



Testimony on the Bicycle Master Plan CR35-2016 -- Phase II of T7107
for the Public Hearing March 21, 2016

My name is Sally Ryder. Address 6735 Allview Dr. 21046

I speak on behalf of neighbors who support construction of the portion of the Patuxent Trail Extension on the Columbia Association land bordering Allview Estates. Our neighborhood has very few sidewalks, cul-de-sacs and other places for children to practice riding a bicycle and we are not directly connected to the wonderful Columbia Pathway Network. This path will provide a safe and scenic route for our nature lovers, walkers, runners, and cyclists who otherwise have to dodge traffic and cars parked along our hilly and winding roads. The route will run along a sewer easement along the Little Patuxent River flowing behind our neighborhood and abutting property of several landowners, some of whom have voiced strong opposition to the path. Other neighbors, including several abutters, are willing to drive in order to ride and walk along Columbia pathways would like to see the extension but hesitate to speak out against their neighbors. Many others who may be unfamiliar with the existing pathway network have been persuaded that having this pathway built would increase parking problems, crime, and other problems in the neighborhood. Having lived in Allview since 1978 and ridden most of the Columbia trails, I firmly believe that these fears are unfounded.

Like many Columbia bike paths, this route is in the flood plain and my experience is that the Columbia Association does an excellent job of keeping these paths clear and in good repair. I will acknowledge that this area is prone to flooding, although I am not aware of any recent time that the river has gone over its banks. There appears to be a river monitoring device installed at the lowest point, so data should be available for analysis and perhaps there can be a way to notify CA to close the path when and if necessary. In any case, warning signage would probably be advisable.

I realize that there are strong feelings on both sides of this issue and, indeed, have friends on both sides. I will continue to support construction of this path and hope that those who are now opposed may change their minds when and if it is built. In any case, I hope that we can all agree to disagree on this matter and remain on good terms. Thank you for your attention.

P.S. If it is true that the BMP is being amended to remove this portion of the plan, I am amazed and very disappointed as I am not aware of any "community outreach" to Allview residents as was stated to proceed construction of the path.



March 21, 2016

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

Ref: CR 35-2016 – Bicycle Master Plan

Dear Councilman Ball:

The bridge is the only existing bicycle/pedestrian crossing in Columbia over Rt 29.

The bridge connects 94 miles of bicycle/pedestrian paths in Columbia, making them usable as ways to get to jobs and schools as well as recreation opportunities.

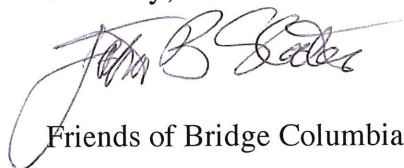
The existing bridge, while it is there and being used everyday, does not meet the county's own bicycle standards or the state standards for the width of a shared use path with its potential for bike and pedestrian traffic;

Placing the bridge in the plan is a necessity for attracting the funding grants, both Federal and State that the County is seeking.

We ask that you approved the CR35-2016, The Bikeway Master Plan, as amended.

Thank you for your time.

Sincerely,



Friends of Bridge Columbia

c/o Slater Associates, Inc. Suite 302

Columbia, MD 21044

Bike Howard Plan

Testimony by Kim Egan Rutter

My name is Kim Rutter and I live at 3435 Jennings Chapel Road in Woodbine. Jennings Chapel Road. Like most roads in the rural West, Jennings Chapel has no shoulders, has a double yellow line down the center, and has many sudden dips and hills. In addition, the lanes on Jennings Chapel are about 9 feet wide instead of the standard 14, and the road is tarred and chipped, not paved with asphalt. Our road is beautiful and we see serious recreational cyclists, cycling teams, and other bicycle groups on an almost daily basis. I support the Bike Plan but ask that the County consider two issues unique to cycling in the West.

Cyclists Need Education on the Rules of the Road in the Rural West.

The Bike Plan includes recommendations to increase road safety through bicycle educational programs and awareness campaigns. The rules of the road are different in the West than elsewhere in the county in two important ways, and it is important that the County's cycling community understand them.

First, the general rule in Maryland is that motor vehicles must leave a clearance of 3-feet when passing a bicycle.¹ This clearance requirement does not apply, however, to narrow roads.² Many of the roads in the West have 9-foot lanes and little or no

¹ Maryland Code Ann. § 21-1209(2)(ii).

² *Id.* § 21-1209(2)(iii) (exception when road "is not wide enough to lawfully pass.").

shoulder, like Jennings Chapel, which means that as a practical matter, on most roads in the Rural West, motor vehicles may pass with only a 1-foot clearance.

Second, many cyclists riding in the West in packs, presumably because cyclists believe that riding in packs makes them more visible to oncoming traffic. Maryland law, however, prohibits cyclists from riding more than two abreast unless the “flow of traffic is unimpeded.”³ Bicycle traffic on narrow roads in the West impedes traffic, whether riding abreast or not. I was recently stacked up behind a single bicyclist on Jennings Chapel Road along with a school bus, one five-horse trailer, two 2-horse trailers, and several passenger vehicles. We drove almost the entire length of the road before it was safe for any of us to pass.

Bike Lanes in the West Will Require Additional Stormwater Management.

One goal of the bike plan is to reduce water pollution, which is consistent with the County’s obligations under federal law. Widening rural roads for bike lanes would add miles off impervious paving and would require the County to move utilities, cut down numerous mature trees, dig through and stabilize hillsides, and widen bridges. To offset the additional run-off that would result, we ask that no rural roads be widened for bike lanes without a funded, and shovel-ready stormwater management plan in place.

³ *Id.* § 21-1205(b).

CR-35-2016
BICYCLE MASTER PLAN AND A COMPLETE STREETS POLICY

JOSEPH RUTTER
3435 JENNINGS CHAPEL ROAD
WOODBINE, MD 21797

It is good to see that this plan has finally been forwarded for legislative consideration. A Council Bill to amend the subdivision regulations and a Resolution amending the design manual should follow adoption of this plan. Once those Council approvals are in place the policy can be implemented. This draft plan took on the weight of law when promulgated by the former administration with no opportunity for the Council to do its job and adopt the policy. That approach resulted in a confused and uncoordinated implementation based on the whims of staff. New development projects have been required to widen rural roads and provide other bike facilities such as bike paths with the only authority being the Draft Plan.

Recreational facilities are one of the selling points in Howard County. A comprehensive Recreation and Parks Master Plan has been regularly updated for decades and is the appropriate document to incorporate the recreational aspects of bike riding. Instead, this plan ignores all of the overall goals of the vast majority of residents and sets in place a policy that if implemented would destroy the character of rural roads. Transportation planners have been citing this plan to mandate widening of roads regardless of designation as scenic roads or scenic byways. In rural areas where most of the land is permanently preserved or has already been developed along roads with narrow pavement, blind hills and curves requirements to add large shoulders for bikes has taken precedent. It makes new development projects look out of place and does little to make recreational bike riding safe. At the same time acres of paving will be added with little regard to the runoff created for the sole purpose of serving a very limited group.

The plan recognizes that only a small fraction of bike riders utilize the rural roads because most adults know it is unsafe to put on spandex and a Styrofoam hat and do battle with cars, trucks and farm equipment. The traffic stress matrix in the plan identifies these riders as "strong and fearless". I recommend this characterization be changed to "ignorant and dangerous". Riders regularly ride two abreast, rarely use the shoulder even when it is there because it is too rough for the flimsy tires and yell that they get 3 feet when you try to pass them. Even the state legislature which is known to be overly cautious exempts the rural roads with no shoulders

and double yellow lines for the entire length from the minimal safety provision. It is not clear if the legislature intended to ignore folks too clueless to ride in a safe place or if it was assumed no one would be crazy enough to ride on these roads.

If safe bike facilities are available in the Eastern part of the county it could encourage both recreational riding and commuting to work.

Anything that can be done to protect these riders from themselves should be done. Encouraging more to risk their lives and disrupt the movement of traffic including farm equipment, livestock trailers rural residents should be the top priority.

This bike plan purports to provide for both recreational opportunity and an alternative mode of transportation. A lofty goal, but when the cost of the improvements needed to provide the network of road improvements called for in this plan is evaluated in respect to the reduced congestion on the roads the cost benefit is not supportable.

An alternative approach would be to utilize existing facilities that would be safe. Encouraging use of the Columbia pathway system along with the many pathways the County park system has provided would have the benefit of a very scenic place to exercise and provide more activity. Many middle age men riding on the trails may even reduce the need for police to patrol these isolated paths long known as the "hug and mug and sell drug" trails.

In summary, as the county allocates funding for future Capital Budgets I would hope projects like fixing the mold problem in schools is a higher priority than adding impervious paving to rural roads and adding the cost to maintain that paving to the competition for funding. Until the Council has allocated the funding for the improvements called for in the plan recreational riding on rural roads should be discouraged if not outlawed.

Ted Markle 6281 Amherst Ave. Columbia, MD 21046

SUBJECT: Master Bike Plan CR35-2016

Introduction

I support most of the Bicycle Master Plan; however, I am asking that project T7107 - the Downtown Columbia Patuxent Branch Trail Extension- Phase I and Phase II be removed from the plan. This path would run along the Little Patuxent River from Downtown Columbia through the Allview neighborhood. One hundred and sixty Allview residents have signed a petition opposing this path. The proposed path runs through an area that is environmentally sensitive and subject to severe flooding. It is not needed because there is already a path that connects downtown Columbia to Savage, and contrary to the description in the T7107 project the path would not be a "car free trail." As a taxpayer, I think that much better uses could be found for Howard County funds.

Flooding

The Little Patuxent River drains Columbia , including the mall area, resulting in huge amounts of runoff during storms. As a result, the area proposed for the path is subject to extreme flash floods. Attached is a photo of a flash flood behind my house in Allview Estates with 6 feet of water in my yard. The dotted red line is where the path would be. No one could possibly walk, bike, or swim in this flood (See on picture on following page).



Little Patuxent River Flooding at site of proposed bike path behind Amherst Avenue in Allview, September 2, 2011

Flooding under Bridge at Route 29

The proposed path begins south of Downtown Columbia and crosses under the Route 29 bridge. The Route 29 bridge underpass is by far the most dangerous part of the path because the land area is very narrow. The proposed path is going under this bridge. The area under the Route 29 bridge is in the very lowest part of the flood zone and can flood with as little as 1/2" of rain. The bank is only a few feet above the water level and can flood in just a matter of minutes. During heavy rain the water running under the Route 29 bridge is funneled into a small opening creating a very dangerous situation (See on picture on following page).

During flash floods the river can rise 6-8 feet in a matter of minutes. There could be a storm over downtown Columbia with no rain 1/2 mile south of downtown. People using the path may not even be aware that there is a problem until it is too late. As they see the river rising, they could try to get home going under the Route 29 bridge where they could be caught in a flash flood because drainage from Downtown Columbia floods the area under the Route 29 bridge almost instantly. The distance between Stevens Forrest Road and Downtown Columbia is about 3/4 mile with no exits. People would not be able to climb the extremely steep banks covered in thick briars to get away from the flooding. The result could be disastrous. With the addition of 13 million square feet of development in downtown Columbia, flooding is going to be much worse as this water immediately flows into the Little Patuxent River. Besides the flooding issue the eroding banks are another danger as the Little Patuxent River Watershed Restoration Plan (Page 14) states "there were approximately 9.7 miles of unstable eroding bank in the Little Patuxent watershed .



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

Feasibility Study

In 2014, the Columbia Association (CA) paid for a study to be done on the feasibility of the path from Downtown Columbia through Allview Estates. Howard County is using the CA consultant's report as a basis for the T7101 project. This study was not independent because Columbia Association, who owns most of the land for this path wants Howard County to pay for building a path on CA land. The contractor would be expected to say favorable things about the T7107 project to please their customer.

This is evident because the report is silent on the extreme flooding danger under the Route 29 bridge even though there are signs on Route 29 warning about the flooding .

In Section 4 of this report the consultant states that "flooding is not expected to be a concern as other sections of the Patuxent Branch Trail are located in similar proximity to the river and are not experiencing significant impacts from flooding." Prior incidents show that a significant impact can occur along this path due to flooding. A few years ago 2 kids climbed a tree to escape flood waters and had to be rescued by the fire department because of a flash flood from the river near Allview Estates where the proposed path would run. In May, 2014 a police officer in Savage saved a girl from the swift current of the Little Patuxent River. The police officer said that he was almost carried away by the current but was able to grab onto a crate jammed between some rocks. Also, Allview residents have seen deer drown in the flood waters. Another point to consider is that there are no areas of the existing path that are nearly as low to the river as the section under the Route 29 bridge.

Cost of Maintenance

The maintenance cost of the pathway would be high due to soil erosion because of high water, causing the blacktop to wash away. Mud, tree stumps, logs and debris from flashflood would pose constant risks for those who use the trail. The path would be constructed over the main sewer line and parts of the water mainline. Therefore, the path would have to be torn up and rebuilt if repairs to these utilities are needed.

Other path disadvantages

The description for the T7107 Patuxent Branch trail project is incorrect. It states that this path would provide a "car free" trail from Downtown Columbia to Savage. Actually, the proposed path crosses Vollmerhausen Road and continues on the road up a steep, curvy hill for about 1/8th of a mile to connect to the trail again. Furthermore, the part of the trail from Gilford Road to Vollmerhausen Road is narrow. It is several miles long and many trees would need to be cut down and many retaining walls would need to be built in order to pave and widen the trail. This would add a lot of money to the project and be harmful to the environment.

Environmental Impact

Some of the path would run through special protected wetlands with signs posted saying "WETLANDS PROTECTION AREA" Caution. This area is a fragile plant and animal habitat, please help us protect this natural resource, DO NOT DISTURB. If a path were built through this area, the area would be negatively impacted. Columbia residents are warned, not to walk through this area, and now a path might be built through this area.



According to the Little Patuxent River Watershed Restoration Plan the Little Patuxent watershed does not meet clean water and other natural resources goals. It is classified as a Priority Category I watershed indicating that the watershed need restoration (page 8). The report states "Signs of significant impacts by people are widespread and include forest fragmentation and overuse" (page21). The Little Patuxent River also contains habitat for threatened and endangered species. (page 15). Additional people using this path will also increase the trash problem (as sited in the report page 14) and further endanger this sensitive area.

Conclusion

There is currently a path that runs from downtown Columbia to Lake Elkhorn via the Route 29 bridge path and onto Savage. I have ridden this path many times. The proposed path is unnecessary and duplicative. In addition, there are several safer alternative routes that could be used. The Downtown Columbia Patuxent Branch trail extension should not be funded because it is unsafe, harmful to the environment, not wanted by the community, and not the best use of county funds.

Greater Highland Crossroads Association



“Bike-Healthy”
pathway proposal for
Highland, Maryland

BIKE HOWARD

Howard County Bicycle Master Plan

2015



“Bike Howard” proposes **no Bike Paths** for the Highland area **until 10 to 30 years in the future.**

The report essentially ignores the existing **unsafe** on-road biking conditions in the Highland area even though the report expresses **safety** as its **top priority.**

January 5, 2016

To the Residents of Howard County,

Today I present to you Howard County's first Bicycle Master Plan. As Howard County continues to evolve and develop, this plan will serve to provide proactive guidance on how to accommodate the growing demand for transportation options in a cost-effective and comprehensive manner. Bicycling is more than just a healthy hobby. It also provides a functional form of travel for many individuals, and developing a stronger infrastructure for people biking provides numerous benefits for the entire county. These benefits include creating an environment for all citizens to lead healthier lifestyles, building opportunities for economic development, and improving our air quality through the reduction of emissions. This plan will serve as another avenue for Howard County to become a more sustainable community.

The key proposals of this plan focus on creating a more bikeable Howard County by recommending a review of certain policies, developing a bicycle network that connects people and places, and promoting awareness and education on living in a bicycle-friendly community.

One of the recommendations of this plan, as well as PlanHoward 2030, is the adoption of a complete streets policy. A complete streets policy outlines a community's vision for how their streets should be designed, operated and maintained so that all users feel secure walking, biking or



driving. Based on these recommendations, I therefore propose that the County hold the following policy and vision to guide future development, re-development and County road projects:

"To ensure that Howard County is a place for individuals of all backgrounds to live and travel freely, safely, and comfortably, public and private roadways in Howard County shall be safe and convenient for residents of all ages and abilities who travel by foot, bicycle, public transportation or automobile, ensuring sustainable communities Countywide."

In fulfilling another recommendation of this plan, I am organizing an implementation team to evaluate and execute the key components of this plan to the maximum extent feasible, and I have asked Christopher Eatough, the County's Bicycle and Pedestrian Coordinator, to chair this working group. Members of this team will include individuals from the Department of Public Works, the Department of Planning and Zoning, the Department of Recreation and Parks, Columbia Association, and the Howard County Public School System. The first task that I am directing this team to complete is an evaluation of the Howard County Design Manual, *Volume III, Roads and Bridges*, in order to provide recommendations on updating this document to integrate with the aforementioned complete streets policy.

This plan was developed with strong community engagement in order to better understand the direction the citizens of Howard County wish to move towards. This plan presents a strong framework for the future of Howard County and while we have already started to implement a few of the recommendations in this plan, I look forward to our continued progress in developing a bicycle-friendly community. With the adoption of this plan, Howard County reaffirms a commitment to its citizens to provide a healthy and sustainable environment to live in, and therefore I encourage the support of this plan from the entire Howard County community.

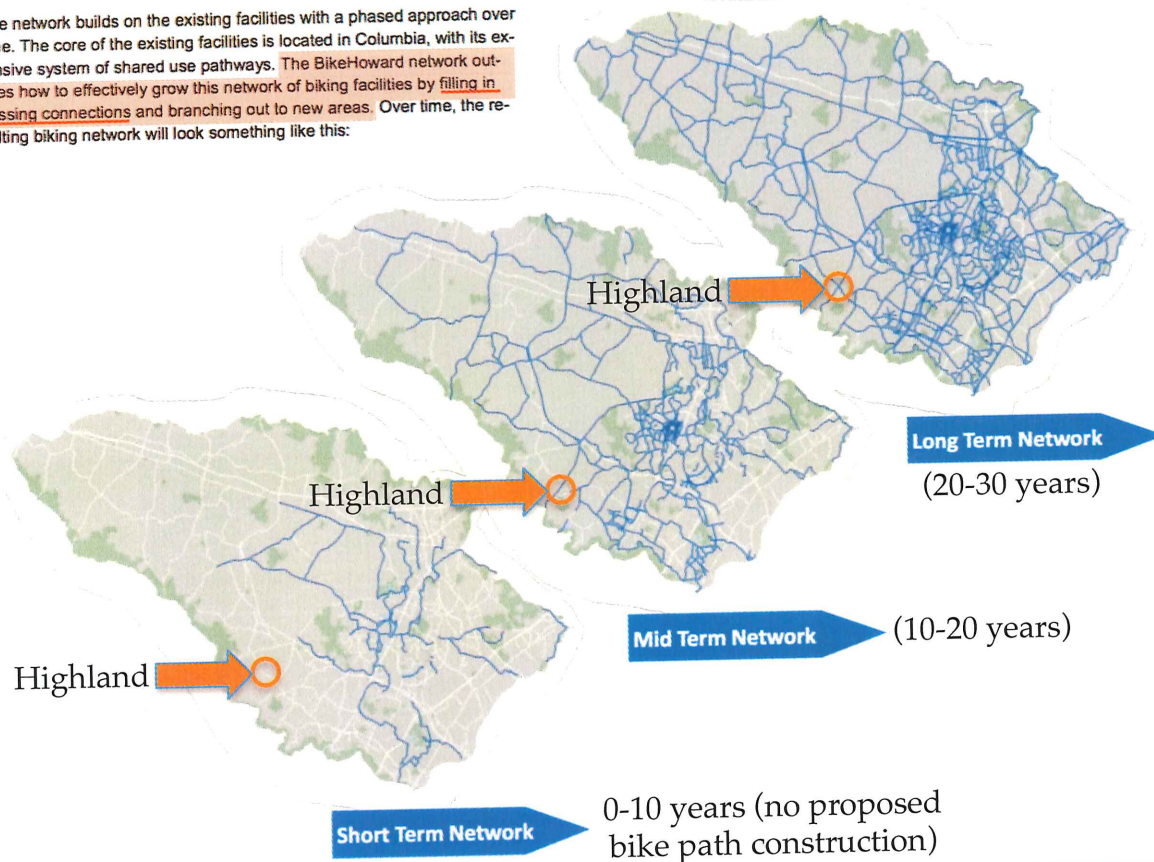
Sincerely,

Allan H. Kittleman
Howard County Executive

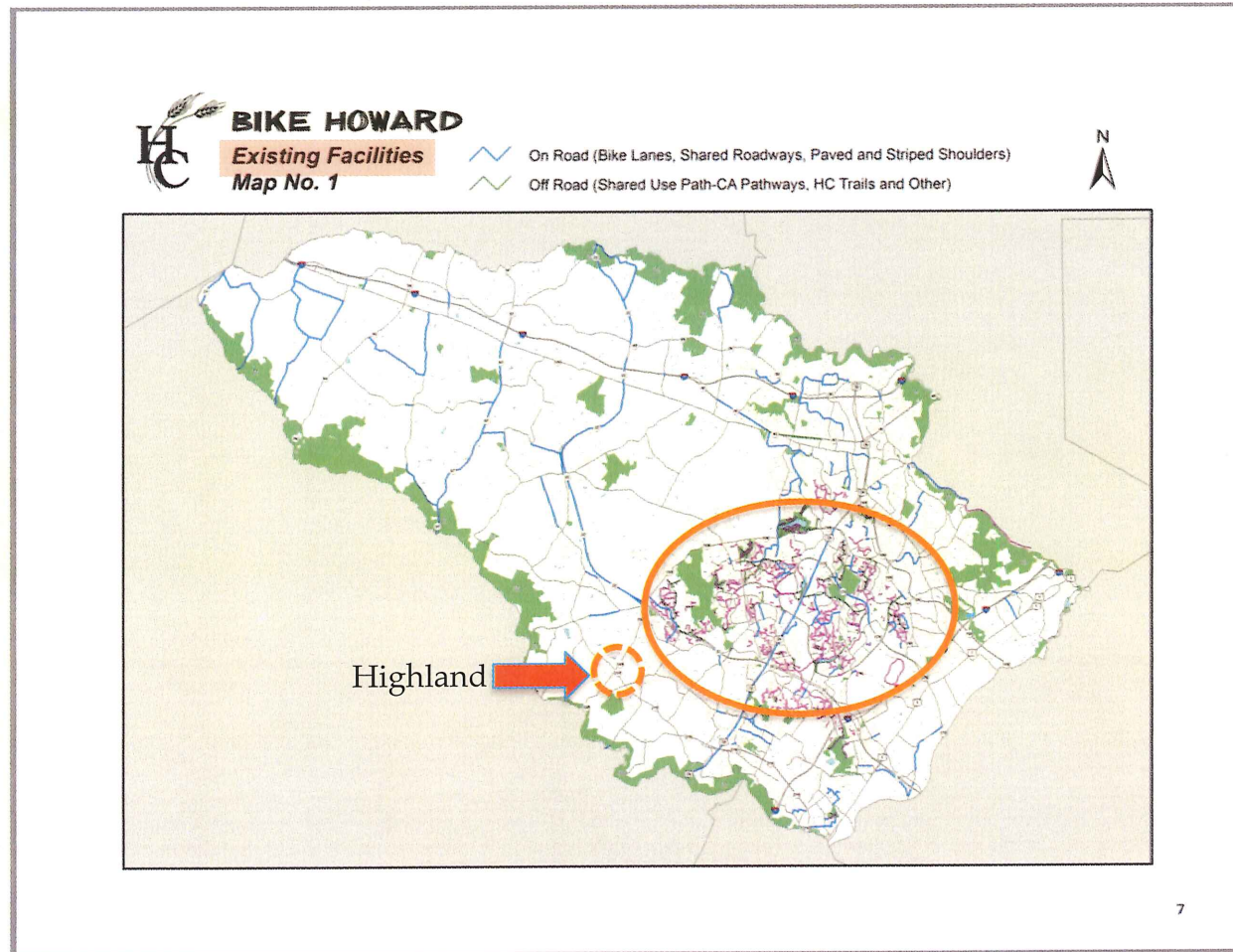
“Bike Howard” letter from the Executive to the Residents of Howard County



The network builds on the existing facilities with a phased approach over time. The core of the existing facilities is located in Columbia, with its extensive system of shared use pathways. The BikeHoward network outlines how to effectively grow this network of biking facilities by filling in missing connections and branching out to new areas. Over time, the resulting biking network will look something like this:



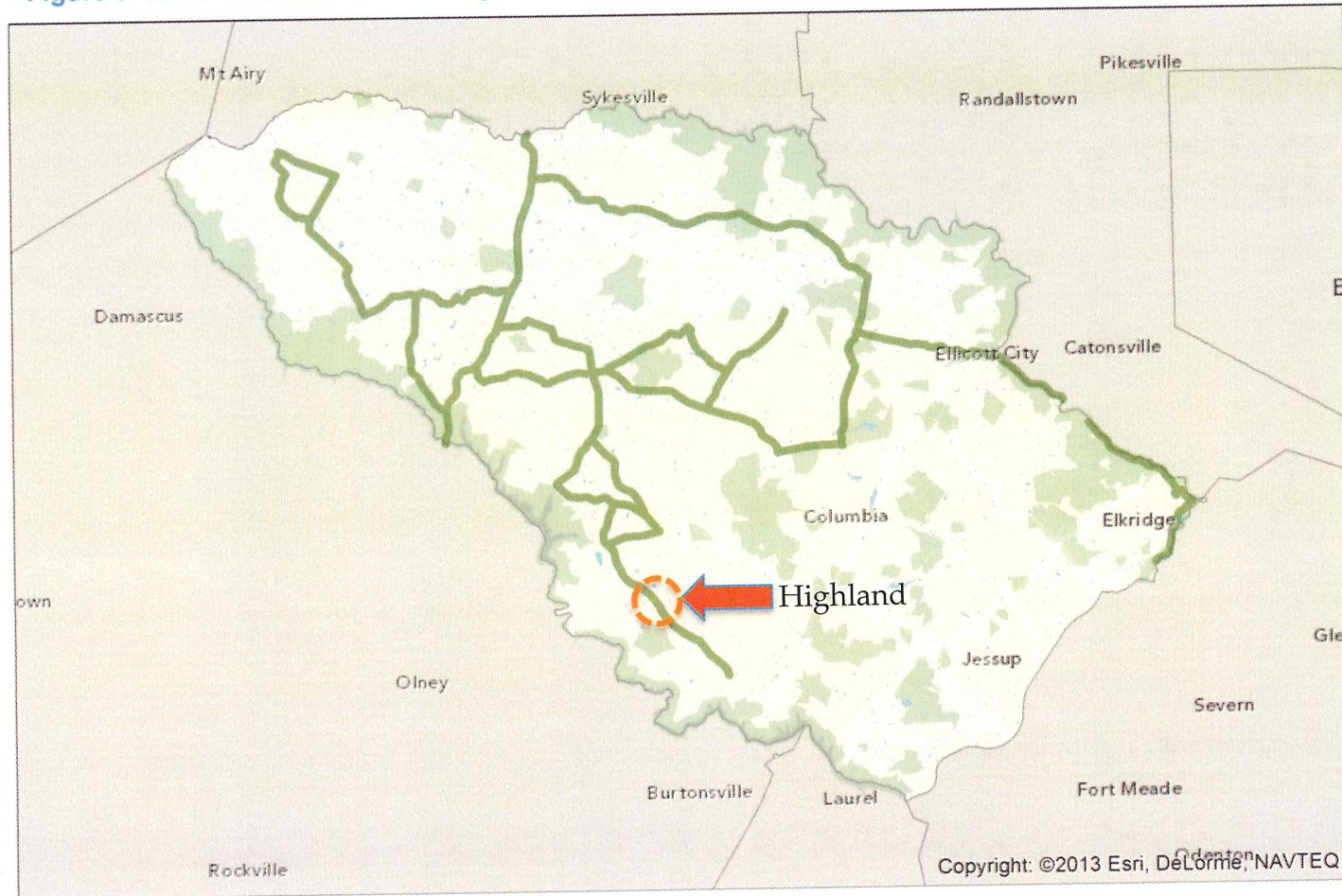
The report proposes the first bike path through Highland 20 years from now. A second bike path in Highland 30 years from now.



“Bike Howard” favors more bike paths for the already extensively served areas of the County in the short-term 0-10 year period.

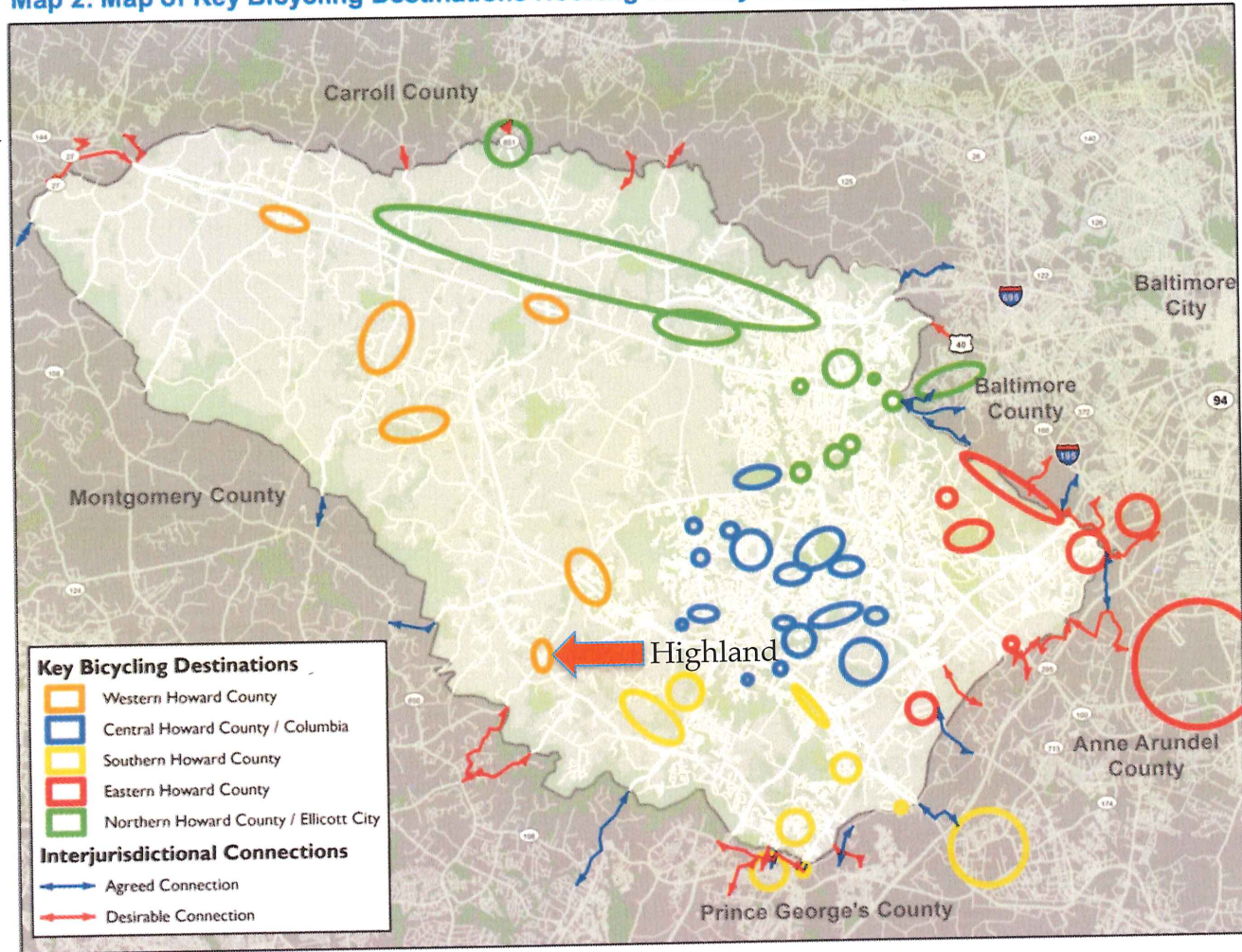
Highland is requesting **safe bike paths** NOW.

Figure 5: Draft Recreational Route System

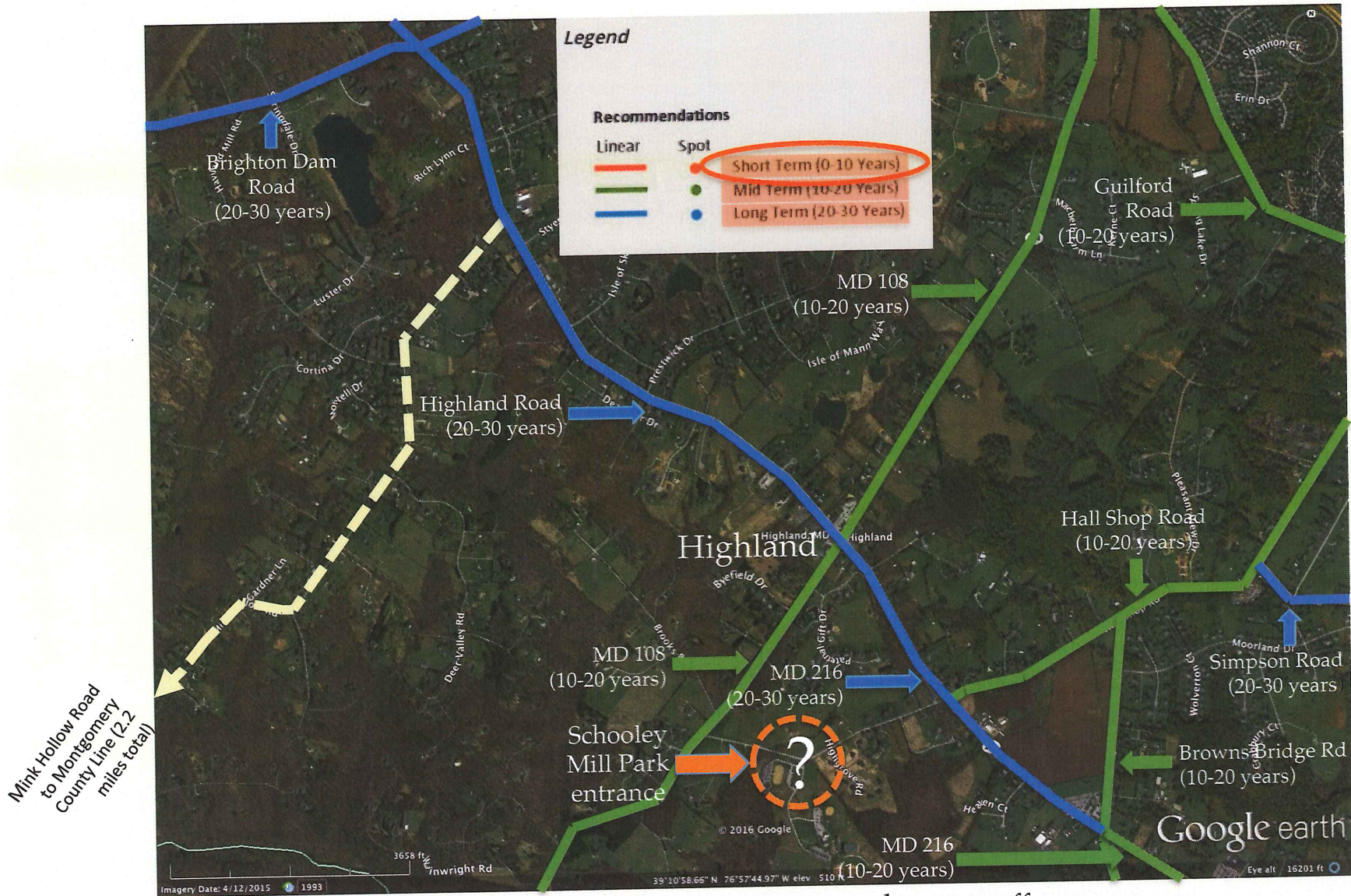


The “Bike Howard” plan shows Highland as part of a proposed “Recreational Route System”.

Map 2: Map of Key Bicycling Destinations Needing Bikeway Connectivity



The “Bike Howard” plan shows Highland as a “Key Bicycling Destination” needing bike path connectivity.



After 30 years, the "Bike Howard" bike path routes offer no access to our public park, Schooley Mill. Our youth cannot safely bike to the tennis courts, baseball fields and other park activities. They must have an adult drive them.

Unfortunately, Highland's rural roads are substandard by current, safe "line-of-sight" engineering standards. Passing bicyclists in a motor vehicle on our local roads often requires crossing a double-yellow line, an illegal and unsafe maneuver for both the bicyclists and the motorists.



Why does Highland have to wait 20-30 years?
We have **substandard, unsafe** conditions **NOW**.

In the **immediate future**, the Residents of Highland are requesting a **safe**, “Bike-Healthy” alternative to the automobile to travel between our neighborhoods, from **our neighborhoods** to our **Crossroads** and to our local community space **Schooley Mill Park**.

Eventually we would like to have safe access to other more distant locations in Howard County.

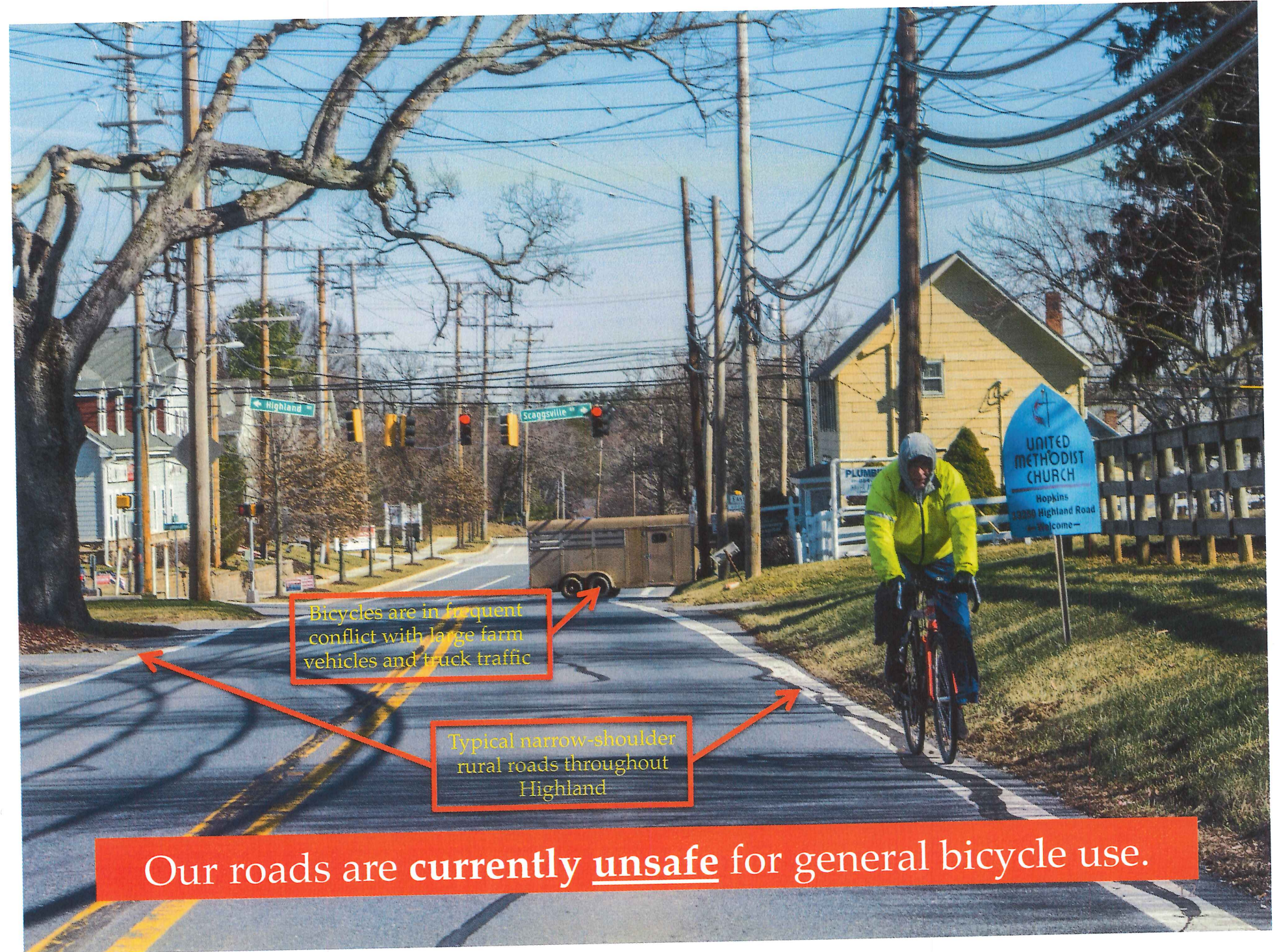
We are requesting that a portion of the “Bike Howard” plan be **moved forward in time** to construct badly needed **safe**, “Bike-Healthy” pathways linking our neighborhoods to the public areas of our community.

Figure 2: Traffic Stress Matrix



TRAFFIC STRESS MATRIX
(from the "Bike Howard" report)

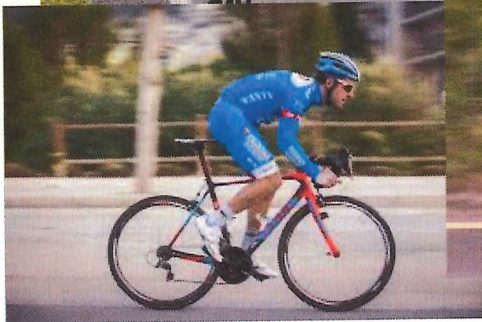
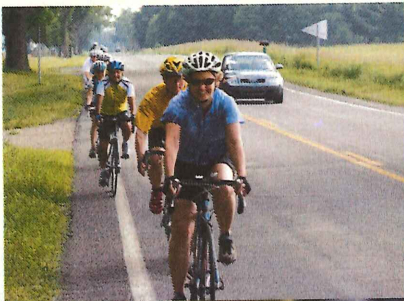
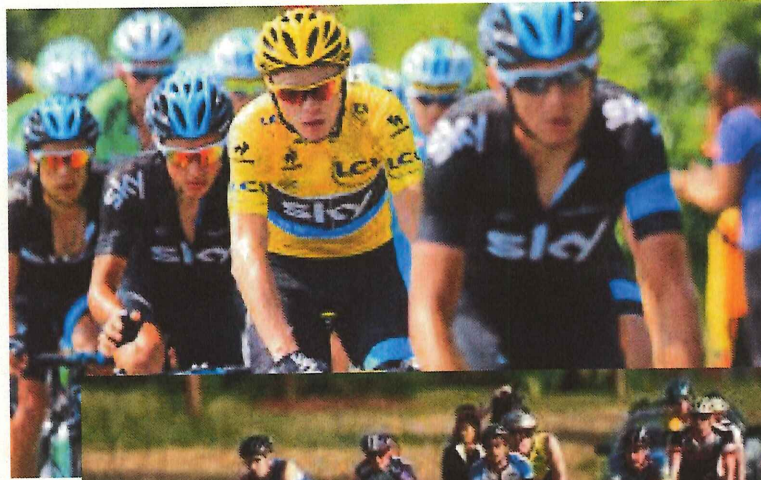
Highland existing roads offer the "least protection" and are used by the "strong and fearless"



Bicycles are in frequent conflict with large farm vehicles and truck traffic

Typical narrow-shoulder rural roads throughout Highland

Our roads are currently unsafe for general bicycle use.



Only the “strong and fearless” ride
Highland’s roads.

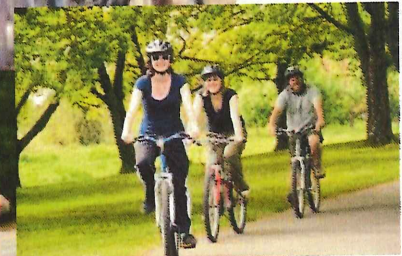
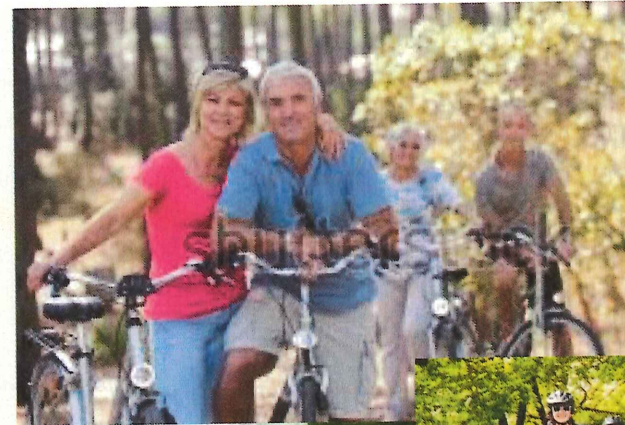
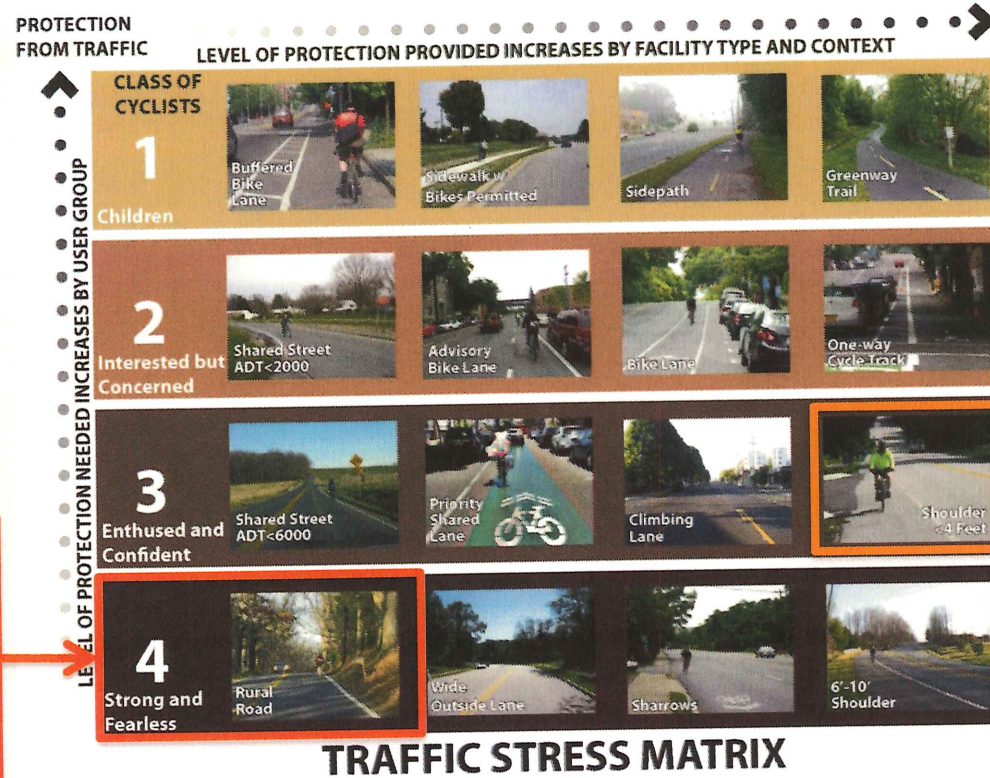


Figure 2: Traffic Stress Matrix



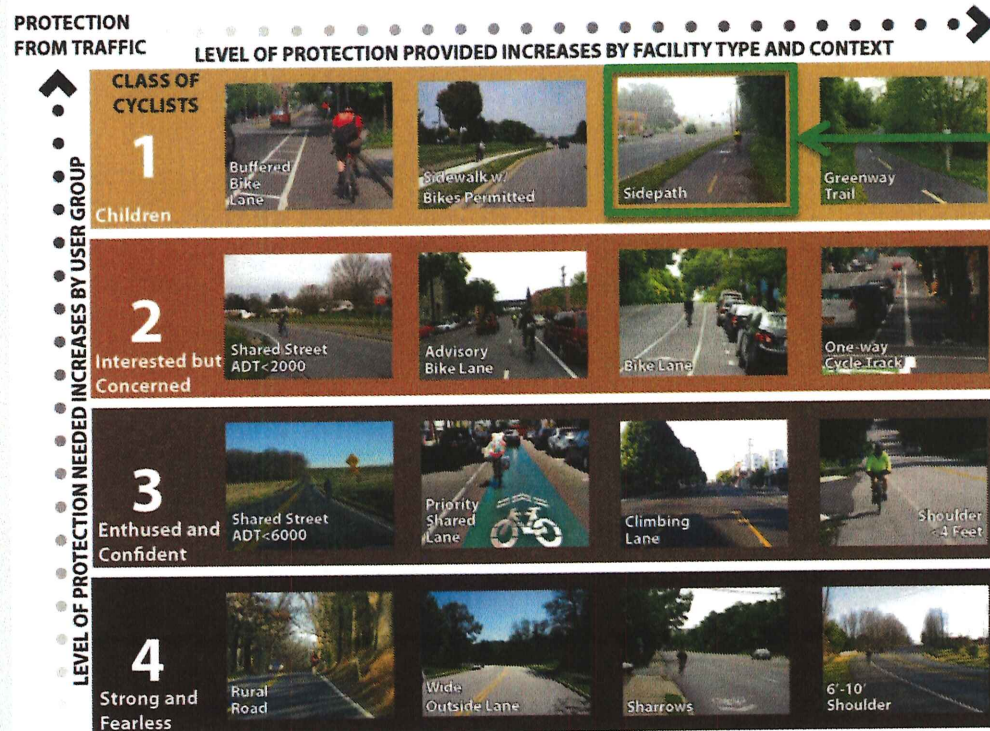
Highland currently has no acceptable bike paths for the general use of Highland residents

A "white-stripe" bike path will accomplish little in the way of safety and encouragement for local residents to "Bike-Healthy" in and around Highland

After a wait of 20 to 30 years...

Highland bike paths will move very little on the "traffic stress matrix".

Figure 2: Traffic Stress Matrix



GCHA requests the use of **existing** public rights-of-way along some Highland roads. We are requesting **“sidepath”** Bike-Healthy routes be installed to allow bicycle use by **ALL** ages and abilities.

TRAFFIC STRESS MATRIX

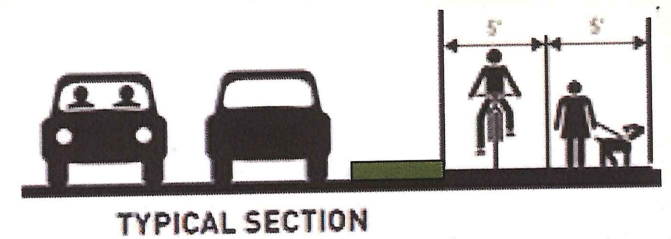
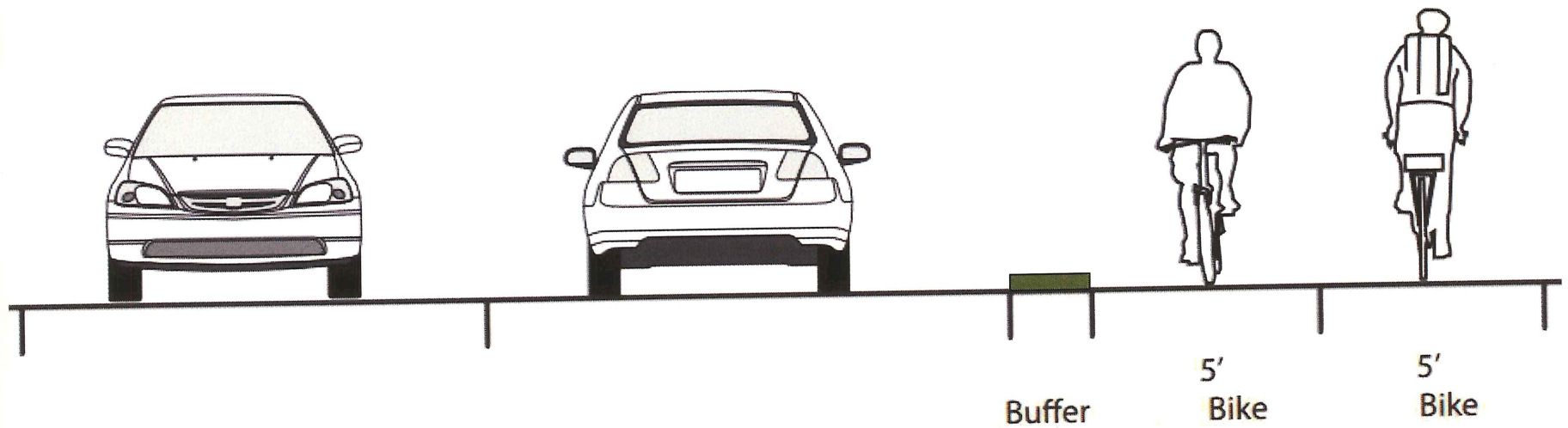
In concert with the “Bike Howard” report that places **safety as its top priority** and with the County Executive’s message:

“To ensure that Howard County is a place for individuals of all backgrounds to live and travel freely, safely, and comfortably, public and private roadways in Howard County shall be safe and convenient for residents of all ages and abilities who travel by foot, bicycle, public transportation or automobile, ensuring sustainable communities Countywide.”

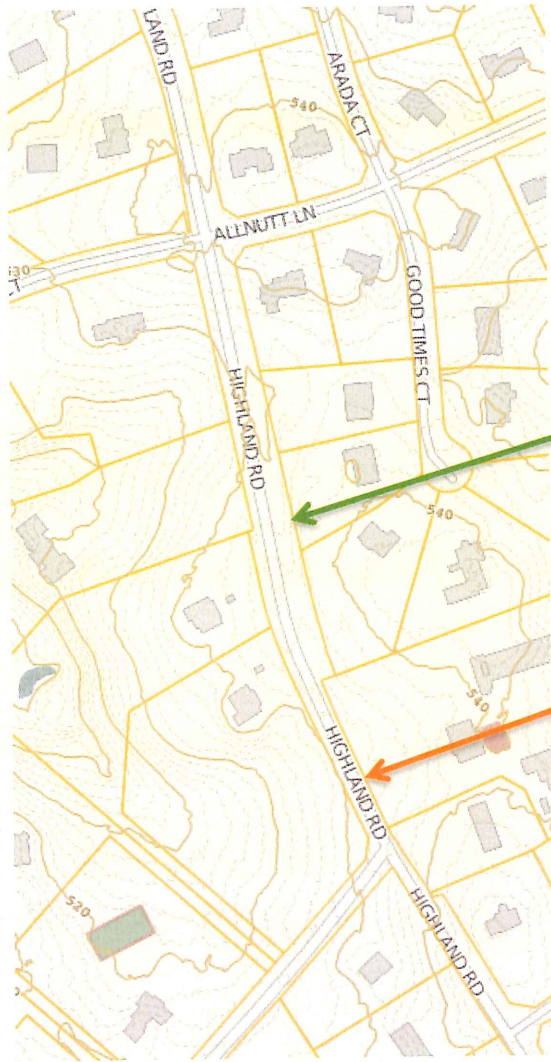
The GHCA is requesting the installation of “sidepath” “Bike Healthy” pathways be installed in the Highland Crossroads area as part of the “short-term” network (0 to 10 years).



Images of "sidepath" bikeways with separating medians



The GHCA is requesting "side-path" "Bike-Healthy" paths with median-strip separation.

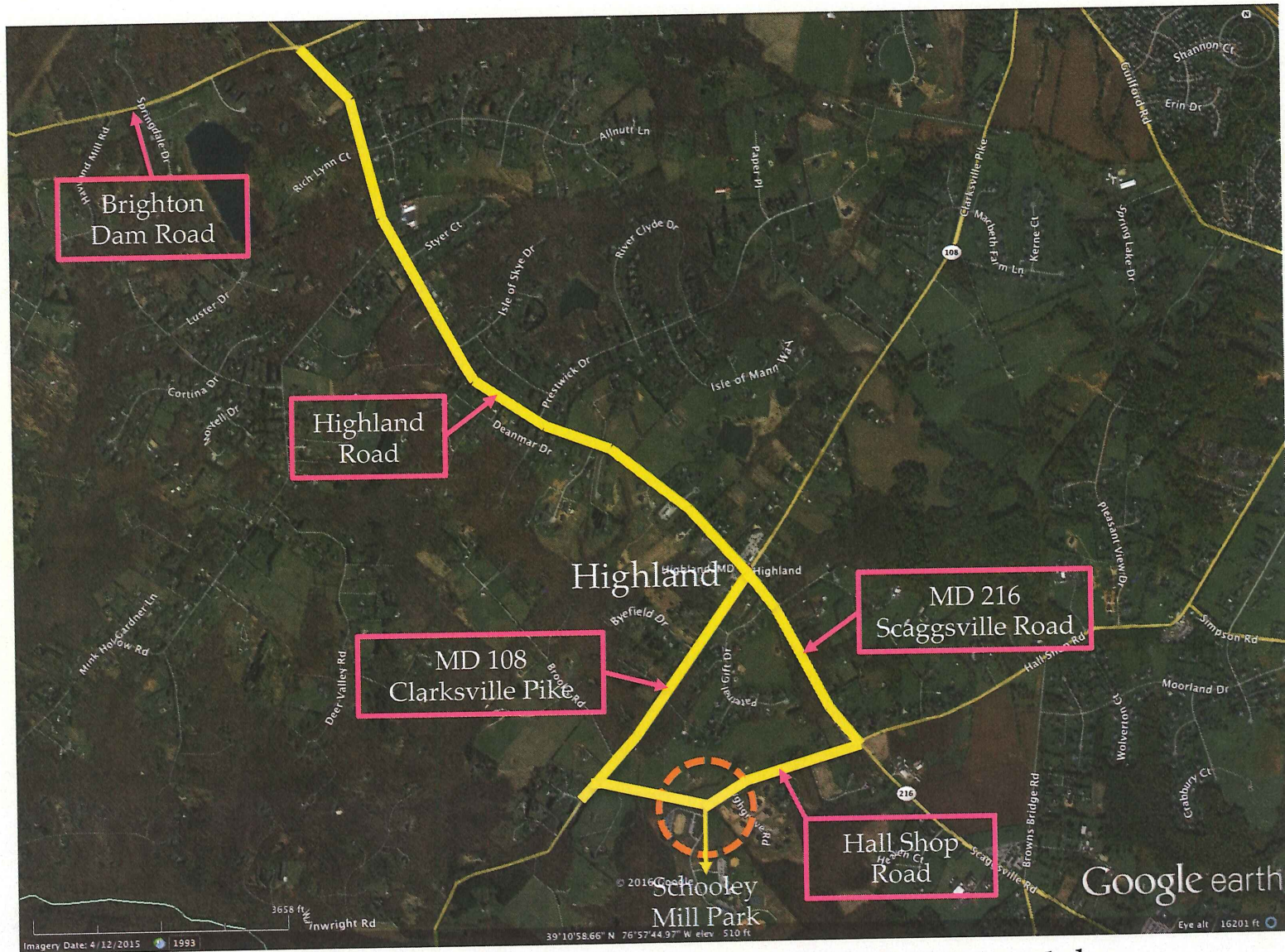


R.O.W. available

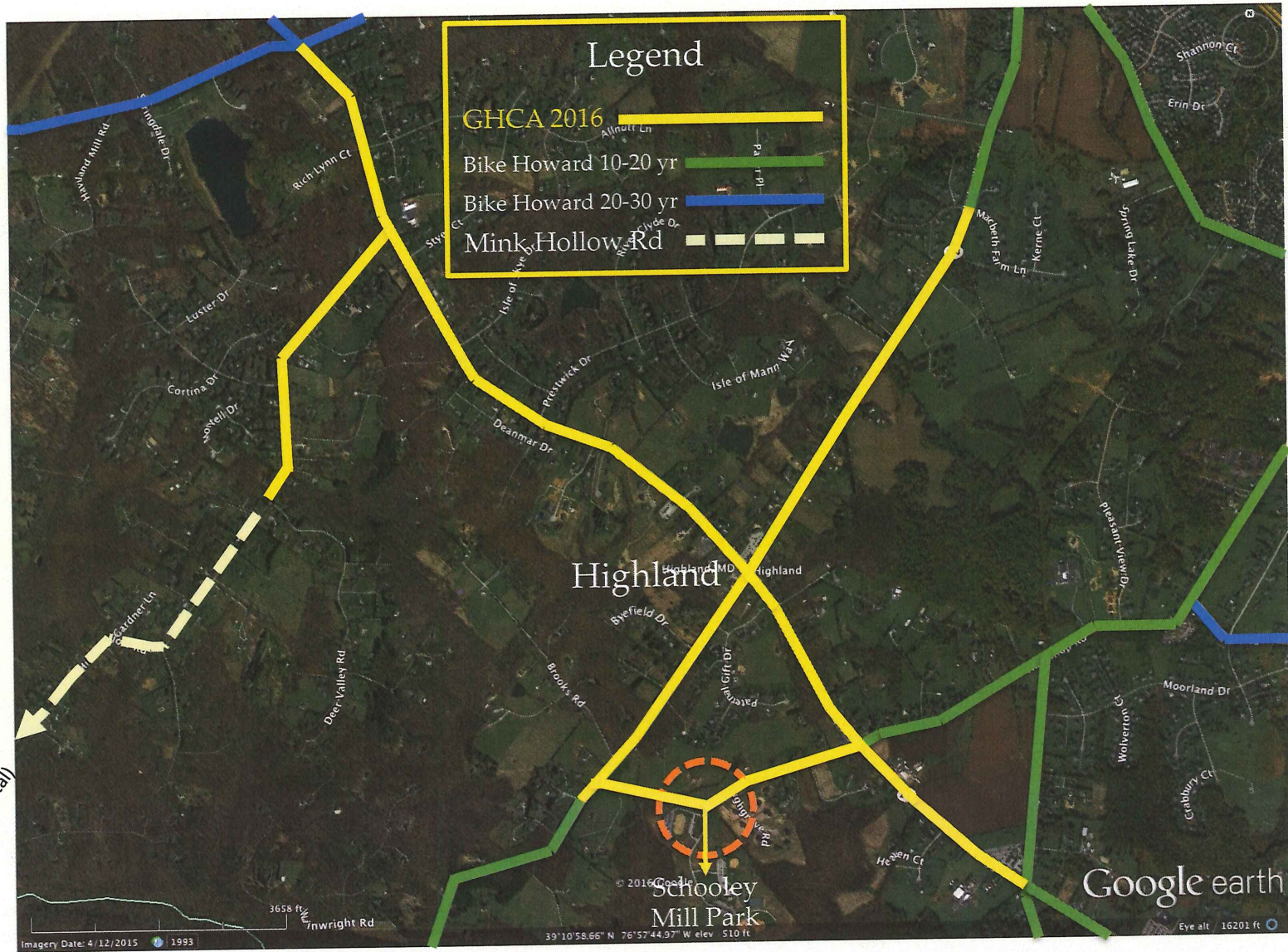
R.O.W. to be negotiated



There is currently adequate room for “side-path” with median strip separation “Bike-Healthy” pathways in the existing rights-of-way along some of our rural roads, particularly Highland Road and Hall Shop Road leading to the Schooley Mill Park.



To begin, GHCA is requesting that Highland Road and the Historic Crossroads be connected to the Schooley Mill Park. Rights-of-way currently exist over much of this proposed route.



Mink Hollow Road to Montgomery County Line (2.2 miles total)

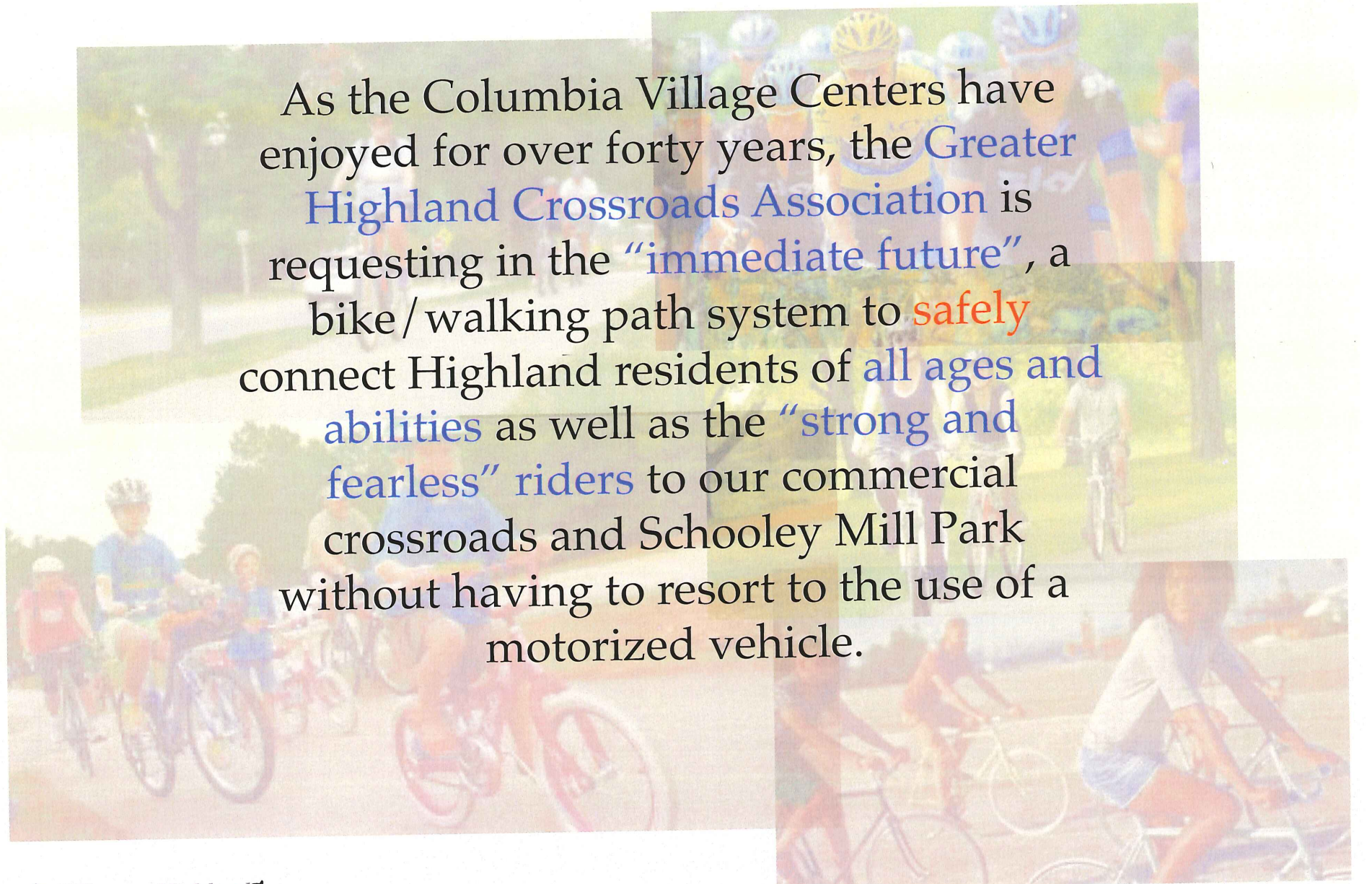
As additional rights-of-way are acquired, the bike paths can be expanded to more Highland neighborhoods. The requested GHCA "Bike-Healthy" routes will eventually connect to the "Bike Howard" master plan.

GHCA "Healthy-Bike" Path Distances			
ROAD	from	to	Distance (miles)
Highland Road	Brighton Dam Road	Crossroads	1.9
MD 216 (Scaggsville Road)	Crossroads	Hall Shop Road	0.5
MD 216 (Scaggsville Road)	Hall Shop Road	Browns Bridge Road	0.5
MD 108 (Clarksville Road)	Crossroads	Hall Shop Road	0.6
Hall Shop Road	MD 108 (Clarksville Road)	Schooley Mill Park entrance	0.3
Hall Shop Road	Schooley Mill Park entrance	MD 216 (Scaggsville Road)	0.4
MD 108 (Clarksville Road)	Crossroads	Macbeth Farm Lane (towards Clarksville)	1.1
Mink Hollow Road	Deer Valley Road	Highland Road	0.8
Total "Healthy-Bike" Pathway Distances			6.1

Requested GHCA "Bike-Healthy" path routes
(does not include entire 2.2 mile Mink Hollow Road to County line)

"BIKE HOWARD" 0-10 yr PROJECTS		
Project #	Construction Estimate (\$)	Miles
1	240,138	3.4
2	438,910	1.7
3	643,598	2.0
4	630,283	4.4
5	631,439	3.2
6	219,732	1.9
7	398,874	3.0
8	695,686	1.3
9	906,368	1.8
10	893,998	2.1
11	319,244	0.6
12	142,396	1.1
13	796,393	3.9
14	406,881	1.6
15	851,448	1.2
16	968,226	1.8
17	213,513	1.9
18	343,738	3.1
19	503,004	3.1
20	1,031,561	1.9
21	319,356	0.5
22	43,500	1.1
23	489,916	1.1
24	201,815	0.7
25	875,320	1.3
26	710,181	3.5
27	810,711	4.3
28	438,917	3.6
36	1,973,671	3.3
37	822,097	4.0
40	20,424	0.8
41	671,525	3.3
42	167,500	0.5
43	452,304	0.6
44	125,764	0.6
45	941,830	6.7
46	613,751	0.9
47	209,152	1.0
48	586,862	1.1
55	530,765	1.1
56	571,732	0.5
57	1,284,997	3.7
58	2,299,702	1.4
59	537,079	2.5
60	1,482,830	2.2
61	154,499	1.0
62	1,405,949	1.9
63	802,000	1.3
64	1,617,000	1.7
TOTAL	\$32,436,579	101.2
Average cost/mile =		\$320,520
Highland bike path request (miles) =		6.1
Highland bike paths est. =		\$1,955,169
Highland request as a % of "Bike Howard" project 0-10 yr budget =		6.0%

"Bike Howard" 0-10
year project estimates
(not funded)



As the Columbia Village Centers have enjoyed for over forty years, the Greater Highland Crossroads Association is requesting in the “immediate future”, a bike/walking path system to safely connect Highland residents of all ages and abilities as well as the “strong and fearless” riders to our commercial crossroads and Schooley Mill Park without having to resort to the use of a motorized vehicle.



If you have any questions or comments please contact:
GHCA Board member Ronald Stup, architect, landscape architect, at archlarch@verizon.net
or 410-599-5914 (cell)



March 21, 2016

“Bike Howard” 2015 Master Plan

About the GHCA speaker

Ronald A. Stup
6611 Isle of Skye Drive
Highland, Maryland
archlarch@verizon.net
410-599-5914 (cell)

Board Member of the “Greater Highland Crossroads Association” (GHCA)

Architect: Maryland License # 3493 (1976)

Landscape Architect: Maryland License #401 (1979)

Bachelor of Architecture with High Honors, University of Maryland (1972)

Awarded an academic scholarship to Yale University (1972)

Masters Degree, Landscape Architecture, University of Pennsylvania (1975)

Developed and taught the course “Site Analysis and Design” (plus other design courses) at the University of Maryland, School of Architecture, College Park for four-years full-time and six years part-time

Worked nationally and internationally as a professional architect and landscape architect for over 40 years

Key team member managing \$1Billion hospital related design/construction for the paraplegic war veterans at the Walter Reed National Military Medical Center, Bethesda, Maryland including bike/wheelchair accessible pathways around and through the 243-acre campus

Wrote the bicycle transportation section of the 310-acre NIH, Bethesda campus master plan

Accepted as an expert witness concerning design and environmental issues in the District Courts of Baltimore City, Montgomery County and Howard County

Sergeant, USMC (1963-1967), Vietnam (1966-1967)

Resident of Howard County for 38-years, married to Susan Stup for 48-years, three children, three grandchildren

Cycling Hearing Talking Points

Steve Snelgrove

March 21

County Council Meeting

George Howard Building

- Howard County General Hospital whole-heartedly supports the development and implementation of the Bicycle Master Plan. By making it easier and safer for county residents to cycle both for pleasure and for transportation with a network of bikeways, the plan is a unique opportunity that offers our community the ability to become more active.
- The secret to a healthy lifestyle is not a mystery...we hear it every day: eating a healthy diet combined with maintaining an active lifestyle will help reduce weight and decrease risk for so many diseases, including diabetes, heart and vascular disease and stroke.
- The 2013 Community Health Needs Assessment identified four priorities on which we must focus to improve the health of our community...one of which is to address the problem of obesity by enabling people of all ages to achieve and maintain a healthy weight through healthy eating and physical activity.
- Although the implementation of the Bicycle Master Plan will occur over the course of several years, each phase will offer residents more opportunity to remain active, healthy members of our community.



BOARD OF TRUSTEES

- Glenn M. Falcao
Chair
- Nikki Highsmith Vernick
President & CEO
- Henry E. Posko, Jr.
Vice Chair
- Janet S. Currie
Treasurer
- Felicita Solá-Carter
Secretary
- Lawrence J. Appel
- Michael S. Barr
- Lynn C. Coleman
- Steven A. Gershman
- Paul M. Gleichauf
- Stacie Hunt
- Jeanne A. Kennedy
- Tracy Miller
- Gregory O. Olaniran
- Yvette Oquendo
- Robin Steele
- Ned Tillman
- Kwang Chul "KC" Whang
- Dou Alvin Zhang

Resolution No: CR 35-2016
Title: A Resolution Approving a Bicycle Master Plan and a Complete Streets Policy
Position: SUPPORT WITH AMENDMENT

The Horizon Foundation is dedicated to improving health and wellness in Howard County, and it strongly believes that our county has a once-in-a-lifetime opportunity to lay the groundwork for a future Howard County that is designed and built to support the long-term health and well-being of those who live or work here. For that reason, the Foundation supports CR 35-2016 with amendment.

How we plan, build, operate, and maintain our streets shapes how our community functions. A comprehensive complete streets approach creates a sense of community that is accessible, sustainable, healthy, connected, and economically thriving.

The Foundation commends the County Executive and his team for championing a complete streets planning approach that is sorely needed in our County and administering the community process that led to the Bike Master Plan before you. However, the Foundation urges that the County Council strengthen CR 35-2016 to ensure that the complete streets planning process effectively leads to lasting, meaningful changes that will benefit our community for decades to come. To that end, the Foundation suggests an amendment to CR 35-2016 (see attached).

The Foundation and its many community partners hope that Howard County's complete streets policy and the design manual accompanying it will become the gold standard for the nation. This is a key moment in our county's evolution and another opportunity for you to demonstrate a true commitment to our community's health and quality of life. Please vote to approve CR 35-2016 with our proposed amendment.

Thank you for your consideration of this testimony.

AMENDMENT #1 to CR 35-2016

(This amendment would modify the charge of the Complete Streets Implementation Team to include drafting of a comprehensive Complete Streets Policy/Design Manual and request that both be submitted to the Council for approval.)

Strike lines 27-31 on page 1 and strike lines 1-3 on page 2. Substitute the following:

WHEREAS, THE COUNTY EXECUTIVE IS ORGANIZING A WORKING GROUP, THE COMPLETE STREETS IMPLEMENTATION TEAM, THAT WILL (1) DRAFT A COMPREHENSIVE COMPLETE STREETS POLICY CONSISTENT WITH BEST PRACTICES; AND (2) DEVELOP A COMPLETE STREETS DESIGN MANUAL (THE "DESIGN MANUAL") THAT IMPLEMENTS THE COMPLETE STREETS POLICY AND INCORPORATES NECESSARY ELEMENTS FROM THE CURRENT HOWARD COUNTY DESIGN MANUAL, VOLUME III, ROADS AND BRIDGES; AND

WHEREAS, UPON COMPLETION OF THE COMPLETE STREETS IMPLEMENTATION TEAM'S WORK, THE COUNTY EXECUTIVE WILL SUBMIT TO THE COUNTY COUNCIL BOTH THE COMPREHENSIVE COMPLETE STREETS POLICY AND DESIGN MANUAL FOR FINAL APPROVAL; AND

Written Testimony for Greg Olaniran

March 21, 2016

Resolution Number: CR35

Title: A resolution approving a Bicycle Master Plan and a Complete Streets policy

Position: SUPPORT

My name is Greg Olaniran and I thank you for the opportunity to testify today in support of the BikeHoward Bicycle Master Plan and complete streets policy.

I am a partner in the Washington, D.C., office of Mitchell Silberberg and Knupp. For the past two decades, I have commuted to Washington, D.C. For that same period, I have had the privilege of calling Howard County home. Both of my sons are products of the Howard County public schools. And it is where I volunteer and serve – including as a member of the board of Alpha Foundation of Howard County and as a trustee of the Horizon Foundation.

Howard County has a long history of promoting health, improving residents' well-being, and creating the best quality of life possible. This resolution is another important step forward in that direction.

Indeed, a complete streets policy that creates dedicated spaces for residents of all ages to use both for recreational and transportation purposes, is destined to create a community that fosters healthy living and environmental sustainability for generations to come.

I live in Fulton, and I love my community. But when I want to walk for exercise, I do it at home on a treadmill. Even in the best weather, without dedicated public spaces, it can be a safety hazard to walk in the streets because the neighborhood and surrounding area are not designed to accommodate pedestrians or bicyclists.

I work in downtown D.C., where bike lanes and bicyclists proliferate across the city. Many areas have the sidewalks and bike lanes needed to safely walk a dog or bike to a restaurant. There is no reason why we can't have the same in Howard County – which is a suburban environment.

Last June, the Horizon Foundation hosted an Open Streets event where more than 1,000 residents came out and saw a real-life example of what a healthy community design could look like in Howard County. My family participated in that event. I saw the future of Howard County roads.

This bicycle master plan and complete streets policy present an important opportunity for us to be more deliberate and purposeful in how we design our roads and our community.

This vision – presented before you today – is good for health, good for the environment and good for the community.

I support this resolution. I also support taking the next step of ensuring we have the highest-quality complete streets policy and implementation possible. Only then will we be able to make this vision a reality.

Good evening Chairman Ball and members of the County Council

Erin Oliver was not able to attend tonight so I am speaking in her place.

My name is Michelle Trotter and I am speaking on behalf the League of Women Voters of Howard County. The League urges the council to vote in favor of CR 35-2016, the Bike Master Plan. As residents of Howard County, we pride ourselves on innovation and accessibility for all people. Creating a roadway for bikes encourages greener living, exercise, community gatherings and all around healthier living.

The League of Women Voters of Howard County provides “support for public transportation and for the encouragement of an alternative to the use of the private automobile.” The Bike Master Plan opens our streets to all ages and abilities and also encourages a greener Howard County. Our streets should be accessible for all people, bike riders, walkers, cars, and public transportation. We want to encourage our residents to be more active outside in a safe and clean environment.

This plan also provides for potential policy updates, program education, and infrastructure improvements. Recommended policies include adding bicycle racks to the county, providing temporary bike parking for special events, and providing pathways through school and athletic grounds identified as BikeHoward.

After the Planning Boards unanimous decision to recommend approval for the Bike Master Plan, we encourage the board to follow their recommendation. Working to emit less carbon dioxide into our community, while providing an athletic alternative form of transportation helps our community and our world.

Thank you

Bicycling Advisory Group



**Howard
County**



Howard County Bicycling Advisory Group Testimony Jack Guarneri BAG Co-Chair to Howard County Council March 21, 2016

Howard County Government

Chris Eatough, Bike/Pedestrian Coordinator/Co-Chair BAG
Jen Terrasa, County Council
Captain Mike Yetter, HCPD
Val Lazdins, P&Z
Clive Graham, Transportation
John Byrd, Rec & Parks
Mark DeLuca/Kris Jagaruapu, PW/Highways

BAHC Board

Jack Guarneri: President BAHC/Co-Chair BAG
**Members: Sadj Bartolo, John Brandt, Alan Davis,
Jane Dembner, Howard Feldmesser, Fran Horan, Bill Kelly,
Ian Kennedy, Angela Long, Robin McClave, Larry Schoen,
Dan Serpico, Chris Tsien**



BAG Representatives



- **Howard County Government**
 - Chris Eatough, Bike and Pedestrian Coordinator, Office of Transportation (BAG Co-Chair)
 - Phil Nichols, Howard County Executive's Office
 - Jennifer Terrasa, County Council Member
 - John Byrd, Director Recreation and Parks
 - Val Lazdins, Director P&Z
 - Mark DeLuca/Kris Jagarapu, Public Works
 - Clive Graham, Administrator Office of Transportation
 - Captain Mike Yetter, Howard County Police
 - Dave Cookson, Transportation Planner
 - Allison Calkins, Office of Transportation/B2W Coordinator
 - Mike Senisi, HCPSS Physical Education
 - Lisa deHernandez, Public Information Officer Health Department
 - Jennifer Lee, Cycle2Health/Office of Aging
- **Bicycling Advocates of Howard County (Coalition of organization with over 1500 bicyclists)**
 - Jack Guarneri President (BAG Co-Chair)
 - Fran Horan, Board Member/Bicycle Friendly Community Coordinator/HCPSS Partnership
 - Alan Davis, Board Member/Bicycle Business Representative
 - Chris Tsien, Board Member/Legal and Training
 - Larry Schoen, Board Member/Facility Design and Standards
- **Columbia Association**
 - Jane Dembner, Director of Community Building and Sustainability
 - Sean Harbaugh, Assistant Director Open Space Management
- **Ad Hoc/Non-Members Attendees:**
 - State Highway Administration (SHA)
 - Tara Penders, Regional Planner (HC/AAC)
 - Tony Campbell, Bicycle and Pedestrian Coordinator
 - Bike Maryland (Statewide Advocacy Non-Profit)
 - Emily Ranson, Local Advocacy Coordinator



BAG Charter Objectives

Supports Entire HC Bicycling Community



- ***Near-Term Objective: To improve the visibility and safety of the bicycling community in Howard County.***
- ***Mid-Term Objective: To foster and support bicycle commuting as an alternative to automobiles within Howard County for both work and school transportation.***
- ***Far-Term Objective: To promote a vision of bicycling as part of an energy efficient transportation system to help achieve a sustainable future for Howard County and the region.***

Cyclists fall in many categories: health/exercise, racers/event competitors, commuters, 'green'/environmental alternative transportation proponents...



Selected HC BAG Contributions

Since Being Founded in March 2009



- **County Executive:** Founded and Co-Lead Quarterly Bicycling Advisory Group meetings with representatives from HC Government, BAHC, and Columbia Association; Appointed a Bicycle/Pedestrian Coordinator
- **PW:** Road Safety Improvements - 'Share-the-Road' signs, re-striping/bike lanes; camera actuated stoplights/diverters for intersections; communications on road repairs and plans; bike lanes (Stevens Forrest/Great Star); TellHoCo app, and development of design guidelines for developers on bicycle access
- **P&Z/Transportation:** Started and hold annual B2W Day rally/routes; solicit bicycle subject matter expertise; developed a Howard County Bicycle Master Plan, Grants for road improvements and studies (Bike Share, Bridge Columbia)
- **Rec & Parks:** Mountain Bike Skills Park (w/MORE) at Rockburn Branch Park opened in October 2012; developing/improving trails; support events
- **HC Police:** Guidance on reporting/responding to incidents; conduct training on accident reports and enforcement; response to bicyclists complaints/incidents
- **SHA/PW/P&Z:** Developed inter-County bike route to Fort Meade which will be signed this year; provide information on road work in HC
- **CA/PW:** Connecting Columbia/Active Transportation Study and Pathways/ transition point improvements, signage on pathways/navigation app



Bike Howard

The Howard County Bicycle Master Plan

Summary of BMC Review Process



- Grant from MDOT to develop Plan September 2011
- Contract with Toole Design Group signed in February 2012
 - Public Meetings: Public Meeting #1- Miller Branch Library, Ellicott City, MD. September 22, 2012
 - Public Meeting #2: East Columbia Branch Library, Columbia, MD. October 3, 2012
 - Public Meeting #3: Glenwood Branch Library. Cooksville, MD. November 7, 2012
 - Public Meeting #4: JHU-Applied Physics Lab, Build.1, Parsons Auditorium, October 24, 2012.
 - Public Meeting #5: North Laurel Community Center, Laurel, MD, November 14, 2012
 - Public Meeting #6: Elkridge Landing Middle School, Elkridge, MD. November 2012.
- Stakeholder Meetings:
 - July 19, 2012 Bicycle Advocates for Howard County
 - July 19, 2012 & February 13, 2013 HC Department of Public Works
 - September 15, 2012 HC Department of Recreation and Parks
 - September 28, 2012 Councilwoman Jen Terrasa, District 3
 - October 11, 2012 State Highway Administration
 - October 22, 2012 Columbia Association
 - November 2, 2012 HC Department of P&Z
 - November 29, 2012 HC Office of Transportation & HC Department of P&Z
- Draft Plan Completed: January 2014
- Reviewed/Edited
 - On Web site www.BikeHoward.com Sept. 2012-Oct. 2013 (750 individuals submitted comments)
 - By 2 County Executives
 - 2 Directors of P&Z 2 Directors Office of Transportation
 - Bicycle Pedestrian Coordinator (Chris Eatough) hired in September 2014
 - Planning Board in January 2016



Summary



- **The Bicycle Master Plan is a strategy and blueprint for what Howard County should do to achieve bicycle accessibility improvements**

- **Limitations on execution are built into the plan:**
 - **Detailed design/cost studies need to be conducted**
 - **Funding (capital budget and/or grants) obtained**
 - **Public/community hearings/comment**

- **The Plan will need to be reviewed/revised periodically**
 - **Changes made as other plans are revised**
 - **Development changes**
 - **Integration with neighboring jurisdictions**
 - **Community inputs on changes in priorities**



Bicycling Advocates of Howard County Inc

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



March 18, 2016

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

Re: CR35-2016
Bicycle Master Plan

Dear Council Members:

Bicycling Advocates of Howard County (BAHC) submits this letter to urge the Howard County Council to adopt CR35-2016. Howard County must adopt a strategic plan for active transportation and complete streets.

BAHC is a coalition of Howard County bicycle clubs and organizations which represents over 1,000 member bicyclists. We focus our energies on the following:

- Community Organizing
- Bicycle & Pedestrian Transportation Advocacy
- Bicycle Safety Advocacy
- Bicycling Safety Education
- Legislative Education.

BAHC has been working toward this day since March 2011, when we wrote the attached letter asking the Baltimore Regional Transportation Board to support a grant request from Howard County's Departments of Public Works and Department of Recreation and Parks. Over the ensuing five years, we have worked closely with the County as advocates, as public organizers, and as technical advisors to help develop and craft the Bicycle Master Plan now before you. We are proud and happy to have been a part of this effort and ask that you adopt CR35-2016.

We ask that you support CR35-2016 for these reasons:

1. Forward Looking Transportation
2. Howard County's Economic Future
3. Health
4. Safety
5. Quality of Life

The Alliance for Biking & Walking's 2016 Benchmarking Report (<http://www.bikewalkalliance.org/resources/benchmarking>) has a detailed analysis of how bicycling and walking contribute greatly to communities both large and small. Below we note references to that Report with "****".

Forward Looking Transportation

The County Executive has expressly embraced and urges all of us to use complete

streets policies as the way to look at how our transportation system fits our visions for our community. In 2014, the Pew Research Center asked respondents to imagine living in a community with large houses, spaced farther apart with schools, stores, and restaurants several miles away or a community with smaller houses, closer to each other with schools, stores and restaurants within walking distance. Of those age 65 and older, 58% (more than any other age group) preferred the idea of living in a walkable community with smaller houses compared to 48% of all age group.**

Tomorrow's demographics for Howard County are undeniable. BAHC submits that we must embrace active transportation, bicycling and walking, as an integral part of tomorrow's transportation system.

Howard County's Economic Future

The Benchmarking Report had this to say about why investing in active transportation systems and complete streets makes economic sense:

1. A 2011 report from the Political Economy Research Institute showed how a \$1 million investment creates more jobs through building infrastructure specific to bicycling and walking than for road projects without these facilities.
2. A 2015 study of Complete Streets projects around the country found that employment levels were higher near completed projects, compared to pre-improvement levels and areas that were not improved.
3. Pedestrians and bicyclists support businesses as frequent local consumers. Although they generally spent fewer dollars per visit, bicyclists and pedestrians made more frequent trips and actually spent more on average per month than consumers who drove

Other studies show that as today's 30-somes look to move out of more urban areas, often to raise new families, they find most attractive those places that offer the opportunity to bike and walk to destinations. Those places are not the traditional suburb. Howard County can use the Bicycle Master Plan to help address the growing desire of both an aging population and a younger demographic for the "8-80 City."

Active Transportation for Healthy Lifestyles

Numerous studies show a positive association between physical activity and public health, including improved physical health, mental health, and social stability (Cohen, Boniface, and Watkins, 2014; Mindell et al, 2014) **. No more need be said about the health benefits afforded by the kind of active transportation promoted by the Bicycle Master Plan.

Safety

Well-designed infrastructure goes far to prevent collisions, especially when coupled with better motorist and bicyclist education (also advocated in the Master Plan). Studies

have also shown that per capita crime rates tend to decline in more compact, mixed, walkable communities, partially due to more “eyes on the street” and residents looking out for each other.**

The Master Plan includes many ways to improve Howard County’s biking and walking (they often go hand-in-hand) infrastructure. As more and more people use bikes and walk throughout this County, we must address safety not only by installing well-designed infrastructure, but also by improved safety education for both motorists and people riding bikes. The Howard County Police Department is already moving forward with education at the elementary school level. The Master Plan includes many recommendations for safety education to help move that initiative beyond just elementary schools.

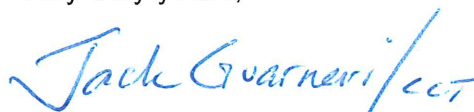
Quality of Life

BAHC looks back to when the Columbia Association hosted Gil Penalosa where he asked some basic questions: How can we create vibrant and healthy communities for everyone, regardless of age or social status? What is the role of the streets - the largest public space in any city? Adopting the Bicycle Master Plan and a complete streets policy will help Howard County answer those questions.

Conclusion

BAHC recognizes that the Master Plan is only that, a plan, so despite our desires, no dirt will be moved, no surfaces improved, no facilities installed without further consideration and deliberation. That said, the Master Plan is a vital document, both in the sense of crucial but also in the sense of living. Adopting the Master Plan is crucial step toward giving Howard County some of the tools needed to create a vibrant and healthy community for everyone.

Very truly yours,



Jack Guarneri, President