan using a safe system approach to focus education, enforcement, and engineering efforts and investments.
2. Advance the Complete Streets Policy by updating the Subdivision and Land Development Regulations to provide accommodations and improve safety, particularly for pedestrians and bicyclists who are the most vulnerable roadway users.
3. Execute the priorities of WalkHoward and BikeHoward through dedicated funding in the capital budget and efficient project delivery.
4. Ensure that all transportation capital projects include review of potential safety improvements during the project scoping process.
5. [Pursue State-enabling legislation to allow well-signed, stationary speed cameras and other road safety mechanisms in school walk zones.](#)



Table 4-1: Significant Transportation Investments to Support Growth & Redevelopment

Project Number	Project Description
1	Sanner Road: Johns Hopkins Road to Guilford Road - improve safety and operations for all modes, along with stormwater management improvements.
2	Snowden River Parkway: Oakland Mills Road to Broken Land Parkway - widen Snowden River Parkway from four to six lanes from Oakland Mills Road to Broken Land Parkway to match segment north of Oakland Mills Road <u>construct all segments of the multi-use pathway.</u>
3	Gateway Regional Activity Center: Create new eastern access point to Gateway and Berger Road via CSX right of way.
4	US 1: MD 100 to Prince George's County Line - continue operational, safety, and streetscape improvements between MD 100 and Prince George's County line, along with advancing regional transit efforts.
5	MD 108: Trotter Road to MD 32 - expand section to accommodate left turns, improve safety, and complete the Clarksville-River Hill Streetscape Project.
6	MD 103/104/108 Corridor: Construct operational and safety improvements along MD 103, 104, and 108, including continuous sidewalk and pedestrian connections between neighborhoods and schools in the corridors.
7	US 40: Chatham Road to Baltimore County Line - construct operational, safety, and access management improvements along US 40, including improved pedestrian connections and regional transit connections.
8	US 29: US 29 from Ellicott City to Burtonsville via Downtown Columbia and Maple Lawn - extend Montgomery County Flash service to provide direct connection to WMATA Red Line and MTA Purple Line with high-quality BRT service.
9	Downtown Columbia: Construct Downtown Columbia Transit Center to improve transit operations, customer services, and service expansion.
10	Downtown Columbia: Establish Downtown Columbia Circulator.
11	MD 99/US 29: Construct Park and Ride lot to create northern terminus for US 29 BRT service and provide capacity for rideshare vanpools.
12	East/West Corridor between Downtown Columbia and Odenton MARC Station: Create new enhanced bus service connecting MARC station via Gateway Regional Activity Center and Fort Meade with eventual regional extension to Annapolis.
13	US: 1 East County Transit Center - construct new transit center to improve transit operations and customer service.
14	MARC Camden Line: Infrastructure, frequency, and service improvements and support MTA efforts to construct third track, sidings, and other infrastructure improvements to allow for mid-day and weekend service.
15	Laurel Park MARC Station: Support MDOT and Howard County efforts to create a mixed-use transit-oriented community.
16	Dorsey MARC Station: Support MDOT and Howard County efforts to create a mixed-use transit-oriented community.
17	Park and Ride Lots: Leverage park and ride lots for co-location of residential and commercial development.
18	Bus Stop Improvements: Continue investments to upgrade rider amenities and access to bus stops.
19	US 1: Montevideo Road and Port Capital Drive - realign intersection for safety and access management and widen Montevideo Road to accommodate truck traffic from Dorsey Run Road.

Table 4-1: Significant Transportation Investments to Support Growth & Redevelopment

Project Number	Project Description
20	US 29: Middle Patuxent River to MD 175 - widen southbound US 29 from Middle Patuxent River from four to six lanes to accommodate bus rapid transit and improve travel time reliability.
21	MD 108: Woodland Road to Centennial Lane - expand to continuous five lane section to accommodate left turns, improve safety, and add continuous pathway and landscaping.
22	MD 175: Anne Arundel County line to US 1 - establish a coordinated roadway design in conjunction with Anne Arundel County efforts to improve access management, safety, and operations along MD 175 between the county line and US 1.
23	Kit Kat Road/Brookdale Road: Develop unified link to Dorsey Run Road.
24	Patapsco Regional Greenway: Construct new regional trail from Elkrigde to Ellicott City in coordination with Carroll and Baltimore Counties.
25	US 1: US 1 access and safety projects - retrofit roadways and construct new pathways to neighborhoods, community centers, and schools in the US 1 corridor to support safety and access.
26	Hickory Ridge Road: Hickory Ridge Bicycle Corridor project will retrofit roadways and construct new pathways from the Hickory Ridge, Owen Brown, and Atholton communities to Howard Community College and Downtown Columbia.
27	Dobbin, Snowden River, and Oakland Mill road corridors: Retrofit roadways and construct new shared use paths to connect corridors to Gateway Regional Activity Center.
28	Columbia to North Laurel Corridor: construct South Entrance, Patuxent Branch, and North Laurel Connections pathway projects to provide high quality four season connections.
29	BikeHoward: Construct structured projects recommended in the Bicycle Master Plan.
30	WalkHoward: Construct structured projects recommended in the Pedestrian Master Plan.
31	MD 175: Oakland Mills Road and MD 175 - create limited access interchange to enable access to Blandair Park North.
32	US 29: Extend Symphony Woods Road to Broken Land Parkway and modify the US 29 interchange to create additional southern access to Downtown Columbia.
33	MD 216: MD 216 at Leisher Road, Sky Lark Boulevard Extended, and Gorman Road - realign Gorman Road and Leisher Road to improve mobility and safety in consideration of development patterns and future extension of Skylark Boulevard from Emerson.
34	Broken Land Parkway: At Snowden River Parkway - improve intersection safety and capacity, including alignments with ramps to MD 32.
35	US 29 / I 70: Improve safety and operations at congested interchange.
36	US 1: US 1 at MD 175 - create urban interchange to improve traffic safety and operations.
37	Gateway Regional Activity Center: At MD 175/MD 108/Columbia Gateway Drive - construct new northern access point to Gateway Regional Activity Center and improve traffic safety and operations with partially grade separated interchange.
38	MD 100: At MD 100, MD 108, and Snowden River Parkway - construct operational and safety improvements for traffic exiting MD 100 to MD 108 and Snowden River Parkway.
39	I 70 and Marriottsville Road: Construct capacity, ramp, and bridge improvements over I 70, expansion of Marriottsville Road from MD 99 to US 40.

Table 10-1: Implementation Matrix		
Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
CIM-1 - Maintain transportation system assets to ensure the viability of the system and safety of users.		
1. Develop and regularly update a risk-based asset inventory and management program for all transportation assets and ensure adequate maintenance funding.	OOT DPW	Mid-Term
2. Closely coordinate system maintenance activities with utilities and private development to minimize future roadway damage.	OOT Private Partners	Ongoing
3. Develop fiscally unconstrained plans for each asset class to communicate the deferred maintenance needs and a pipeline of unfunded projects for consideration.	DPW	Ongoing
4. Consider equity emphasis areas in the prioritization of maintenance needs.	OOT DPW	Ongoing
CIM-2 - Design and operate an equitable transportation system that prevents and mitigates the most severe types of crashes for motorists, transit riders, bicyclists, and pedestrians.		
1. Prioritize and fund measures outlined in the Strategic Road Safety Plan using a safe system approach to focus education, enforcement, and engineering efforts and investments.	OOT DPW Elected Officials OOB	Mid-Term
2. Advance the Complete Streets Policy by updating the Subdivision and Land Development Regulations to provide accommodations and improve safety, particularly for pedestrians and bicyclists who are the most vulnerable roadway users.	OOT DPZ DPW	Ongoing
3. Execute the priorities of WalkHoward and BikeHoward through dedicated funding in the capital budget and efficient project delivery.	OOT Elected Officials OOB	Ongoing
4. Ensure that all transportation capital projects include review of potential safety improvements during the project scoping process.	OOT DPW	Ongoing
<u>5. Pursue State enabling legislation to allow well-signed, stationary speed cameras and other road safety mechanisms in school walk zones.</u>	<u>OOT</u> <u>DPW</u>	<u>Ongoing</u>

Table 10-1: Implementation Matrix		
Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
CIM-3 - Make the transportation system equitable, close mobility gaps, and improve access to jobs, health care, education, and social services.		
1. Continue to monitor system performance, gather input from current riders, and allocate existing resources to maximize ridership and enhance service for current public transit riders.	OOT	Ongoing
2. Ensure investments in the Regional Transportation Agency system balance improving service frequencies and adding new routes to unserved areas with transit-supportive land use.	OOT	Ongoing
3. Continue to support community-based mobility programs and non-governmental organizations that serve seniors and people with disabilities.	DCRS OOT	Ongoing
4. Explore flexible transit routing, mobility as a service, and other micro-mobility concepts to provide efficient and economic transit service in lower-density areas of the County.	OOT	Mid-Term
CIM-4 - Leverage Howard County's position in the Baltimore and Washington regions to advance transportation projects and policies with regional and local impacts, including focusing efforts on governance, accountability, funding policies, and strategies to address unmet transportation service needs.		
1. Continue to engage in regional discussions regarding state and federal investment in regional transit systems to ensure funding and support for Howard County projects, meet the County's goals to enhance and improve access to regional job centers, and maintain the County's position as an attractive location to live and work.	OOT DPW Elected Officials OOB	Ongoing
2. Continue to support the collaborative efforts to improve the Regional Transportation Agency of Central Maryland.	OOT	Ongoing
3. Continue to partner with Montgomery County and the Maryland Department of Transportation to extend the Flash Bus Rapid Transit Service to Howard County.	OOT	Mid-Term
4. Support and partner with Maryland Department of Transportation and other regional organizations to expand service and improve reliability on the Camden Commuter Rail Line.	OOT	Mid-Term
5. Continue to engage and participate in regional and state planning and coordination activities to ensure the needs of freight and goods movements are considered and supported.	OOT	Ongoing