

Amendment 1 to Amendment 5 to Council Resolution No. 35-2016

BY: Jennifer Terrasa
and Calvin Ball

Legislative Day No. 4

Date: April 4, 2016

Amendment No. 1 to Amendment #5

(This amendment incorporates the pedestrian and bicycle bridge crossing over US 29.)

1 In the parenthetical description of the purpose of the amendment, after “Study” insert “, and
2 incorporates changes to Appendix F and Appendix G to incorporate the pedestrian and bicycle
3 bridge crossing US 29”.

4
5 On page 1, at the end of line 11, after “traffic.” Insert:

6 “The potential change to this bridge has been incorporated in Appendix F and Appendix
7 G of this plan.

8
9 In Appendix F of the Bicycle Master Plan, on page ii, insert a new row below the row
10 beginning with “117”. In the column titled, “Bike Howard ID Number”, insert “203”. In
11 the column titled, “Recommended Facility Improvements”, include “Bridge”. In the
12 column titled, “Action”, insert “Construct New”. In the column titled, “Network”, insert
13 “Short Term”. In the column titled, “Location”, insert “US 29 Pedestrian and Bicycle
14 Bridge”.

15
16 On maps 8 and 9, which appear on pages 33 and 34 and in Appendix G, on the pathway
17 shown in alternating green and yellow dashes, label the bridge crossing over the
18 north/south dual highway (US 29) as “1G” and the “Multi Use Path” that runs east from
19 the bridge as “1H”.

1

In Appendix G, in the table captioned “Downtown Columbia Bicycle Facilities and

2

Circulation Plan”, after row 1F, insert the following 2 rows:

3

<u>1G</u>	<u>US 29 crossing</u>	<u>Lakefront</u>	<u>Oakland Mills, Blandair, and points east</u>	<u>New Bridge</u>	<u>New bridge will connect Downtown Columbia with Oakland Mills and other areas east of Route 29.</u>
<u>1H</u>	<u>Multi Use Pathway</u>	<u>US 29 bridge</u>	<u>Blandair</u>	<u>Shared Use Path</u>	<u>A shared use path will allow access to Oakland Mills and Blandair.</u>

4

”.

Amendment 1 to Amendment 6 to Council Resolution No. 35-2016

BY: Jennifer Terrasa

Legislative Day No. 4

Date: April 4, 2016

Amendment No. 1 to Amendment 6

(This amendment requires that the Office of Transportation and the Bicycle Pedestrian Advisory Board have specified roles and that the County web site shall include a certain link.)

1 In the table at the top of page 2:

- 2 • in the row labelled "Development Process", in the third column, add the following
3 sentence: "The OoT shall be included in the process.".
- 4 • in the row labelled "Major", in the third column, add the following items and renumber
5 accordingly:
- 6 "2. The BPAB shall review Project using a public process.
- 7 3. The OoT shall be included in process
- 8 6. The County web site shall include a prominent link to bikehoward.com."

9

Amendment 1 to Council Resolution No. 35-2016

**BY: The Chairperson
at the request of the County Executive
and cosponsored by Jennifer Terrasa**

**Legislative Day No. 4
Date: April 4, 2016**

Amendment No. 1

(This amendment substitutes revised maps in order to remove a pathway, along the Little Patuxent River adjacent to the Allview community in Columbia, proposed by Phase II of Capital Project T7107. This amendment also revises the total network miles and bridge count in order to reflect the removal of the pathway and the pathway's related footbridge. The pathway has been removed in response to community opposition and because an alternative pathway is proposed along Broken Land Parkway.)

- 1 In the Executive Summary of the Bicycle Master Plan, attached to the Resolution as Exhibit A, on
2 page III, in the table titled "Recommended Network Improvements":
- 3 1. In the row titled "New and Upgraded Pathways and Protected Bike Lanes", in the column
4 titled "Total (Miles or Locations)", strike "160 mi." and substitute "159 mi.";
 - 5 2. In the row titled "Construct New Shared Use Paths & Protected Bike Lanes", in the column
6 titled "Network (Miles)", in the subcolumn titled "Mid Term", strike "21" and substitute
7 "20", and in that same row, in the column titled "Total (Miles or Locations)", strike "122"
8 and substitute "121"; and
 - 9 3. In the row titled "Bridge and Tunnel Improvements (new and upgrades)", in the column
10 titled "Network (Miles)", in the subcolumn titled "Mid Term", strike "7" and substitute "6",
11 and in that same row, in the column titled "Total (Miles or Locations)", strike "26
12 Locations" and substitute "25 Locations".
- 13
- 14 On page 24 of the Bicycle Master Plan, attached to the Resolution as Exhibit A, in Table 2, titled
15 "Summary of Recommendations":

- 1 1. In the row titled “New and Upgraded Path/Cycletrack or Protected Bike Lanes”, in the
2 column titled “Total (Miles or Locations)”, strike “160 mi.” and substitute “159 mi.”;
- 3 2. In the row titled “Construct New Shared Use Paths & Protected Bike Lanes”, in the column
4 titled “Network (Miles)”, in the subcolumn titled “Mid Term”, strike “21” and substitute
5 “20”, and in that same row, in the column titled “Total (Miles or Locations)”, strike “122”
6 and substitute “121”; and
- 7 3. In the row titled “Bridge and Tunnel Improvements (new and upgrades)”, in the column
8 titled “Network (Miles)”, in the subcolumn titled “Mid Term”, strike “7” and substitute “6”,
9 and in that same row, in the column titled “Total (Miles or Locations)”, strike “26
10 Locations” and substitute “25 Locations”.

11
12 In the Appendix F of the Bicycle Master Plan, attached to the Resolution as Exhibit A, on page ii, in
13 the table titled “Spot Improvements by Network”, strike the entire row that begins with “135”.

14
15 Remove pages 26, 28, 29 and 30 of the Bicycle Master Plan, attached to the Resolution as Exhibit
16 A, and substitute revised pages 26, 28, 29 and 30, as attached to this Amendment.



Bike Howard Rural West/Countywide Bikeway Networks Map No. 3

Bike Facility Recommendations

Short Term



Existing



Improvements

Mid Term



Existing



Improvements

Long Term



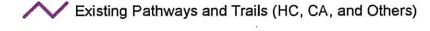
Existing



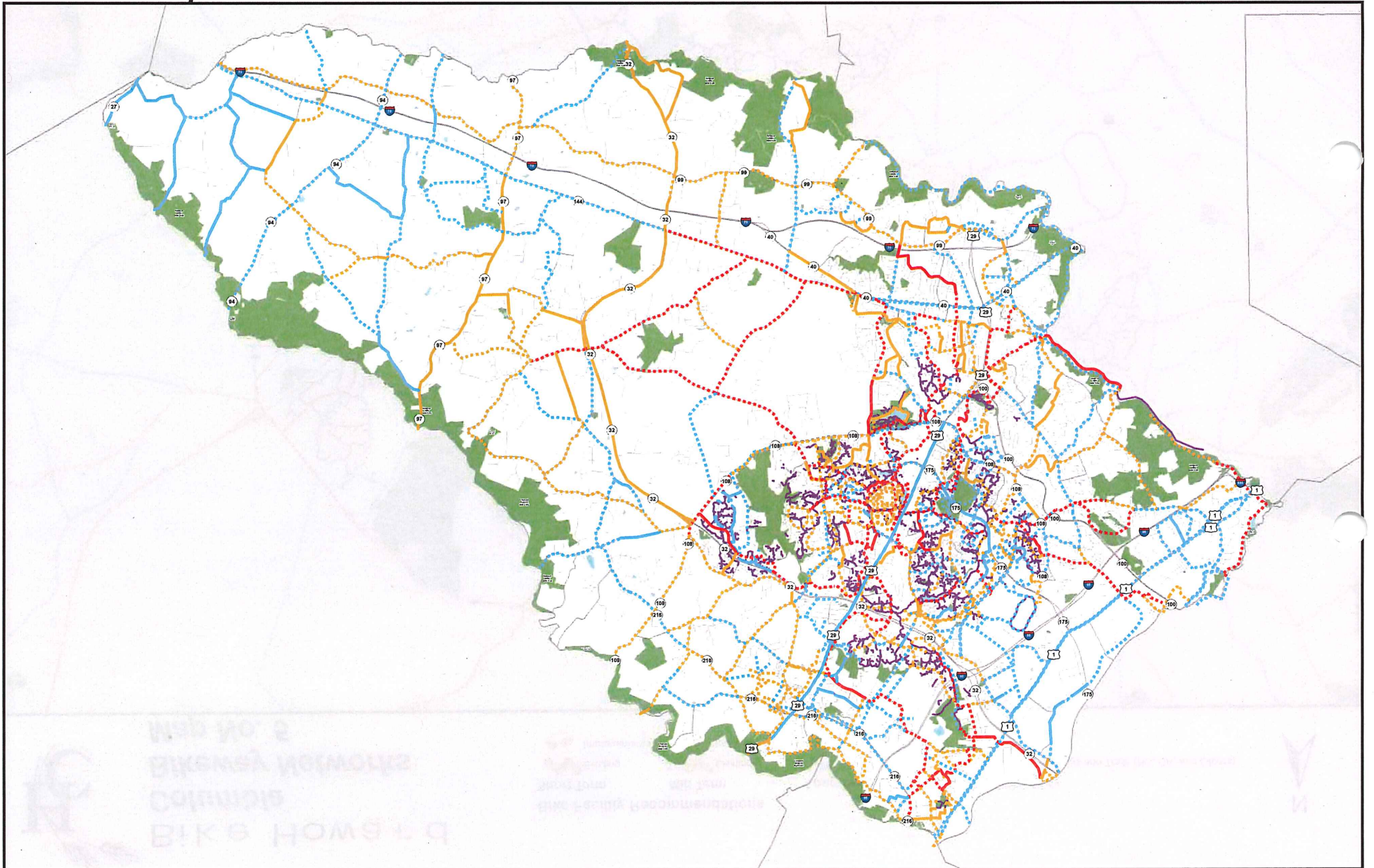
Improvements



Further Study



Existing Pathways and Trails (HC, CA, and Others)





Bike Howard Columbia Bikeway Networks Map No. 5

Bike Facility Recommendations

Short Term

Existing

Improvements

Mid Term

Existing

Improvements

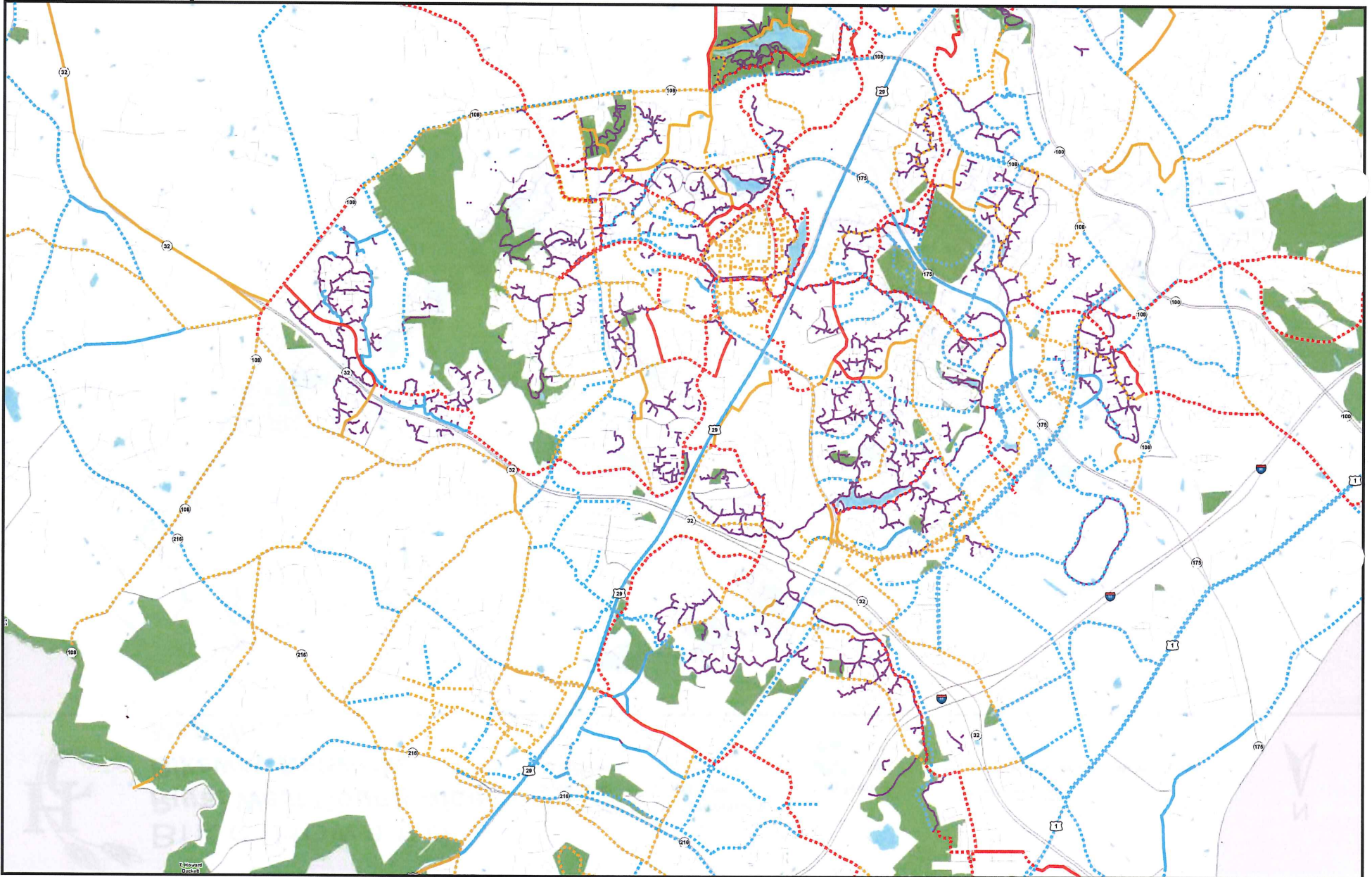
Long Term

Existing

Improvements

Further Study

Existing Pathways and Trails (HC, CA, and Others)





Bike Howard Elkridge Bikeway Networks Map No. 6

Bike Facility Recommendations

Short Term

- Existing (Red solid line)
- Improvements (Red dashed line)

Mid Term

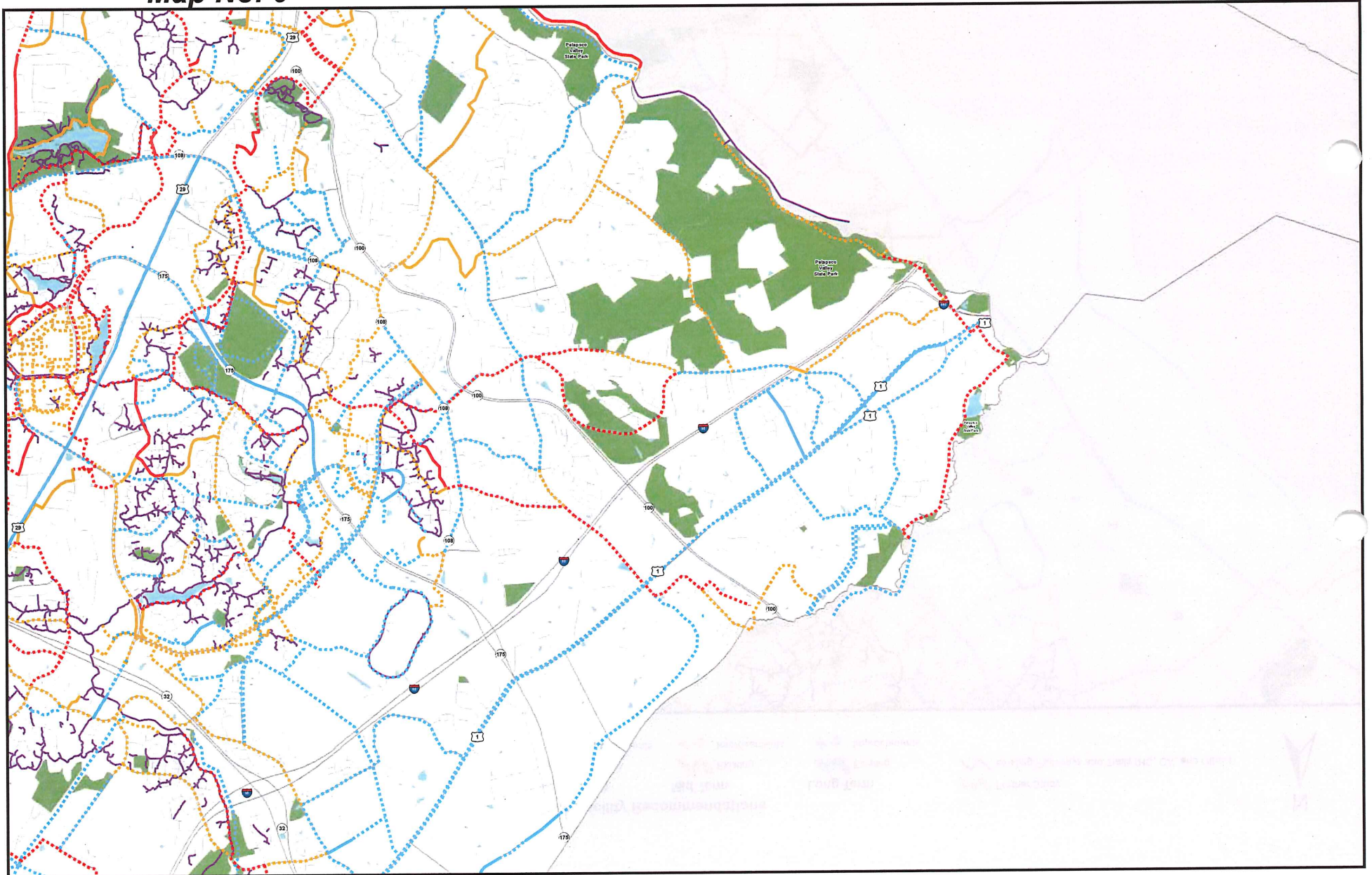
- Existing (Orange solid line)
- Improvements (Orange dashed line)

Long Term

- Existing (Blue solid line)
- Improvements (Blue dashed line)

Further Study (Green wavy line)

Existing Pathways and Trails (HC, CA, and Others) (Purple wavy line)





Bike Howard Southeast Bikeway Networks Map No. 7

Bike Facility Recommendations

Short Term

- Existing (Red solid line)
- Improvements (Red dashed line)

Mid Term

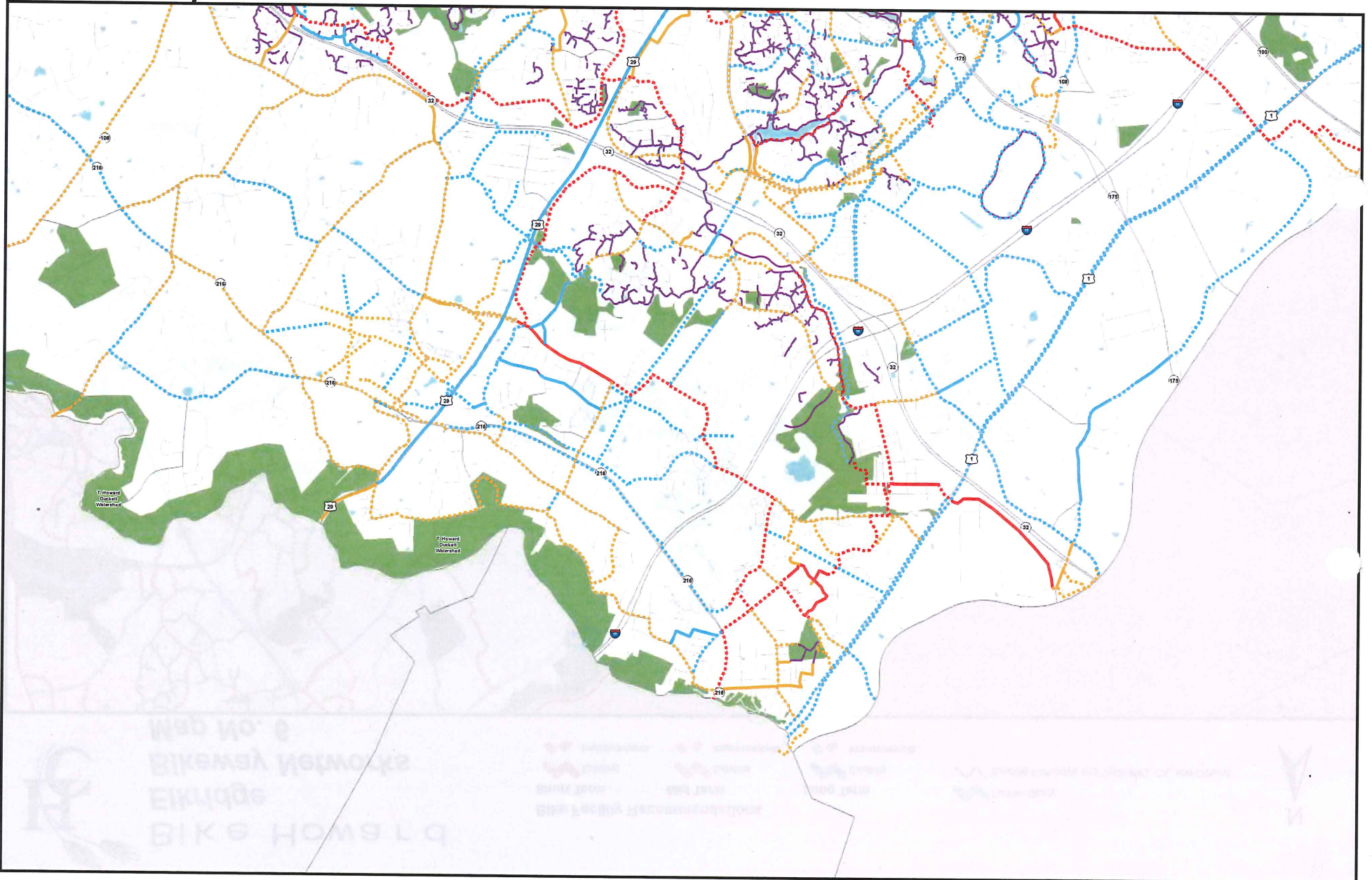
- Existing (Orange solid line)
- Improvements (Orange dashed line)

Long Term

- Existing (Blue solid line)
- Improvements (Blue dashed line)

Further Study (Green wavy line)

Existing Pathways and Trails (HC, CA, and Others) (Purple wavy line)



Amendment 2 to Council Resolution No. 35-2016

BY: Calvin Ball

Legislative Day No. 4

Date: April 4, 2016

Amendment No. 2

(This amendment clarifies that the County Council endorses a complete streets policy and recognizes that the work of the Complete Streets Implementation Team is expected to include drafting of a comprehensive Complete Streets Policy and a Complete Streets Design Manual and requests their submission to the County Council.)

1 In the purpose paragraph on the title page, after “and”, insert “endorsing” and after “policy”
2 insert “as the road use approach” and, after “County”, insert “; and requesting the County
3 Executive to take certain actions”.

4
5 Strike beginning on page 1 in line 27 down through line 3 on page 2 and substitute:

6
7 “WHEREAS, the County Executive is organizing a working group, the Complete Streets
8 Implementation Team, that is expected to (1) draft a comprehensive Complete Streets Policy
9 consistent with best practices; and (2) develop a Complete Streets Design Manual (the “Design
10 Manual”) that implements the Complete Streets Policy and incorporates necessary elements from
11 the current Howard County Design Manual, Volume III, Roads and Bridges; and

12 WHEREAS, upon completion of the Complete Streets Implementation Team’s work, the
13 County Executive is expected to submit to the County Council both the comprehensive Complete
14 Streets Policy and Design Manual for final approval; and”.

15
16 On page 3, insert at line 5:

17 “AND BE IT FURTHER RESOLVED by the County Council of Howard County,
18 Maryland, that the County Council requests that the County Executive direct the Complete Streets

1 Implementation Team to draft a comprehensive Complete Streets Policy and develop a Complete
2 Streets Design Manual that implements the Complete Streets Policy for submission to the
3 Council for approval.”
4

5 On page 3, in line 7, strike beginning with “this” down through “approves” and substitute “that it
6 hereby endorses” and in line 8 after “policy” insert “as the road use approach”.

7
8 In the Bicycle Master Plan of Howard County, attached as Exhibit A, in the following places,
9 after “policy” insert “and a Complete Streets Design Manual”:

- 10 • on page 11, in the last paragraph on the page, in the second line; and
- 11 • on page 111, in the row labelled “Road System Design, in the second column.

Amendment 3 to Council Resolution No. 35-2016

BY: Jennifer Terrasa

Legislative Day No. 4

Date: April 4, 2016

Amendment No. 3

(This amendment recommends adding the Office of Transportation to the Subdivision Review Committee.)

1 In the Bicycle Master Plan of Howard County, attached as Exhibit A, on page 14, in the third
2 line after "intersection.", insert:

3
4 *"Recommendation: A representative of the Office of Transportation should be added as a member of*
5 *the Subdivision Review Committee to ensure achievement of the objectives enumerated above and to*
6 *maintain an ongoing focus on compliance with the Bicycle Master Plan and the Pedestrian Master Plan*
7 *throughout the subdivision and site development plan review process."*

Amendment 4 to Council Resolution No. 35-2016

BY: Jennifer Terrasa

Legislative Day No. 4

Date: April 4, 2016

Amendment No. 4

(This amendment recommends that County governmental projects exemplify best practices in bike- and pedestrian-friendly development.)

1 In the Bicycle Master Plan of Howard County, attached as Exhibit A, on page 14, in the second
2 column, in the heading that begins with "County Policy Governing" strike "Park" and
3 immediately following "Development" insert "of County Parks and Facilities".
4

5 On page 15, in the ninth line, after "nature observation, etc.", insert:
6

7 **"Recommendation: County Government facilities should be developed in accordance with the Bicycle**
8 **Master Plan and Pedestrian Master Plan and should model best practices for bicycle and pedestrian**
9 **connectivity and bicycle parking.**

- 10 1. Ensuring safe and convenient bike and pedestrian access should be considered in siting facilities
11 prior to land acquisition.
12 2. Ensuring safe and convenient bike and pedestrian access should be considered in developing
13 new facilities.
14 3. Promote and implement strategies to enhance safe and convenient bike and pedestrian access to
15 existing government facilities."
16
17

Amendment 5 to Council Resolution No. 35-2016

**BY: The Chairperson
at the request of the County Executive
and cosponsored by Calvin Ball**

**Legislative Day No. 4
Date: April 4, 2016**

Amendment No. 5

(This amendment adds a note to reference the Downtown Columbia Bridge Feasibility Study.)

1 On page 24 of the Bicycle Master Plan, attached to the Resolution as Exhibit A, in Table 2, titled
2 "Summary of Recommendations" in the column titled "Bikeway Facility Type", after "Bridge
3 and Tunnel Improvements (new and upgrades)", insert "*".

4
5 At the bottom of the page, insert:

6 "* In addition, the existing bicycle and pedestrian bridge over Route 29 between Downtown
7 Columbia and Oakland Mills was the topic of the 2015 "Downtown Columbia Bridge Feasibility
8 Study". [www.howardcountymd.gov/Departments/County-](http://www.howardcountymd.gov/Departments/County-Administration/Transportation/Transportation-Projects)
9 Administration/Transportation/Transportation-Projects. The study evaluated several options to
10 modify the existing bridge or build a new bridge to accommodate transit in addition to improving
11 bicycle and pedestrian traffic."

12

Amendment 6 to Council Resolution No. 35-2016

BY: The Chairperson
at the request of the County Executive

Legislative Day No. 4
Date: April 4, 2016

Amendment No. 6

(This amendment adds a tracking and reporting recommendation, and clarifies the process for amending the Bicycle Master Plan, as well as proposes a potential public input process.)

1 On page 52 of the Bicycle Master Plan, attached to the Resolution as Exhibit A, before the sub-
2 section titled, "Building Institutional Capacity", insert:

3 "Network Improvement Implementation Process

4 The structured projects in BikeHoward depict implementation projects at "planning level" detail
5 that gives sufficient information to convey the route and type of project that is contemplated, but
6 still allows for modifications, based on additional study, design and engineering and public input.

7 Modifications that are generally consistent with the project as described in the Plan would not
8 require a Plan amendment. Modifications that the Office of Transportation deems significant
9 would require a County Council-approved Plan amendment, or approval through another public
10 process such as the Capital Budget process that includes County Council approval.

11
12 At the request of the Planning Board, Section 10 of the Plan (Implementation Matrix) was
13 amended to state that a public process for implementation of structured projects will be
14 developed within two years. The following table recommends a framework for this public
15 process:
16

Network Improvement Project Mechanism	Network Improvement Examples	Public Input Process
Resurfacing project	Striping roadway with bicycle lanes, shared lane markings (sharrow)	Public meeting by OoT if on-street parking would be removed, or if vehicular travel lane patterns would change significantly.
Development Process (e.g., rezoning, subdivision, special exception, site development plan)	Portion of BikeHoward structured project (bicycle lane, portion of off-road path, spot road widening) connection between neighborhoods.	Bicycle improvement discussed/addressed as part of Department of Planning and Zoning notice, review, and approval process.
Capital Project		
Minor (for example, a curb ramp project, crosswalk, or traffic signal modifications).	Traffic signal detection for cyclists, shared lane markings, wider than standard curb ramp	Public meeting by OoT if on-street parking would be removed, or if vehicular travel lane patterns would change significantly.
Major	Standalone BikeHoward structured project or structured project being implemented in association with, for example, a major road improvement, water and sewer project, park or public school.	<ol style="list-style-type: none"> 1. Project will be reviewed with the Bicycle Advisory Group, as well as discussed at the annual BikeHoward Open House. 2. Project will be listed in the Capital Budget and follow the Capital Budget Public Input Process. 3. Project will have a page on bikehoward.com with all associated project documents, and a summary of public comments with responses. 4. Public meetings at 30% and 90% design stages before construction.

1
2
3
4 On page 53 of the Bicycle Master Plan, attached to the Resolution as Exhibit A, after the second
5 recommendation of the sub-section titled, "Interagency and Inter-Jurisdictional Coordination",
6 insert a new sub-section titled, "Tracking and Reporting". Under the new sub-section heading,
7 "Tracking and Reporting", insert:

8 "In order to encourage involvement by the entire community and continue to be transparent and
9 open in implementing the recommendations of this Plan, a process should be outlined to track the
10 progress of implementation, as well as continue to solicit public input.

11
12 *Recommendation: The Office of Transportation should host an annual, public BikeHoward*
13 *Open House each winter. At these events, the Office of Transportation should provide updates on*
14 *the progress of BikeHoward implementation and should solicit feedback on past implementation*
15 *as well as solicit input regarding future projects and grant applications.*
16

1 *Recommendation: The Office of Transportation should produce and disseminate an annual*
2 *BikeHoward Implementation Progress report to the County Executive and the County Council,*
3 *as well as post it publicly on the BikeHoward website.*
4

5 *Recommendation: The Office of Transportation should comprehensively review the Bicycle*
6 *Master Plan every five years and recommend changes for approval by the County Council.*”
7

Amendment 7 to Council Resolution No. 35-2016

BY: Jennifer Terrasa

Legislative Day No. 4

Date: April 4, 2016

Amendment No. 7

(This amendment recommends creating Bicycle and Pedestrian Advisory Board.)

1 In the Bicycle Master Plan of Howard County, attached as Exhibit A, on page 53, in the second
2 column after "entities.", insert:

3
4 *"Recommendation: A permanent Bicycle and Pedestrian Advisory Board (BPAB) should be established*
5 *to provide technical assistance and the perspective of pedestrians and bicyclists."*

6
7 Also on page 53, in the second column, before "DPW" insert "BPAB,"

Amendment 8 to Council Resolution No. 35-2016

BY: Jennifer Terrasa

Legislative Day No. 4

Date: April 4, 2016

Amendment No. 8

(This amendment removes references to certain streets south of Gorman Road.)

1 In the Bicycle Master Plan of Howard County, attached as Exhibit A:

- 2 • on page 55, in row 6, delete "Ridings Way at proposed junction with Project No. 5 to
3 Knights Bridge Road (Sharrows), Knights Bridge Road (Bike Lane),"; and
4 • on page 65, in Structured Project Number: 6, delete all bike facility markers south of
5 Gorman Road.

6
7
8



Howard County

Internal Memorandum

SUBJECT: Enforceability of Bicycle Master Plan (Res. No. 35-2016)

TO: Council Members

THROUGH: Gary W. Kuc
County Solicitor

FROM: Jim Vannoy
Senior Assistant County Solicitor

DATE: March 30, 2016

At the Council's March 28 work session, you requested our advice on whether the provisions of the Bicycle Master Plan, which is now before the Council for approval via Resolution No. 35-2016, will be legally enforceable once the Resolution is approved by the Council. Our advice is that the Bicycle Master Plan is a planning document only and therefore will not be enforceable – in Maryland, planning documents such as master plans serve an advisory or guidance function only, and do not establish enforceable mandates.

Analysis

Planning documents such as the Bicycle Master Plan and PlanHoward 2030 (the County's General Plan, which in Policy 7.6 recommends development of the Bicycle Master Plan now before the Council) "represent only a basic scheme generally outlining planning and zoning objectives in an extensive area, and are in no sense a final plan; they are continually subject to modification . . . and serve as a guide rather than a strait jacket," *Montgomery County v. Woodward and Lothrop*, 280 Md. 686, 704 (1977). In other words, the purpose of such plans is not to establish binding, enforceable rules and programs, but to set the policies that guide a jurisdiction in choosing which binding and enforceable rules and programs to establish.¹

In this regard, the language of the Bicycle Master Plan is consistent with case law: the provisions of the Bicycle Master Plan make it inherently unenforceable, because the Bicycle Master Plan does not establish mandatory rules, programs, etc. Instead, by its own terms it is a planning tool establishing "a framework to guide the county's future actions to

¹ Policies and guidance set out in master plans still have substantial significance, however, because State law requires that county land use decisions be consistent with such master plans. For example, State law requires that the implementation of land use master plans and water and sewer master plans "further, and not be contrary to" the plans' policies, timing of plan implementation, timing of development, timing of rezoning, development patterns, land uses, and densities or intensities. (See Section 1-301 *et seq.* of the Land Use Article, Annotated Code of Maryland.)

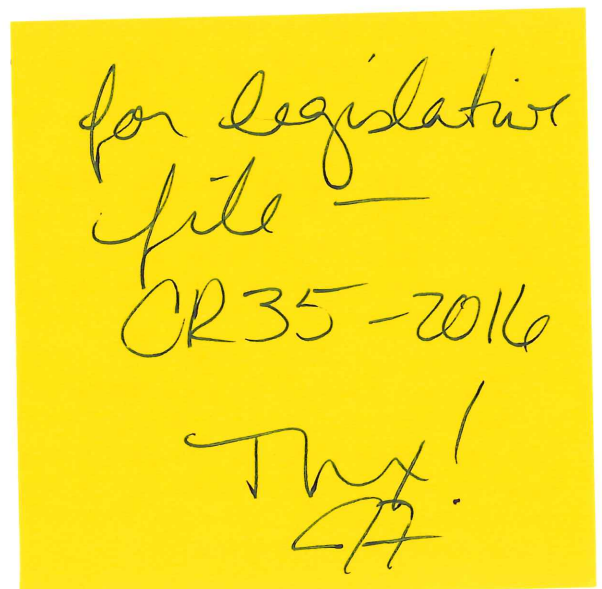
improve conditions for bicyclists and promote bicycling as a safe and convenient travel option [and provide] recommendations and guidance” for: 1) policy updates; 2) programs for education, encouragement, and enforcement; and 3) infrastructure improvements to create a connected bicycle network. (See page 1 of the Bicycle Master Plan.)

Thus, looking at the plain language of the Bicycle Master Plan, the policies it establishes are to be implemented through actions taken subsequent to its adoption, not by enforcement of the Bicycle Master Plan’s policies. For example, the Bicycle Master Plan recommends establishing bicycle parking guidelines for “accommodating bicycles in all buildings and development types in Howard County” – such guidelines would be established and enforced through amendment of the Zoning Regulations and the County Code, not through the Bicycle Master Plan.

Although a resolution is the vehicle by which the Bicycle Master Plan has been submitted to the Council, and Section 914 of the Charter defines resolutions as “measure[s] . . . having the force and effect of law but of a temporary nature or administrative character,” there is nothing in the Bicycle Master Plan that rises to the level of a law. As noted above, the Bicycle Master Plan sets policies to be implemented through actions taken subsequent to its adoption.

Finally, you also asked whether the appendices to the Bicycle Master Plan are part of the Plan; typically the status of a document’s appendices depends on the provisions of the document. In this case, some of the Bicycle Master Plan’s appendices provide specific guidance, recommendations, and standards; both the content of these appendices and the Plan’s approximately 20 references to the appendices make it clear that the appendices are an integral part of the Bicycle Master Plan. Therefore, we think the only logical conclusion is that the appendices are part of the Bicycle Master Plan.

If you have any questions, please let us know.



for legislative
file —
CR35-2016
Thx!
CA

CR 35-2016

FW: master bike path plan

Sigaty, Mary Kay

Sent: Monday, April 18, 2016 10:24 AM**To:** Sayers, Margery**Cc:** CouncilRecords**FILE COPY**

From: Robin Emrich [mailto:remric@verizon.net]**Sent:** Monday, April 04, 2016 5:08 PM**To:** Terrasa, Jen**Cc:** Fox, Greg; Ball, Calvin B; Weinstein, Jon; Sigaty, Mary Kay**Subject:** master bike path plan

Dear Representative Terrasa:

I ride a bike, I live in the Allview neighborhood (corner of Ferndale & Allview), and I am in favor of the original master bike plan that would bring the bike path through my neighborhood. The only proviso I would have is that it be environmentally sound. As for the destruction of property values, the empirical evidence just doesn't support it, and I doubt that increased crime would result in any significant amount.

I'm sure you'll hear from others on both sides of the environment, property values, and crime issues. But what I can offer you is a personal story with a personal struggle to increase my fitness and decrease my reliance on the car. When the Columbia Archives was downtown, I was a frequent bike commuter from Allview to Downtown (now I walk to our new location as an alternative to the car commute). I would have to ride 3.7 miles each way on streets mainly and some pathways and go through Oakland Mills and across the Rt. 29 bridge, or my more usual route through Hickory Ridge. Neither option was great, and both were fairly strenuous – lot of hills, lots of street cycling with crazy drivers, lots of breathing polluted air (especially at stops for traffic lights), and little environmental beauty. But I did it anyway, because I believe that there are better options than just hopping in a car to do everything! I'm tired of the constant adding 1 more lane to the highways, and now the noise reducing walls. I did this bike commuting fairly regularly since the visit from the former Columbia, Missouri mayor to our Columbia in 2009 until this past August of 2016 when CA moved "in my backyard". I was part of the bike tour that took Mayor Darwin Hindman around our town as we engaged in a discussion about the use of bicycles as transportation.

It would have been incredible to have had the route you are trying to change for my commute to my old workplace. Although I don't work downtown, the possibilities this master plan has for biking to Symphony Woods, to the Movies at Lakefront in the Summer, to the Mall, etc. seem exciting to me. Just think of the connectivity that my neighborhood could have, but does not have currently, with the rest of Columbia – to Downtown – to HCC – to Blandair. I realize that your amended plan will improve the current situation, but it won't go as far as the original plan.

Please reconsider your proposed amendment and see if we can make the original plan work.

Thanks for your time,
Robin E. Emrich

FW: Amendment 1 to CR35-2016

Sigaty, Mary Kay

Sent: Monday, April 18, 2016 10:29 AM**To:** Sayers, Margery**Cc:** CouncilRecords

From: Lars Olson [mailto:larsjo@verizon.net]**Sent:** Sunday, April 03, 2016 9:29 PM**To:** Sigaty, Mary Kay**Subject:** Amendment 1 to CR35-2016

Dear Council Member Sigaty,

I am writing to ask that you oppose Amendment 1 to CR35-2016 (the Bicycle Master Plan) that would remove a pathway along the Little Patuxent River adjacent to the Allview community planned for Phase II of Capital Project T7107.

The original proposed path adjacent to Allview would give residents of Allview like me access to the Howard County pathway network that is currently not available. This would help improve our neighborhood as a healthy, connected and livable community in Howard County.

A pathway adjacent to Allview would provide many benefits. It would:

- encourage healthier lifestyles
- provide easier biking and walking access to downtown Columbia and other pathways
- reduce negative consequences of motorized transportation: air pollution, carbon emissions, motor vehicle accidents, congestion, etc.

A number of survey research studies have found that a substantial majority of residents living near pathways believe that pathways improve their quality of life.

Published research using hedonic pricing (cited below) has shown that, controlling for other factors, proximity to pathways has a positive and statistically significant impact on property values on the order of 2% to 5% and ranging as high as a 20% increase in value. For Allview, even a 2.5% increase would translate to a positive impact of approximately \$10,000 per household. This would be accompanied by a corresponding increase in the property tax base for Howard County. Common concerns about potential negative impacts of pathways are not typically borne out by sound economic research.

In conclusion, I sincerely hope that you will support the original plan and oppose Amendment 1 that will remove the planned pathway adjacent to Allview.

Sincerely yours,

Lars Olson

9942 Ferndale Drive

Columbia, Md 21046

S. Nicholls and J.L. Crompton. The impact of greenways on property values: evidence from Austin, Texas, *Journal of Leisure Research*. 2005, v. 37, pp. 321-341.

D.P. Racca and A. Dhanju. Property value/desirability effects of bike paths adjacent to residential areas. Report

prepared for Delaware Center For Transportation and The State of Delaware Department of Transportation, Nov. 2006.

P.K. Asabere and F.E. Huffman. The relative impacts of trails and greenbelts on home price. *Journal of Real Estate Financial Economics*, 2009, v. 38, pp. 408-419.

O. Parent and R. vom Hofe. Understanding the impact of trails on residential property values in the presence of spatial dependence. *Annals of Regional Science*. 2013. v. 51, pp. 355-375.

FW: CR 35 and Complete Streets Amendment

Sigaty, Mary Kay

Sent: Monday, April 18, 2016 10:30 AM

To: Sayers, Margery

Cc: CouncilRecords

Attachments: Copy of Complete Streets ~1.xlsx (13 KB) ; Toole Memo_Need for CS Des~1.pdf (437 KB) ; CR35 Bike Master Plan and ~1.pdf (238 KB)

From: Nikki Highsmith Vernick [mailto:nhighsmith_vernick@thehorizonfoundation.org]

Sent: Monday, March 28, 2016 10:39 AM

To: Sigaty, Mary Kay

Cc: Glenn Schneider

Subject: FW: CR 35 and Complete Streets Amendment

Mary Kay,

Just covering all my bases and sending to your email as well. I will call you to see if you have questions.

Best,

Nikki

Nikki HighsmithVernick
President and CEO

The Horizon Foundation

10480 Little Patuxent Parkway

Suite 900

Columbia, MD 21044

410-715-0311 office

443-718-8100 cell

nhighsmith_vernick@thehorizonfoundation.org

From: Nikki Highsmith Vernick

Sent: Monday, March 28, 2016 10:27 AM

To: 'councilmail@howardcountymd.gov'

Cc: Ball, Calvin B; Glenn Schneider; ian.kennedy7@gmail.com

Subject: CR 35 and Complete Streets Amendment

Dear Howard County Councilmembers:

The Horizon Foundation was very excited to see the tremendous turnout for CR-35 -the Bike Master Plan and Complete Streets Statement. Particularly the bike master plan is a culmination of years of hard work and we applaud everyone who has been involved.

We understand that Council Chairman Calvin Ball will be introducing an amendment to CR-35 after talking with each of you. The amendment is related to Complete Streets and is supported by the Horizon Foundation. The amendment would accomplish several items:

- (1) Ask the Complete Streets Implementation Team to draft a comprehensive Complete Streets policy that

is consistent with national best practices. The statement of intent related to Complete Streets included in the accompanying letter to the Bike Master Plan is a visionary first step, but it is *NOT* a comprehensive Complete Streets policy. The attached Complete Streets Score Card includes 10 elements of a Complete Streets policy that meets national best practices. We hope that Howard County could further develop its Complete Streets policy to meet all 10 elements.

- (2) Direct the Complete Streets Implementation Team to develop a Complete Streets Design Manual that could stand alone and represent overarching design specifications for the County. A stand-alone Complete Streets Design Manual reconciles differences between multiple guidelines and therefore would serve as a one-stop-shop that reduces the need for developers to apply for variances to build high quality pedestrian and bicycle projects. Howard County would not be unique in adopting this approach. Cities like Alexandria, VA; Charlotte, NC; New Haven CT; Dallas, TX and others have also created new design manuals. For more information, please see the attached memo from the nationally recognized design firm, Toole Design Group. The memo outlines justifications for having a separate, stand along Design Manual and lists many cities and localities around the country that have done so.
- (3) Finally, to ensure lasting, meaningful change that will benefit our community for decades to come, the amendment would also have the Complete Streets Policy and the Complete Streets Design Manual submitted to the Council for final approval.

I hope you can support this amendment. If you have any questions for Horizon or Toole Design Group, please let us know.

Best,

Nikki Highsmith Vernick

Nikki HighsmithVernick
President and CEO

The Horizon Foundation
10480 Little Patuxent Parkway
Suite 900
Columbia, MD 21044
410-715-0311 office
443-718-8100 cell
nhighsmith_vernick@thehorizonfoundation.org

Elements of Complete Streets

Policy

The following 10 elements are nationally recognized as the most important components in a Complete Streets policy. Policy Elements were developed by the

Element	Description	Grading Criteria	Value	Score
Sets a vision	The policy establishes a motivating vision for why the community wants Complete Streets: to improve safety, promote better health, increase efficiency, improve the convenience of choices, or for other reasons.	Indirect: Indirect statement (“shall implement Complete Streets principles,” etc.)	weak	1
		Average: Direct statement with equivocating or weaker language (“consider,” “may”)	medium	3
		Direct: Direct statement of accommodation (“must,” “shall,” “will”)	strong	5
All Users and Modes	The policy specifies that “all modes” includes walking, bicycling, riding public transportation, driving trucks, buses and automobiles and “all users” includes people of all ages and abilities.	“Bicyclists and pedestrians”	required	req
		“Bicyclists, pedestrians, and transit”	good	1
		“Bicyclists, pedestrians, transit,” plus one more mode	better	2
		“Bicycles, pedestrians, transit,” plus two more modes	better	3
		Additional point for including reference to “users of all ages”	better	1
		Additional point for including reference to “users of all abilities”	better	1
All projects and phases	Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.	Applies to new construction only	weak	0
		Applies to new and retrofit/reconstruction projects	strong	3
		Additional points if the policy clearly applies to all projects, or specifically includes repair/3R projects, maintenance, and/or operations	better	2
Exceptions	Any exceptions to the policy are specified and approved by a high-level official.	No mention	weak	0
		Lists exceptions, but at least one lacks clarity or allows loose interpretation	weak	1
		Lists exceptions, none are inappropriate	medium	2
		Additional points for specifying an approval process	strong	3
Creates a network	The policy recognizes the need to create a comprehensive, integrated and connected network for all	No mention	weak	0
		Acknowledge	strong	5

Jurisdiction: All agencies and all roads	All other agencies that govern transportation activities can clearly understand the policy's application and may be involved in the process as appropriate.	Agency-owned	assumed	--
		States and regions: agency-funded, but not agency-owned	strong	3
		Counties and cities: privately-built roads	strong	3
		Additional points for recognizing the need to work with other agencies, departments, or jurisdictions	better	2
Design criteria	Directs the use of the latest and best design criteria and guidelines, while recognizing the need for flexibility in balancing user needs.	No mention	weak	0
		References specific design criteria or directing use of the best and latest	strong	3
		References design flexibility in the balance of user needs	medium	2
Context-sensitive	The current and planned context (buildings, land use, and transportation needs) is considered when planning	No mention	weak	0
		Acknowledge	strong	5
Performance measures	The policy includes performance standards with measurable outcomes.	Not mentioned and not one of next steps	weak	0
		Establishes new measures (does not count in implementation points)	strong	5
Implementation	Includes specific next steps for implementation of the policy.	No implementation plan specified	weak	0
		Addresses implementation in general	medium	1
		Addresses two to four implementation steps	strong	3
		Additional point for assigning oversight of implementation to a person or advisory board or for establishing a reporting requirement	better	1
		Additional point for directing changes to project selection criteria	better	1



TECHNICAL MEMORANDUM

Date: March 25, 2016

To: Nikki Highsmith Vernick and Glenn Schneider

Organization: The Horizon Foundation

From: Heather Deutsch and Carol Kachadoorian, Toole Design Group

Project: Healthy Lifestyles – Complete Streets for Howard County

Re: Research request – why creating a comprehensive complete streets design manual is considered a best practice and the most effective way to implement a complete streets policy

Communities across the U.S. are transforming their transportation infrastructure to safely accommodate all modes of travel by implementing complete streets policies. The policy prescribes actions to improve the built environment including revising transportation design guidelines for example through the establishment of a complete streets design manual.

Complete streets design manuals reconcile differences between multiple guidelines (i.e. small area plans, roadway design manuals, standard details, stormwater design). They serve as a one stop shop that reduces the need for developers to apply for variances to build high quality pedestrian and bicycle projects.

Developing a complete streets design manual is considered a best practice for implementing consistent design across all modes of travel for a number of reasons as outlined below.

Complete Streets Design Manuals...

- **Re-emphasize a community's transportation vision.** With the adoption of a Complete Streets policy, it is important to develop complete streets design guidelines that re-emphasize the community's shift in transportation planning and design. Similar to a comprehensive plan with its accompanying zoning map, a complete streets design manual reiterates a complete streets policy.
 - *Tacoma, WA: Tacoma began by adopting a complete streets policy which was then incorporated into the Comprehensive Plan. Design guidelines were developed for mixed-use centers. Interest grew in developing guidelines for other roadway types until it became clear that the City would be best served by a comprehensive citywide set of design guidelines—creating a comprehensive design manual—which is currently under development.*

- **Rebalance the emphasis from moving cars to moving people.** Complete streets design manuals place less emphasis on high speed designs and more emphasis on the pedestrian and bicycle realm. They address issues such as minimum lane widths, design speeds, corner radii—all to produce slower speeds in areas where pedestrians and bicyclists are expected. They also provide design guidance on incorporating pedestrian and bicyclists travel along and across streets that may not typically have included such facilities. Complete streets design manuals include cross-sections based on context that include facilities for all users.
 - *Tacoma, WA: Different types of streets serve different needs, users and destinations, and should be designed accordingly. The City's Complete Streets Guidelines will include a range of street typologies tailored to the goals, functions and typical conditions found in different areas of the City.*
- **Break the silos that exist between agencies.** Traditional design and engineering manuals are often developed by and for traffic engineers. Other modes of transportation, Safe Routes to School and Vision Zero programs, streetscapes, and stormwater management are often addressed in separate documents or sub-chapters. A complete streets design manual brings all agencies together to develop guidelines that comprehensively address the entire right-of-way and public realm.
 - *Charlotte, NC: Charlotte's Urban Street Design Guidelines includes not only the planning and design of Charlotte's streets to create more travel choices, but addresses livability and economic development objectives.*
 - *Alexandria, VA: Alexandria's Complete Streets Design Guide was a collaborative effort between various City agencies, including Planning & Zoning, Transportation & Environmental Services, Fire, and others. The Design Guide was seen as an avenue for various City priorities to be addressed, including livability, stormwater management, and others.*
- **Focus on the process as much as the product.** A manual is only as functional as the staff that is informed about it, understands how to use it, and is committed to following it. Complete streets design manuals incorporate all agencies and the public in their development. This leads to a product that is well-understood and followed by all agencies.
 - *Boston, MA: Boston's Complete Streets Guide was developed with staff from across a variety of agencies including planning, design, construction and maintenance.*
- **Educate and involve the public.** Many traditional design and engineering manuals are not developed publically and follow roadway design guidelines rather than recognizing community context. Their language is often undecipherable by the public leaving communities unhappy with their transportation networks yet unable to understand the principles behind their design. Complete streets design manuals are organized and include graphics accessible to the public.
 - *Monterey, CA: The Monterey Bay Area Complete Streets Guidebook includes a vision, performance measures, street cross-sections as well as a chapter outlining 'transitions to complete streets'. The document is easy to navigate with clear graphics.*

- **Recognize the flexibility inherent in traditional traffic engineering guidelines and design interconnected systems together.** Roadway safety guidelines have been developed over the years and are often adopted as standards even in contexts where they may lead to unsafe conditions. Complete streets design manuals recognize that traditional roadway guidelines offer flexibility in interpretation and that context, such as proximity to schools, shopping districts, and parks, must be recognized to improve safety. In addition, right-of-way elements should be designed together— for example, crosswalks curb ramps and push buttons or sidewalks, street trees and stormwater management—to ensure a functional complete street.
 - *Las Vegas, NV: Their Complete Streets Design Guidelines note legal standings in relation to adopted national standards such as “The Green Book encourages flexibility in design within certain parameters, as evidenced by the AASHTO publication A Guide to Achieving Flexibility in Highway Design. For example, 10-foot lanes, which agencies often shun out of concerns of deviating from standards, are well within AASHTO guidelines.”*
- **Reconsider the traditional functional classification system for roadways (arterial, collector, local) to be more responsive to the adjacent land use and future plans for more walkable and bikeable communities.** Many design manuals direct decisions to be made on the basis of current and future vehicular roadways capacity, expansion and repair. Complete street design manuals establish new procedures that create safe and comfortable outcomes for current and future users of all modes through the establishment of street typologies.
 - *Charlotte, NC: Charlotte established a six-step process as part of their Urban Street Design Guidelines on which transportation improvement decisions are based.*
 1. *Define the existing and future land use and urban design context.*
 2. *Define the existing and future transportation context.*
 3. *Identify deficiencies.*
 4. *Describe future objectives.*
 5. *Recommend street classification and test initial cross-section.*
 6. *Describe trade-offs and select cross-section.*

Howard County would not be unique in adopting this approach. Example communities that created new design manuals related to their enactment of Complete Streets Policies include:

- Alexandria, VA: <https://www.alexandriava.gov/CompleteStreets> - currently under development
- Charlottesville, VA: currently under review by City Planning Department.
- Charlotte, NC:
<http://charmack.org/city/charlotte/Transportation/PlansProjects/pages/urban%20street%20design%20guidelines.aspx>
- New Haven, CT: <http://www.cityofnewhaven.com/Engineering/pdfs/CS-Manual-FINAL.pdf>
- Las Vegas, NV: (Regional Transportation Commission for Las Vegas):
<http://www.rtcnv.com/planning-engineering/rtc-projects/complete-streets/>
- Dallas, TX:
http://dallascityhall.com/departments/sustainabledevelopment/DCH%20Documents/pdf/DCS-Design-Manual_DRAFT_091713.pdf

- Boston, MA: <http://bostoncompletestreets.org/>
- Monterey Bay, CA: <http://www.sanbenitocog.org/files/final-2013-complete-streets-guidebook.pdf>
- Tacoma, WA: www.cityoftacoma.org/government/city_departments/planning_and_development_services/planning_services/complete_street_design_guidelines_project - current under development

If you have any additional questions, please do not hesitate to let us know.



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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

FW: Letter of Support- Bicycle Master Plan

Sigaty, Mary Kay

Sent: Monday, April 18, 2016 10:30 AM
To: Sayers, Margery
Cc: CouncilRecords
Attachments: Letter of Support.pdf (231 KB)

From: Ainsley, John
Sent: Monday, March 28, 2016 9:10 AM
To: Sigaty, Mary Kay
Cc: Clay, Mary; Graham, Clive
Subject: Letter of Support- Bicycle Master Plan

Mary Kay Sigaty, County Council member,

Please see attached letter from Ron Hartman, Chairperson for the Public Transportation Board in support of the Bicycle Master Plan (Council Resolution 35-2016).

Sincerely,

John Ainsley
Office of Transportation | Department of County Administration
(410) 313-3054 (410) 313-1655 (fax)
jainsley@howardcountymd.gov





HOWARD COUNTY PUBLIC TRANSPORTATION BOARD
3430 Court House Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2350

Ron Hartman, Chair
Jason Quan, Vice Chair

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

March 24, 2016

Calvin B. Ball, Ed.D, Chairperson, County Council
George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

Re: Support of Howard County's Bicycle Master Plan - Council Resolution 35-2016

Dear Dr. Ball,

On March 22, 2016, the Public Transportation Board was given a presentation of the Howard County Bicycle Master Plan (also known as BikeHoward) at its monthly board meeting. Mr. Chris Eatough of the Office of Transportation presented the plan, which is currently being reviewed by the County Council and being considered for approval.

The Howard County Public Transportation Board (PTB) emphatically and unanimously supports the Bicycle Master Plan and urges the County Council to approve Council Resolution 35-2016. This is an important step forward for Howard County and provides the vision and framework to make biking a safe, convenient transportation option for many people in Howard County.

The PTB also opposes Amendment 1, to remove a proposed pathway segment located on Columbia Association property adjacent to the Allview community. This pathway would provide a direct, car-free connection between Downtown Columbia and the Savage/Laurel area, including access to the MARC train stations. Furthermore, all projects in the Bicycle Master Plan are labeled as preliminary/proposed, so there is no need to eliminate individual projects from consideration at this time. More study and public input can determine whether this is the best option for providing this connection, but this potentially valuable project should not be taken off the table.

The PTB also supports an accelerated Bicycle Master Plan. Short term projects are considered 0-10 years, but with funding support and coordination, most of these projects could be implemented in less than 10 years. Also, some of the mid and long term projects could be implemented in the short term.

On behalf of the Howard County Public Transportation Board, I urge you to approve County Council Resolution 35-2016 adopting a Complete Streets policy and the Howard County Bicycle Master Plan in its entirety, without removing individual projects.

Sincerely,

Ron Hartman, Chair

Cc: Jon Weinstein, Vice Chairperson, County Council, Jen Terrasa, County Council, Mary Kay Sigaty, County Council, Greg Fox, County Council
Allan Kittleman, Howard County Executive
Lonnie Robbins, Chief Administrative Officer

6735 Allview Drive
Columbia, MD 21046
March 27, 2015

Dear Council Member Sigaty,

I write concerning the proposed amendment to remove Phase II of T7107 from the Master Bicycle Plan. At the public hearing on March 21, I testified on behalf of Allview residents who would like to see this pathway built. At that time I had not fully grasped the fact that there was a threat to this path (first revealed to me in a March 18 forward of an email sent to Larry Schoen on March 17). I have not heard of any recent community outreach specifically related to this path and question whether there has been any attempt in the past year to assess views from the community. Since learning of the proposed amendment, I and a handful of neighbors have started gathering indications of support for the path. We are trying to reach out to as many as possible of the 540+ households in the Allview Area Community with a petition. Given the short time window before the vote, it will be difficult to gather many signatures, but we firmly believe there is enough support here to overrule a decision to remove this path from the Bicycle Master Plan at this time.

Never having seen the petition Mr. Markle frequently mentions on which he claims to have signatures of 160 Allview residents opposed to the path, and not being aware of any more recent survey I assume this petition is the same one brandished at a community meeting in March 2013. While I am sympathetic to the objections of some neighbors that having a route near their property could intrude upon their view and privacy, I do not share their fears of more litter, noise, parking problems and crime intruding into the neighborhood. Having ridden most of Columbia pathways for many years, I have seen very little evidence of these problems. Other pathway abutters have expressed hope that they could share this land with others who love the great outdoors.

Mr. Markle and Mr Compson also mention their concern that cyclists and walkers will be swept away by flash floods if this path is built. Since March 2013, they have continued to submit undated photos of a flooded swing set . The fact that the trees in the photos are in full leaf strongly suggest that they must have been taken during or before 2012. I am not aware of any such serious floods in recent years. Most of the property in those photos is owned by Mr. Markle and his neighbor and can be clearly viewed from the bridge that crosses the river on Stevens Forest Rd. A current view from the bridge shows that this carefully manicured property has certainly sustained no serious flooding recently. Data from a river monitor along the route of the path shows that, although the river has gone into the adjacent flood plain an average of 2-3 times a year for the past five years, the flow on these occasions tends to be shallow and of low velocity (<https://bikehoward.files.wordpress.com/2014/12/section-2-existing-conditions-patuxent-branch-trail-extension-feasibility-study-final.pdf>) I and others are more concerned with the daily risks associated with riding and walking on our often steep, winding, roads, while dodging parked cars and traffic. Although I am happy to see increasing numbers of families walking or cycling in the community, Allview is a tough neighborhood in which to learn and practice riding a bicycle. The lack of sidewalks and connection to Columbia pathways leaves little choice other than to put bikes in cars and drive to a safer area. Experienced cyclists and commuters, walkers, runners, dog owners and bird watchers would also find a path by the river to be safer and more pleasant than negotiating our roads. For these reasons I expect that the number of residents in favor of the path may now well outnumber the number opposed.

In summary, I strongly feel that a decision to remove Phase II of T7107 from the Bicycle Master Plan is premature at best and urge you to work to defeat this unfortunate amendment.

Very respectfully,
Sally Ryder

FW: Follow-Up From Bike Lane Testimony

Sigaty, Mary Kay

Sent: Monday, April 18, 2016 10:31 AM**To:** CouncilRecords; Sayers, Margery**Attachments:** 21-1209 Three Foot Rule.pdf (104 KB) ; 21-1205 Riding Abreast.pdf (96 KB) ; H.B. 214 (Passing Bicycles).pdf (76 KB)

From: Kim Egan Rutter [mailto:egankk@me.com]**Sent:** Tuesday, March 22, 2016 11:21 AM**To:** Sigaty, Mary Kay**Subject:** FW: Follow-Up From Bike Lane Testimony

Council Member Sigaty,

I had the wrong email address for you in the email below.

My apologies.

Kim Rutter

From: Kim Rutter <egankk@me.com>**Date:** Tuesday, March 22, 2016 11:18 AM**To:** <JTerrasa@HowardCountyMD.gov>**Cc:** <cball@howardcountymd.gov>, <gfox@howardcountymd.gov>, Jon Weinstein

<JWeinstein@HowardCountyMD.gov>, <msigaty@howardcountymd.gov>

Subject: Follow-Up From Bike Lane Testimony

Council Member Terrasa,

I am taking the liberty of sending some source materials for you regarding the bicycle safety rules for narrow roads that I addressed last night at the Bike Plan hearing.

Three-Foot Rule

The 3-foot rule and its exceptions is at Maryland Code Ann. sec. 21-1209(a)(2)(ii)-(iii), which reads, in relevant part: "The driver of a motor vehicle shall, . . .when overtaking a bicycle, . . . pass safely at a distance of not less than 3 feet, unless, at the time . . . (iii) the highway on which the vehicle is being driven is not wide enough to lawfully pass the bicycle . . . at a distance of at least 3 feet." I have attached the provision here.

The cycling community has been trying, unsuccessfully, to eliminate the 3-foot rule for some time. See information at <https://www.bikemaryland.org/three-feet-on-every-road/>. As it happens, just yesterday a bill to modify the exception received its first reading in the Senate Judicial Proceedings committee. That bill modifies but does not eliminate the provision, however, and leaves the exception for situations where the bicyclist is not riding to the right or riding on the shoulder, when shoulders exist.

It is quite common on our roads for the cyclists to ride in the middle of the lane instead of the right because the shoulders (where they exist) and the right edges of the lanes are chip and tarred and so full of millings and storm water debris. In places the shoulders are essentially impassable and the cyclists have no other options. In those situations, the exception to the 3-foot rule would still apply, even if the pending bill becomes law.

Riding Two Abreast

The section prohibiting riding abreast when it impedes traffic is at sec. 12-1205(b). It reads: "Each person operating a bicycle or a motor scooter on a roadway may ride two abreast only if the flow of traffic is unimpeded." I have attached it here as well.

It bears noting that the Maryland laws on bicycles in the roads are difficult to follow. I have practiced regulatory law for almost 20 years and was a civil litigator for 15 years, and it took me some not insignificant amount of time to construct a complete picture of what is allowed where, under what circumstances, and what would be allowed were the various pending bill to pass. The chances that County residents and local bike groups will understand the law without assistance is not high. It may be that educational campaigns that convert the bicycle statutes into plain English for Howard County residents is necessary, regardless of the status of the Bike Howard Plan.

Please let me know if I can help in any other way with these materials.

Best,

Kim Rutter

The Salt Box
3435 Jennings Chapel Road
Woodbine, Maryland 21797

e: egankk@me.com | p: 443-931-7662

Statute Text

Article - Transportation

§21-1209.

(a) Notwithstanding any other provision of this title, the driver of a vehicle shall:

(1) Exercise due care to avoid colliding with any bicycle, EPAMD, or motor scooter being ridden by a person; and

(2) When overtaking a bicycle, an EPAMD, or a motor scooter, pass safely at a distance of not less than 3 feet, unless, at the time:

(i) The bicycle, EPAMD, or motor scooter rider fails to operate the vehicle in conformance with § 21-1205(a) of this subtitle ("Riding to right side of roadway") or § 21-1205.1(b) of this subtitle ("Roadway with bike lane or shoulder paved to smooth surface");

(ii) A passing clearance of less than 3 feet is caused solely by the bicycle, EPAMD, or motor scooter rider failing to maintain a steady course; or

(iii) The highway on which the vehicle is being driven is not wide enough to lawfully pass the bicycle, EPAMD, or motor scooter at a distance of at least 3 feet.

(b) A person may not throw any object at or in the direction of any person riding a bicycle, an EPAMD, or a motor scooter.

(c) A person may not open the door of any motor vehicle with intent to strike, injure, or interfere with any person riding a bicycle, an EPAMD, or a motor scooter.

(d) Unless otherwise specified in this title, the driver of a vehicle shall yield the right-of-way to a person who is lawfully riding a bicycle, an EPAMD, or a motor scooter in a designated bike lane or shoulder if the driver of the vehicle is about to enter or cross the designated bike lane or shoulder.

Article - Transportation

§21-1205.

(a) Each person operating a bicycle or a motor scooter at a speed less than the speed of traffic at the time and place and under the conditions then existing on a roadway shall ride as near to the right side of the roadway as practicable and safe, except when:

- (1) Making or attempting to make a left turn;
- (2) Operating on a one-way street;
- (3) Passing a stopped or slower moving vehicle;
- (4) Avoiding pedestrians or road hazards;
- (5) The right lane is a right turn only lane; or
- (6) Operating in a lane that is too narrow for a bicycle or motor scooter and another vehicle to travel safely side by side within the lane.

(b) Each person operating a bicycle or a motor scooter on a roadway may ride two abreast only if the flow of traffic is unimpeded.

(c) Each person operating a bicycle or a motor scooter on a roadway shall exercise due care when passing a vehicle.

(d) Each person operating a bicycle or a motor scooter on a roadway may walk the bicycle or motor scooter on the right side of a highway if there is no sidewalk.

HOUSE BILL 214

R5

6lr0549
CF SB 1123

By: Delegates Lafferty, Fraser-Hidalgo, Lam, Carr, Chang, Ebersole, Krimm,
Lierman, Miele, and Moon

Introduced and read first time: January 22, 2016

Assigned to: Environment and Transportation

Committee Report: Favorable with amendments

House action: Adopted

Read second time: March 14, 2016

CHAPTER _____

AN ACT concerning

Vehicle Laws – Passing Bicycles, Personal Mobility Devices, or Motor Scooters

FOR the purpose of ~~repealing a certain exception to a certain requirement that a driver overtake and pass a bicycle, an electric personal assistive mobility device (EPAMD), or a motor scooter in a certain manner that applies when a highway lacks sufficient width,~~ requiring a driver who of a motor vehicle that passes a bicycle, an EPAMD, or a motor scooter in a certain manner in accordance with a certain provision of law to ~~pass at~~ slow to a reasonable or prudent speed that is safe for existing weather, road, and vehicular or pedestrian traffic conditions; prohibiting a driver ~~who of a motor vehicle that passes a bicycle, an EPAMD, or a motor scooter in a certain manner~~ in accordance with a certain provision of law from endangering, impeding, or interfering with the bicycle, EPAMD, or motor scooter, or any other traffic using the highway; making a technical correction; and generally relating to rules of the road for overtaking and passing bicycles, EPAMDs, and motor scooters.

BY repealing and reenacting, with amendments,

Article – Transportation

Section 21-1209

Annotated Code of Maryland

(2012 Replacement Volume and 2015 Supplement)

SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
That the Laws of Maryland read as follows:

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.

Underlining indicates amendments to bill.

~~Strike out~~ indicates matter stricken from the bill by amendment or deleted from the law by amendment.



Article – Transportation

21-1209.

(a) Notwithstanding any other provision of this title, the driver of a vehicle shall:

(1) Exercise due care to avoid colliding with any bicycle, EPAMD, or motor scooter being ridden by a person; and

(2) **(i)** When overtaking a bicycle, an EPAMD, or a motor scooter, pass safely at a distance of not less than 3 feet, unless, at the time:

[(i)] 1. The bicycle, EPAMD, or motor scooter rider fails to operate the vehicle in conformance with § 21-1205(a) of this subtitle (“Riding to right side of roadway”) or § 21-1205.1(b) of this subtitle (“Roadway with bike lane [or shoulder] paved to smooth surface”); **OR**

[(ii)] 2. A passing clearance of less than 3 feet is caused solely by the bicycle, EPAMD, or motor scooter rider failing to maintain a steady course~~;~~ or

~~[(iii)]~~ **3.** The highway on which the vehicle is being driven is not wide enough to lawfully pass the bicycle, EPAMD, or motor scooter at a distance of at least 3 feet~~;~~.

(II) ~~A PERSON WHO~~ THE DRIVER OF A MOTOR VEHICLE THAT PASSES A BICYCLE, AN EPAMD, OR A MOTOR SCOOTER AT A DISTANCE OF LESS THAN 3 FEET IN ACCORDANCE WITH SUBPARAGRAPH (I) OF THIS PARAGRAPH:

1. ~~SHALL PASS AT SLOW TO~~ A REASONABLE AND PRUDENT SPEED THAT IS SAFE FOR EXISTING WEATHER, ROAD, AND VEHICULAR OR PEDESTRIAN TRAFFIC CONDITIONS; AND

2. MAY NOT ENDANGER, IMPEDE, OR INTERFERE WITH THE BICYCLE, EPAMD, OR MOTOR SCOOTER, OR ANY OTHER TRAFFIC USING THE HIGHWAY.

(b) A person may not throw any object at or in the direction of any person riding a bicycle, an EPAMD, or a motor scooter.

(c) A person may not open the door of any motor vehicle with intent to strike, injure, or interfere with any person riding a bicycle, an EPAMD, or a motor scooter.

(d) Unless otherwise specified in this title, the driver of a vehicle shall yield the right-of-way to a person who is lawfully riding a bicycle, an EPAMD, or a motor scooter in a designated bike lane or shoulder if the driver of the vehicle is about to enter or cross the designated bike lane or shoulder.

SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect June 1, 2016.

Approved:

Governor.

Speaker of the House of Delegates.

President of the Senate.

FW: CORRECTION - Fwd: Legislative Public Hearing on Monday March 21st including Bike Master Plan (CR35-2016)

Sigaty, Mary Kay

Sent: Monday, April 18, 2016 10:32 AM

To: CouncilRecords; Sayers, Margery

From: Larry Schoen [mailto:larryschoen@gmail.com]

Sent: Friday, March 18, 2016 11:52 AM

To: Ainsley, John; Graham, Clive; Nichols, Philip; Sigaty, Mary Kay; Clay, Mary

Cc: Earl Armiger; Ron Hartman; Jason Quan; Astamay Curtis; Hector Garcia; Alice Giles; Mark Pritchard; Andrew Johnson (andrewj@transitrta.com); Victor Jimenez (victorj@transitrta.com); Sharonlee Vogel

Subject: Re: CORRECTION - Fwd: Legislative Public Hearing on Monday March 21st including Bike Master Plan (CR35-2016)

I've been informed that Exec. Kittleman decided to do this in a public manner, with a separate amendment the council will hear and on which the public will be able to comment. I support this public process, even though I still disagree with the underlying effort to delete a public amenity that has great merit. I also believe it sets a bad precedent to focus on individual projects at this time rather than the overall plan.

Larry

On Mar 18, 2016, at 10:15 AM, Larry Schoen <larryschoen@gmail.com> wrote:

Ladies and Gentlemen, please discourage the County Exec. from making changes to the Bike master plan at this late date and in such a back door way. Those who support or oppose individual projects will have a public forum in which to make their views known.

Regarding the merits of the particular project Councilwoman Terasa opposes, there are a few noisy constituents who oppose a trail on the CA Land land bordering their property.

However, I know lots of folks, especially in Allview, who support the trail and are just not as vocal. CA Land is there for us all to enjoy, and those who own property near it do not have exclusive rights to it.

We just need the courage to tell constituents that they don't own the CA Land next to their property.

Larry

Begin forwarded message:

From: Larry Schoen <LarrySchoen@gmail.com>

Subject: Re: Legislative Public Hearing on Monday March 21st including Bike Master Plan (CR35-2016)

Date: March 18, 2016 at 10:05:26 AM EDT

To: "Terasa, Jen" <jterrasa@howardcountymd.gov>

Jen, I know there are a few noisy constituents who oppose a trail on the park land bordering their property. However, I know lots of folks, especially in Allview, who support the trail and are just not as vocal. I've asked a few I know to contact you.

I have observed a lot of community support for this, even though a few people who border parkland don't want a facility that will allow others to enjoy it. Parks are there for us all to enjoy, and those who own property near a park do not have exclusive rights to it.

Please have the courage to tell your constituents that they don't own the park next to their property.

Larry

On Mar 17, 2016, at 11:18 PM, Terrasa, Jen <jterrasa@howardcountymd.gov> wrote:

Good evening,

Because you have contacted me in the past about Capital Project T7107 (Patuxent Branch Trail Extension), I want to call your attention to the County Executive's proposed Bike Master Plan which is pending before the County Council as [CR35-2016](#).

Please note that as proposed, the plan includes Phase I of T7107 which runs along the Little Patuxent River under US29 and Broken Land Parkway (BLP) and includes the development of bike lanes on Stevens Forest Road south of BLP as one of its short term/structured projects.

While Phase II of T7107 is listed as a medium term project (see Maps 3, 6, and 7 on page 26 and 29-30 of the plan), I think it is important for the plan to help focus County resources on key connections where there is a lot of community support for the project. And, because many of you have contacted me with your concerns about this portion of T7107, I think it is best to remove references to this part of the route, and I am working with the County Executive to amend the plan to reflect this. If this is important to you, my colleagues need to hear from you.

Please see below for additional information regarding the proposed Bike Master Plan and for ways to share your input.

All the best,

Jen

Jennifer Terrasa
Councilwoman, District 3
Howard County Council
(410) 313-2001 jterrasa@howardcountymd.gov
"Like" my page on [Facebook](#) and follow me on [Twitter!](#)

From: Terrasa, Jen

Sent: Thursday, March 17, 2016 9:20 PM

To: Terrasa, Jen

Subject: Legislative Public Hearing on Monday March 21st including Bike Master Plan (CR35-2016)

Good evening,

Last week the County Executive filed the proposed Bike Master Plan for Council approval as [CR35-2016](#). A hearing on the plan will be held Monday, March 21, 2016 at 7:00 pm in the Banneker Room at the George Howard Building, 3430 Court House Drive, Ellicott City, MD 21043. A vote is expected on April 4, 2016.

As many of you know, the development of a Howard County Bicycle Master Plan began more than 2 1/2 years ago when the County contracted with Toole Design to develop general recommendations as well as a plan for short, medium, and long term projects to help Howard County become a truly bike friendly community, and to support the use of bicycles as an alternative means of transportation. This process was overseen by the Office of Transportation, which held multiple community meetings with bike advocates throughout the process.

As bike/ped advocate for many years, I am pleased to see a plan moving forward. I'm excited about the prospect of becoming a more bike friendly community, and of expanding opportunities for bikes to become a viable alternate means of transportation. I also think it is important for the plan to help focus County resources on key connections where there is a lot of community support for the project. I am very interested in having you share your input.

If you are interested in bike connections, or want to see where these paths will be located in your neighborhood, the entire proposed Bike Master Plan is included with [CR35-2016](#). Other information about the Bike Master Plan can be found at <http://bikehoward.com/>. You may want to take a closer look at pages 55-59 of the plan for a list of structured projects, or the maps of these projects beginning on page 60. For your convenience, I have attached a list of projects that I thought would be of particular interest to people in my district. The plan also contains routes that are proposed to be short, medium, and long term projects. To see the specifics in map form, click [here](#).

To sign-up to testify in person at the March 21st hearing, use the [electronic sign-up](#); or you can sign-up in person starting an hour before the hearing. As a reminder for those of you who can't join us in person, the sessions will be televised on GTv. In addition, you can watch the sessions live or at your convenience online at [Watch Us](#). To see all legislation pending before the Council this month, go to our [Pending Legislation](#) page.

Of course, written comments are always welcome. You can send your

comments to me directly at jterrasa@howardcountymd.gov or share them with the entire Council at councilmail@howardcountymd.gov.

And, as always, please do not hesitate to contact me or my assistant, Kate McLeod, at (410) 313-3108 or jterrasa@howardcountymd.gov if you have any questions of if there is ever anything we can do for you.

All the best,
Jen

Jennifer Terrasa
Councilwoman, District 3
Howard County Council
Phone: (410) 313-2001
Email: JTerrasa@HowardCountyMD.gov

“Like” my page on [Facebook](#) and follow me on [Twitter](#)!

* For more information on biking in Howard County, you can also visit the [Bicycle Advocates of Howard County's website](#) at <http://bikehoco.org/>.

<Bike Howard Structured Projects_Shortlist.pdf>

FW: Bicycle Master Plan

Sigaty, Mary Kay

Sent: Monday, April 18, 2016 10:33 AM

To: CouncilRecords; Sayers, Margery

From: Ed Wood [mailto:edwood44@verizon.net]

Sent: Tuesday, March 15, 2016 3:38 PM

To: Sigaty, Mary Kay

Subject: Bicycle Master Plan

Dear Council Member:

My wife and I live in your District at 10905 Swansfield Road. We are emailing you to urge you to support CR35-2016 (Bicycle Master Plan).

We bicycle in Howard County and personally see the need for proper bicycling infrastructure and safety improvements. The Bicycle Master Plan addresses those needs. We are not fearless bicycle riders. We worry about safety. We will ride more if we have better on- and off-road facilities, bicycle parking places, and more safety conscious motorists.

Dee and I also see the need for the Howard County Government to update its regulations and design standards to be in alignment with the County Executive's proposed complete streets policy. The County Executive's incorporation of a complete streets policy as part of his endorsement of BikeHoward is one more reason that the County Council should approve the Plan.

Thank you for your consideration.

Ed Wood

10905 Swansfield Road
Columbia, MD 21044

FW: Ho Co Bike Master Plan

Sigaty, Mary Kay

Sent: Monday, April 18, 2016 10:31 AM

To: CouncilRecords; Sayers, Margery

From: Stacey Shade-Ware [mailto:sshadeware@gmail.com]

Sent: Monday, March 21, 2016 12:49 PM

To: Sigaty, Mary Kay

Cc: Clay, Mary

Subject: Ho Co Bike Master Plan

Greetings Councilwoman Sigaty! (and Hi Mary Kay!)

It has been a while since I have been a Howard County resident but I am back now and you represent me. Thank you for all you do for us!

I understand tonight you have a town hall on the bike plan for the County. Unfortunately I will be unable to attend. **I support the proofed bike master plan!** I hope you do too.

Good luck and have a lovely day,

Stacey Shade-Ware

Director

Stage Manager, AEA

Soprano, [American Military Spouses Choir](#)

410-218-5374

sshadeware@gmail.com

Please consider the environment before printing this email

FW: Ho Co Bike Master Plan

Sigaty, Mary Kay

Sent: Monday, April 18, 2016 10:33 AM

To: CouncilRecords; Sayers, Margery

From: Dee Sullivan [mailto:sullivandee15@gmail.com]

Sent: Tuesday, March 15, 2016 2:31 PM

To: Sigaty, Mary Kay

Subject: Ho Co Bike Master Plan

Dear Ms. Sigaty:

I live in your District at 10905 Swansfield Road. I am emailing you to urge you to support CR35-2016 (Bicycle Master Plan).

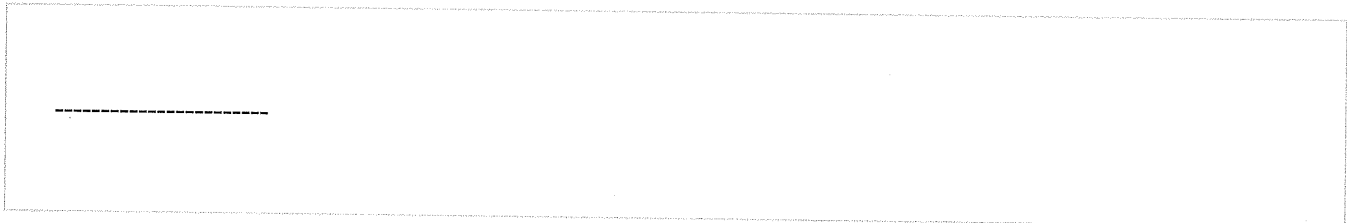
I bicycle in Howard County and personally see the need for proper bicycling infrastructure and safety improvements. The Bicycle Master Plan addresses those needs.

I worry about my safety when biking on county roads. I would ride more if we had better on- and off-road facilities, bicycle parking places, and more safety conscious motorists.

I also personally see the need for the Howard County Government to update its regulations and design standards to be in alignment with the County Executive's proposed complete streets policy. The County Executive's incorporation of a complete streets policy as part of his endorsement of BikeHoward is one more reason that the County Council should approve the Plan.

Thank you,

Dorothy Sullivan
10905 Swansfield Road
Columbia 21044



Greater Highland Bike Route Map

FILE COPY

Charlotte Williams [lutton@prodigy.net]

Sent: Wednesday, April 06, 2016 5:21 PM

To: CouncilMail; Knight, Karen; Clay, Mary

Cc: Dan O'Leary [DanielOL@aol.com]; Sue Scheidt [psscheidt@verizon.net]; Charlotte Williams [lutton@prodigy.net]

Attachments: GHCA bike map.jpg (350 KB)

It has been brought to my attention that the map may not have conveyed to all in my earlier communication. Therefore I am attaching it to this follow-up. I hope this will be helpful in your forthcoming session.

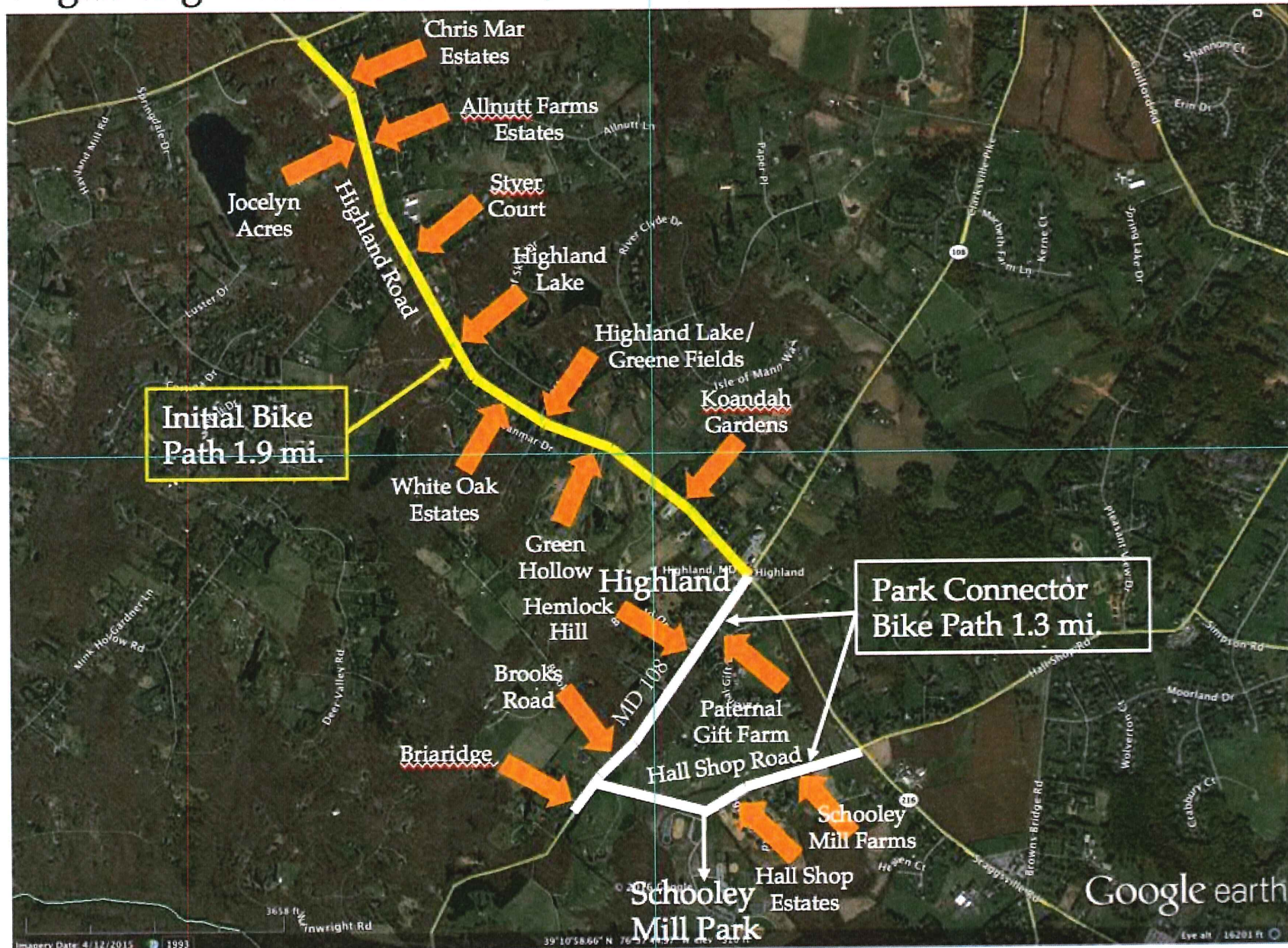
Sincerely,

Charlotte Williams

President

Greater Highland Crossroads Association

The following **fifteen communities** shown below will be safely connected to each other as well as having safe access to shopping and “meeting and greeting” at our Crossroads, and recreational activities at our park:



Comments Regarding GPA 2016-01 - Growth Tiers Designation

krschwa1@verizon.net

Sent: Wednesday, April 06, 2016 4:38 PM
To: PlanningBoard
Cc: CouncilMail; Kittleman, Allan
Attachments: MOS P&Z Tiers HowCo.doc (125 KB)

Dear Howard County Planning Board:

Please find attached the detailed comments of the Maryland Ornithological Society and Howard County Bird Club (a chapter of MOS) on the proposed amendment to Plan 2030 known as : GPA 2016-01 - Growth Tiers Designation.

Please enter this letter into the record.

Kurt R. Schwarz
Conservation Chair
Maryland Ornithological Society
www.mdbirds.org
Howard County Bird Club
www.howardbirds.org
9045 Dunloggin Ct.
Ellicott City, MD 21042
krschwa1@verizon.net
410-461-1643

MARYLAND ORNITHOLOGICAL SOCIETY, INC.



April 7, 2016
9045 Dunloggin Court
Ellicott City, MD 21042
krschwal@verizon.net
410-461-1643

Howard County Planning Board
Howard County Department of Planning and Zoning
3430 Courthouse Drive
Ellicott City, MD 21043
planningboard@howardcountymd.gov

RE: GPA 2016-01 - Growth Tiers Designation

Dear Members of the Planning Board:

The Maryland Ornithological Society and its Howard County chapter, the Howard County Bird Club, oppose the Amendment to the General Plan as proposed on February 18, 2016, and modified on March 23. While the revised March proposal represents an apparent big improvement over the proposal of January, this would still open up 2,181 acres currently protected under Tier IV to potential large scale development. Almost 300 more homes would be permitted in western Howard County if this proposal were to be enacted. While it is asserted that areas downgraded to Tier III would still enjoy protection from development under RC and RR zoning and the Adequate Public Facility Ordinance, we have observed that zoning in Howard County is subject to change, and we are not convinced this will serve to adequately restrain development. It should be noted also that some the owners of some properties currently in the Agricultural Land Preservation Program (which fall under Tier IV) have sought to remove those lands from the program. Thus, the amount of land protected by Tier IV designation could shrink even further. The assertion that the county's housing allocations will allow orderly and predictable planning is also suspect, as it turns planning over to the marketplace, which is not sensitive to environmental concerns.

The Amendment contradicts two of the initiatives of Plan 2030, specifically the Environmental Protection initiative and Resource Protection initiative. Under Environmental Protection, implementation of the Watershed Implementation Plan would be compromised by large developments on septic systems. Recent studies have shown that even low density development in rural areas can contribute significant amounts of nitrogen to the Chesapeake Bay.ⁱ According to the Maryland Department of the Environment (MDE), upgraded nitrogen-removing septic systems can cut a system's nitrogen output in half, but over 13 pounds of nitrogen per year per system will still be released into the ground water flowing ultimately into the Bay. MDE provides grants of upgraded septic systems only for systems within 1,000 feet of tidal watersⁱⁱ, which would exclude Howard County. Howard County-based septic systems as a source of nitrogen in the Bay grew by 15,000 pounds between 2012 and 2013, after remaining steady at

about 75,000 lbs. from 2007 until 2012.ⁱⁱⁱ This amount would only grow with the increased development, that would be permitted under the amendment proposed to Plan 2030.

Furthermore, increased impervious surfaces and associated runoff from large developments would further imperil efforts to clean up the Bay. Impervious surfaces covering as little as 10% can lead to stream degradation and loss of fish and larvae.^{iv}

Under Resource Conservation, protecting the land and character of the Rural West would become problematic in the face of large developments, which would be permitted under the proposed expanded area of Tier III. The Plan 2030 Tier IV areas largely fall within the Upper Patuxent Rural Legacy Area, established in 2007.^v The Rural Legacy Program “was created in 1997 to protect large, contiguous tracts of Maryland's most precious cultural and natural resource lands through grants made to local applicants.” The Upper Patuxent Rural Legacy Area consists of 11,201 acres, and “builds upon established private, county, and state preservation programs. By protecting several groundwater resources and feeder systems, water quality of the Patuxent River is improved. Land protection in the Area creates contiguous tracts of preserved farms and environmentally sensitive lands.”^{vi} Large scale development allowed under the Amendment to Plan 2030 would be incompatible with the Rural Legacy Area, which has been on the books for over eight years now. It could also endanger funding provided by the Rural Legacy program.

Howard County's seal depicts a shock of wheat, a hand plow, and a harrow, with rolling hills in the background.^{vii} Such landscapes serve as habitat to a suite of birds, such as Vesper Sparrow, Grasshopper Sparrow, Bobolink, and Eastern Meadowlark, which continue to experience precipitous declines due to loss of habitat, in part due to suburban sprawl^{viii}, which the amendment would encourage. Massive development in western Howard County would be inconsistent with the image depicted on the County seal, and also be deleterious to the continued presence in Howard County of such the above-mentioned pasture birds.

In spite of our opposition to the Amendment, we also feel that a means must be found to compensate property owners for their loss of property value and equity, and encourage developing a means of compensation. But we believe that the rural character of western Howard County should not be sacrificed, nor should pollution in the Chesapeake Bay be allowed to increase, in order to compensate property owners for any loss in value.

For these reasons, MOS and Howard County Bird Club believe the Amendment is not in the best interest of the citizens of Howard County and the Bay. We urge the County to preserve this landscape, deemed precious enough to enshrine in the County Seal, and protect it from massive development of the irreplaceable pasture habitat of many and diverse plants and wildlife.

Sincerely,

Kurt R. Schwarz
Conservation Chair
Maryland Ornithological Society

Robin Todd

President
Howard County Bird Club

CC: Howard County Council (councilmail@howardcountymd.gov), Howard County Executive (akittleman@howardcountymd.gov)

ⁱ Shields, et al, Streamflow distribution of non-point source nitrogen export from urban-rural catchments in the Chesapeake Bay watershed, Waster Resources, #44.

ⁱⁱ Maryland's Nitrogen-Reducing Septic Upgrade Program, Maryland Department of the Environment,
<http://mde.maryland.gov/programs/water/bayrestorationfund/onsitedisposalsystems/pages/water/cbwrf/index.aspx>

ⁱⁱⁱ Causes of Nitrogen Pollution, Howard County, Maryland BayStat, 2014,
<http://baystat.maryland.gov/causes-of-the-problems-map/>

^{iv} USEPA Office of Water Recovery Potential Screening Website, Watershed Percent Impervious Cover, 09.01/2011, <https://www.epa.gov/sites/production/files/2015-11/documents/rp2wshedimperv1109.pdf>

^v Upper Patuxent Rural Legacy Area Map, 2007,
<http://dnr2.maryland.gov/land/Documents/RuralLegacy/UpperPatux.pdf>

^{vi} Maryland's Rural Legacy Areas, Maryland Department of Natural Resources,
<http://dnr2.maryland.gov/land/Pages/RuralLegacy/All-Rural-Legacy-Areas.aspx>

^{vii} Howard County, Maryland, Seal, Maryland Manual On-line, September 29 2015.
<http://msa.maryland.gov/msa/mdmanual/36loc/how/seal/html/howseal.html>

^{viii} Grasslands, State of the Birds 2014, <http://www.stateofthebirds.org/habitats/grasslands>

Bicycle Master Plan

Charlotte Williams [lutton@prodigy.net]

Sent: Wednesday, April 06, 2016 1:08 PM

To: CouncilMail; Knight, Karen; Clay, Mary

Cc: Dan O'Leary [DanielOL@aol.com]; lutton@prodigy.net



April 6, 2016

By Email

Members of the County Council
Howard County, Maryland

Re: **Bicycle Master Plan**

Dear Members of the Council,

GHCA supports the over all intentions of the Bicycle Master Plan and a Complete Streets policy for Howard County with an amendment that this plan should prioritize a safe bicycle/walking path connecting Highland Road to the Highland Commercial Crossroads then on to Schooley Mill Park. This position was affirmed by vote of the membership and by the newly-elected Board of Directors of GHCA

This modest 3.2-mile bike path proposal shown below will connect 15 neighborhoods, (1. Chris Mar Estates, 2. Jocelyn Acres, 3. Allnutt Farms Estates, 4. Styer Court, 5. Highland Lake, 6. White Oak Estates, 7. Green Hollow, 8. Highland Lake/Greene Fields, 9. Koandah Gardens, 10. Hemlock Hill, 11. Brooks Road, 12. Briaridge, 13. Paternal Gift Farm, 14. Hall Shop Estates and 15. Schooley Mill Farms) for: shopping, meeting and greeting at our commercial crossroads, recreational activities for all ages at the Park, and will connect the residents of these neighborhoods to each other.

In a broader sense, the "Bike Howard 2015 Master Plan" shows Highland as a "Key Bicycling Destination". The many bicyclist which pass through our busy Highland Crossroads today will also benefit from this bicycle path. In the future the Bike Howard Master Plan shows this section of the bicycle/walking path will be part of the established Howard County Master Bike Plan.

The GHCA and the Highland community are looking forward to working with you to provide safe bike path transportation for our children and bikers of all abilities. Please let us know how we can further assist the Council in this important initial funding endeavor.

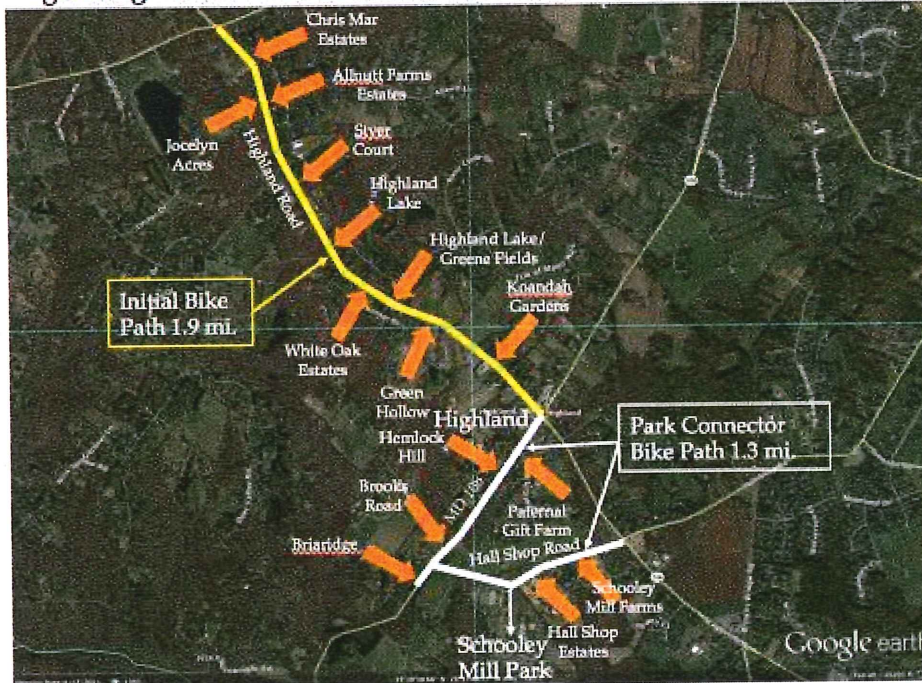
Sincerely yours,

Charlotte Williams

Charlotte Williams
President

Attached: Communities Served Map

The following **fifteen communities** shown below will be safely connected to each other as well as having safe access to shopping and “meeting and greeting” at our Crossroads, and recreational activities at our park:



+Crossroads
Community Development
ASSOCIATION

CR35-2016 Bicycle Master Plan and a Complete Streets policy

Fran Horan [franhoran33@gmail.com]

Sent: Sunday, March 20, 2016 4:07 PM

To: CouncilMail

Dear County Council Members,

Please approve the Bicycle Master Plan and Complete Streets policy.

We need you to put the county on a path that provides access to active transportation modes to citizens of all levels and abilities. Citizens need this for their personal health and quality of life. Businesses need this to help lower the cost growth curve of their health insurance, to improve worker productivity, and to strengthen their ability to compete nationally in recruiting new hires.

There is no single solution out there that simultaneously addresses such a wide range of problems and goals as active transportation does. Citizens are counting on you to make headway on many issues, and active transportation is a single cost effective tool that makes progress simultaneously on many issues.

Thank you,

Fran Horan
5314 Debbie Ct
Ellicott City

28 years working in the county, and 21 year resident in the county.
Various officer roles in the APL Cycling Club over the past 15 years.
Citizen commenter on the Connecting Columbia project and the county Bike Master Plan development.
Also member of Mid Atlantic Off Road Enthusiasts, and the Ellicott City Morning Ride group.

Re: CR35-2016 Bicycle Master Plan and a Complete Streets policy

Fran Horan [franhoran33@gmail.com]

Sent: Tuesday, April 05, 2016 8:04 PM

To: CouncilMail

Dear County Council,

Thank you !!!!

I'm really looking forward these improvements and the benefits these will bring.

I appreciate your efforts to make life better here for everyone, and how to skillfully hear both sides of issues. I've learned a lot from watching how you do that.

Fran Horan

On Mar 20, 2016 4:07 PM, "Fran Horan" <franhoran33@gmail.com> wrote:

Dear County Council Members,

Please approve the Bicycle Master Plan and Complete Streets policy.

We need you to put the county on a path that provides access to active transportation modes to citizens of all levels and abilities. Citizens need this for their personal health and quality of life. Businesses need this to help lower the cost growth curve of their health insurance, to improve worker productivity, and to strengthen their ability to compete nationally in recruiting new hires.

There is no single solution out there that simultaneously addresses such a wide range of problems and goals as active transportation does. Citizens are counting on you to make headway on many issues, and active transportation is a single cost effective tool that makes progress simultaneously on many issues.

Thank you,

Fran Horan
5314 Debbie Ct
Ellicott City

28 years working in the county, and 21 year resident in the county.

Various officer roles in the APL Cycling Club over the past 15 years.

Citizen commenter on the Connecting Columbia project and the county Bike Master Plan development.

Also member of Mid Atlantic Off Road Enthusiasts, and the Ellicott City Morning Ride group.

All view bike bridge

Edwin Gould [pottergould@gmail.com]

Sent: Monday, April 04, 2016 5:47 PM

To: CouncilMail

My name is Edwin Gould

I taught ecology over a period of 18 years at Johns Hopkins U. School of Public Health and i worked as a Curator at the Smithsonian Institution for 16 years. I have lived in Allview Estates since 1980.

Year after year development upstream from our neighborhood has enormously degraded the quality of the Little Patuxent River. Failure to deal with down trees and tree trunks have damed the river and caused flooding of houses and the community.

Because of massive development upstream causing rapid runoff instead of enriching the aquifer..... what was a 50 year flood plain when Allview Estates was created has become a 25 or 15 year floodplain.

Worst of all methods of construction that are compliant with soil erosion control are inadequate either because of standards or because of maintaining those standards. My most recent observation of this was the massive soil erosion flooding off of the development at the corner of Route 32 and Cedar Lane.

Building a bridge across the river will cause devastating back up and subsequent flooding when trees, rocks and stumps pile up at the bridge.

I urge you not to build a bridge trail as planned.

Edwin Gould PhD
6505 Carlinda Av.
Columbia Md 21046
310 730 2146

BAHC Comments on Amendments to CR35-2016

Guarneri, Jack M. [Jack.Guarneri@jhuapl.edu]

Sent: Monday, April 04, 2016 3:01 PM

To: CouncilMail

FILE COPY

Council Members,

I wanted to provide a final request from the Bicycling Advocates of Howard County for the County Council to vote for the resolution approving a Bicycle Master Plan and a Complete Streets policy for Howard County.

We have also reviewed the 8 Amendments submitted below:

1. Patuxent Branch Trail/Allview proposed project modification (Terrasa)
2. Complete Streets implementation Clarification (Ball)
3. Adding Office of Transportation to Sub-Division Board (Terrasa)
4. Best Practices for bike/ped should be used in approving projects (Terrasa)
5. Mention Bridge Columbia Feasibility Study (CE/Ball)
6. How tracking of Master Plan projects will be done and public input collected (CE)
7. Establishment of a Bicycle Pedestrian Advisory Board (BPAB) to serve as a citizen technical review on projects/for the Complete Streets Implementation Team (Terrasa)
8. Revising some of Master Plan projects on streets South of Gorman Road (Terrasa)

BAHC supports Amendments 2-7 and requests that actions requested in Amendments 1 and 8 be deferred until these projects are implemented through the process described in Amendment 6.

Jack Guarneri

President, Bicycling Advocates of Howard County

<http://www.BikeHoCo.org>

<https://www.facebook.com/BikeHoCo>

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.

Bike Plan Safety

Susan Garber [buzysusan23@yahoo.com]

Sent: Sunday, April 03, 2016 4:32 PM

To: CouncilMail

[Howard County Police Search For Hit-And-Run Cyclist Who Injured 4-Year-Old](#)

Run Cyclist Who Injured 4-Year-Old

Howard County police are desperately searching for a cyclist who ran over a little girl and then took off from t...

This type of incident is precisely what I was speaking to when I addressed you at the legislative hearing earlier in March. Please include a stronger safety education component in the Bike Howard Plan before approving.

Best regards,
Susan Garber

Support of Patuxent river trail extension and bike master plan

paul@the-pellegrinos.net

Sent: Friday, April 01, 2016 3:37 PM

To: CouncilMail

Dear Council Members,

I am writing to email my support of the bike master plan including the use of the Patuxent river trail extension. Please approve the master plan as is, including the Patuxent river trail extension to downtown Columbia.

As a quieter voice that lives in Allview Estates, I am dismayed by the reaction of some of my neighbors to this plan. I am reaching out to let you know that there is support of the plan (even in Allview!) and it's use of the already cleared portions of the watershed. In fact, my home backs right to the land in question and I would be thrilled to see this plan and project move forward.

I hope vote to approve this sensible plan next week.

Sincerely,

Paul Pellegrino
6341 Beechwood Dr.
Columbia, MD 21046

Sent from my iPhone

CR 35 - Amendment in Support

Emily Ranson [emily@bikemd.org]

Sent: Wednesday, March 30, 2016 4:16 PM

To: CouncilMail

March 30, 2016

Dear Howard County Councilmembers,

On behalf of our constituents who live and work in Howard County, we support Council Chairman Calvin Ball's amendment to CR-35. The intent to implement Complete Streets is a great step forward, but comprehensive policies are needed to make sure that intent is backed by action.

A comprehensive complete streets policy and a stand-alone complete streets design manual are national best practices used by bike, and walk, friendly communities and jurisdictions across the country.

Thank you for your work and support in making Howard County one of the shining examples of bike friendly policy and action in the state.

Best,

Emily Ranson
Advocacy Coordinator
Bike Maryland

--
Emily Ranson
Advocacy
Coordinator
Bike Maryland
511 S. Caroline Street, Suite C
Baltimore, MD 21231
443-406-2711
[Online](#) [Facebook](#) [Twitter](#)

CR35-2016 -- Complete Streets

Chris Tsien [chrisbike@verizon.net]

Sent: Wednesday, March 30, 2016 2:09 PM

To: CouncilMail

Dear Councilmembers

I write this email on behalf of Bicycling Advocates of Howard County to follow up our testimony supporting CR-35.

BAHC opposes amendments that would detract or weaken the Bicycle Master Plan, e.g., amendments that would remove specific proposed projects from the Plan, especially because the Plan is a strategic plan. In contrast BAHC wholeheartedly supports amendments and actions that would promote and enhance incorporation of complete streets into all facets of Howard County's planning process. BAHC understands that Council Chairman Ball will introduce an amendment to CR-35 to move the County Executive's visionary statement of intent for complete streets to a more concrete future. That is precisely the kind of amendment that BAHC supports.

BAHC asks that any amendment relating to complete streets direct the Complete Streets Implementation Team to develop a comprehensive complete streets policy and to develop a stand-alone complete streets design manual. The County Council should then approve that policy and design manual to ensure that they are an integral part of our planning and thus benefit our community for decades to come.

A comprehensive complete streets policy must be consistent with national best practices. As explained at the Horizon Foundation's gathering on complete streets, we can rate the quality of a complete streets policy against ten well-established, well-accepted criteria. We should do so. Howard County also needs a complete streets design manual to reconcile differences between our too-many existing guidelines. We must take advantage of today's opportunity to shape our thinking to meet tomorrow's demands. BAHC urges the Council to bring complete streets to reality.

Thank you.

Christopher Tsien, Bicycling Advocates of Howard County
5950 Symphony Woods Rd, Suite 215
Columbia, MD 21044
410-997-6870
chrisbike@verizon.net



HOWARD COUNTY PUBLIC TRANSPORTATION BOARD
3430 Court House Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2350

Ron Hartman, Chair
Jason Quan, Vice Chair

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

March 24, 2016

Calvin B. Ball, Ed.D, Chairperson, County Council
George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

FILE COPY

Re: Support of Howard County's Bicycle Master Plan - Council Resolution 35-2016

Dear Dr. Ball,

On March 22, 2016, the Public Transportation Board was given a presentation of the Howard County Bicycle Master Plan (also known as BikeHoward) at its monthly board meeting. Mr. Chris Eatough of the Office of Transportation presented the plan, which is currently being reviewed by the County Council and being considered for approval.

The Howard County Public Transportation Board (PTB) emphatically and unanimously supports the Bicycle Master Plan and urges the County Council to approve Council Resolution 35-2016. This is an important step forward for Howard County and provides the vision and framework to make biking a safe, convenient transportation option for many people in Howard County.

The PTB also opposes Amendment 1, to remove a proposed pathway segment located on Columbia Association property adjacent to the Allview community. This pathway would provide a direct, car-free connection between Downtown Columbia and the Savage/Laurel area, including access to the MARC train stations. Furthermore, all projects in the Bicycle Master Plan are labeled as preliminary/proposed, so there is no need to eliminate individual projects from consideration at this time. More study and public input can determine whether this is the best option for providing this connection, but this potentially valuable project should not be taken off the table.

The PTB also supports an accelerated Bicycle Master Plan. Short term projects are considered 0-10 years, but with funding support and coordination, most of these projects could be implemented in less than 10 years. Also, some of the mid and long term projects could be implemented in the short term.

On behalf of the Howard County Public Transportation Board, I urge you to approve County Council Resolution 35-2016 adopting a Complete Streets policy and the Howard County Bicycle Master Plan in its entirety, without removing individual projects.

Sincerely,

Ron Hartman, Chair

Cc: Jon Weinstein, Vice Chairperson, County Council, Jen Terrasa, County Council, Mary Kay Sigaty, County Council, Greg Fox, County Council
Allan Kittleman, Howard County Executive
Lonnie Robbins, Chief Administrative Officer

CR 35 and Complete Streets Amendment

Nikki Highsmith Vernick [nhighsmith_vernick@thehorizonfoundation.org]

Sent: Monday, March 28, 2016 10:26 AM

To: CouncilMail

Cc: Ball, Calvin B; Glenn Schneider [GSchneider@thehorizonfoundation.org]; ian.kennedy7@gmail.com

Attachments: Copy of Complete Streets ~1.xlsx (13 KB) ; Toole Memo_Need for CS Des~1.pdf (437 KB) ; CR35 Bike Master Plan and ~1.pdf (238 KB)

Dear Howard County Councilmembers:

The Horizon Foundation was very excited to see the tremendous turnout for CR-35 -the Bike Master Plan and Complete Streets Statement. Particularly the bike master plan is a culmination of years of hard work and we applaud everyone who has been involved.

We understand that Council Chairman Calvin Ball will be introducing an amendment to CR-35 after talking with each of you. The amendment is related to Complete Streets and is supported by the Horizon Foundation. The amendment would accomplish several items:

- (1) Ask the Complete Streets Implementation Team to draft a comprehensive Complete Streets policy that is consistent with national best practices. The statement of intent related to Complete Streets included in the accompanying letter to the Bike Master Plan is a visionary first step, but it is *NOT* a comprehensive Complete Streets policy. The attached Complete Streets Score Card includes 10 elements of a Complete Streets policy that meets national best practices. We hope that Howard County could further develop its Complete Streets policy to meet all 10 elements.
- (2) Direct the Complete Streets Implementation Team to develop a Complete Streets Design Manual that could stand alone and represent overarching design specifications for the County. A stand-alone Complete Streets Design Manual reconciles differences between multiple guidelines and therefore would serve as a one-stop-shop that reduces the need for developers to apply for variances to build high quality pedestrian and bicycle projects. Howard County would not be unique in adopting this approach. Cities like Alexandria, VA; Charlotte, NC; New Haven CT; Dallas, TX and others have also created new design manuals. For more information, please see the attached memo from the nationally recognized design firm, Toole Design Group. The memo outlines justifications for having a separate, stand along Design Manual and lists many cities and localities around the country that have done so.
- (3) Finally, to ensure lasting, meaningful change that will benefit our community for decades to come, the amendment would also have the Complete Streets Policy and the Complete Streets Design Manual submitted to the Council for final approval.

I hope you can support this amendment. If you have any questions for Horizon or Toole Design Group, please let us know.

Best,

Nikki Highsmith Vernick

Nikki HighsmithVernick
President and CEO

[The Horizon Foundation](#)

10480 Little Patuxent Parkway
Suite 900
Columbia, MD 21044
410-715-0311 office
443-718-8100 cell
nhighsmith_vernick@thehorizonfoundation.org

Elements of Complete Streets

Policy

The following 10 elements are nationally recognized as the most important components in a Complete Streets policy. Policy Elements were developed by the

Element	Description	Grading Criteria	Value	Score
Sets a vision	The policy establishes a motivating vision for why the community wants Complete Streets: to improve safety, promote better health, increase efficiency, improve the convenience of choices, or for other reasons.	Indirect: Indirect statement ("shall implement Complete Streets principles," etc.)	weak	1
		Average: Direct statement with equivocating or weaker language ("consider," "may")	medium	3
		Direct: Direct statement of accommodation ("must," "shall," "will")	strong	5
All Users and Modes	The policy specifies that "all modes" includes walking, bicycling, riding public transportation, driving trucks, buses and automobiles and "all users" includes people of all ages and abilities.	"Bicyclists and pedestrians"	required	req
		"Bicyclists, pedestrians, and transit"	good	1
		"Bicyclists, pedestrians, transit," plus one more mode	better	2
		"Bicycles, pedestrians, transit," plus two more modes	better	3
		Additional point for including reference to "users of all ages"	better	1
		Additional point for including reference to "users of all abilities"	better	1
All projects and phases	Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.	Applies to new construction only	weak	0
		Applies to new and retrofit/reconstruction projects	strong	3
		Additional points if the policy clearly applies to all projects, or specifically includes repair/3R projects, maintenance, and/or operations	better	2
Exceptions	Any exceptions to the policy are specified and approved by a high-level official.	No mention	weak	0
		Lists exceptions, but at least one lacks clarity or allows loose interpretation	weak	1
		Lists exceptions, none are inappropriate	medium	2
		Additional points for specifying an approval process	strong	3
Creates a network	The policy recognizes the need to create a comprehensive, integrated and connected network for all	No mention	weak	0
		Acknowledge	strong	5

Jurisdiction: All agencies and all roads	All other agencies that govern transportation activities can clearly understand the policy's application and may be involved in the process as appropriate.	Agency-owned	assumed	--
		States and regions: agency-funded, but not agency-owned	strong	3
		Counties and cities: privately-built roads	strong	3
		Additional points for recognizing the need to work with other agencies, departments, or jurisdictions	better	2
Design criteria	Directs the use of the latest and best design criteria and guidelines, while recognizing the need for flexibility in balancing user needs.	No mention	weak	0
		References specific design criteria or directing use of the best and latest	strong	3
		References design flexibility in the balance of user needs	medium	2
Context-sensitive	The current and planned context (buildings, land use, and transportation needs) is considered when planning	No mention	weak	0
		Acknowledge	strong	5
Performance measures	The policy includes performance standards with measurable outcomes.	Not mentioned and not one of next steps	weak	0
		Establishes new measures (does not count in implementation points)	strong	5
Implementation	Includes specific next steps for implementation of the policy.	No implementation plan specified	weak	0
		Addresses implementation in general	medium	1
		Addresses two to four implementation steps	strong	3
		Additional point for assigning oversight of implementation to a person or advisory board or for establishing a reporting requirement	better	1
		Additional point for directing changes to project selection criteria	better	1



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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

Patuxent River Trail

David Reina [davidbreina@gmail.com]

Sent: Sunday, March 27, 2016 1:08 PM

To: CouncilMail

"I support the bike master plan and I support and would use the Patuxent river trail extension. Please approve the master plan as is, including the Patuxent river trail extension to downtown Columbia. I have been a county resident since 1979.

David B Reina

Bike master plan

Luann Edwards [ledwards449@gmail.com]

Sent: Sunday, March 27, 2016 9:58 AM

To: CouncilMail

Dear Council:

I write to express our family's support for the bike master plan. We love using the pathways in Columbia and would enjoy using the Patuxent River trail extension.

My kids live half-time in Allview with their dad and stepmom; they live the other half of the time in North Laurel with me and their stepdad. We all regularly use the Columbia pathways - frequently travelling from Allview to Elkhorn to Vollmerhausen or from Stevens Forest to Kittamaquidi to Wilde Lake. We do not walk or ride on Broken Land Parkway nor would we feel safe doing so even on a dedicated bike lane. Additionally, I would not feel safe driving on Broken Land Parkway alongside bicyclists.

Please approve the master plan as is, including the Patuxent River trail extension to downtown Columbia.

Luann Edwards
443-994-4276



Oakland Mills Community Association
The Other Barn • 5851 Robert Oliver Place
Columbia, MD 21045
410-730-4610 • oaklandmills.org

March 14, 2016

Howard County Council Members
3430 Courthouse Drive
Ellicott City, MD 21043

Dear Council Members:

On behalf of the Oakland Mills community, we urge you to consider the inclusion of the new bicycle/pedestrian/transit bridge over U.S. Route 29 which is also referred to as Bridge Columbia, in **CR 35-2016**, the resolution before the County Council regarding the Bike Master Plan.

We commend the County Executive and County staff for this comprehensive plan and are equally excited that the County supports the development of Complete Streets policy and the County's commitment to seek a Bicycle-Friendly Community Designation. Omitting the proposed bridge from CR 35-2016 is contrary to the goal of a Complete Streets Policy, which will guide road design and make it both safe and convenient to travel by foot, bicycle, public transportation or automobile. Bridge Columbia fulfills the complete street design by safely incorporating pedestrian, bicycle, and public transit on the bridge.

County Executive Kittleman has, on numerous occasions, voiced his support for the Bridge Columbia project, organized a "Bridge Columbia Summit, included it in his capital budget proposal, and added it to the County's Priority List for transportation projects requesting state funding last fall. It would be important to include the bridge in the Bike Master Plan when the County pursues intergovernmental assistance for funding a portion of the Bridge.

This bridge is the only dedicated bicycle crossing over Route 29 in Columbia and connects across US 29 the 98 miles of shared use paths in Columbia, paths that serve not just Columbia but other communities such as Allview, Dalton, and Beaverbrook. It is the most convenient crossing over US 29 for regional trails serving Ft. Meade and beyond. Unfortunately, the bridge is not adequate in width according to the county's own bicycle standards, and security for users has been a long standing concern. Correcting these problems will require future funding whether or not the transit component goes ahead. Being in the plan will allow the bridge to compete for the necessary money.

In closing we want to reiterate that we fully support the Proposed Bike Master Plan and the Complete Street Design. We hope that omitting the new pedestrian/bicycle/public transit bridge was an oversight and urge that you include this in CR 35-2016 - Bike Master Plan for Howard County. Thank you for your consideration.

Sincerely,

Virginia M. Thomas
Virginia M. Thomas, Co-Chair
Oakland Mills Board of Directors

William R. McCormack
William R. McCormack, Co-Chair
Oakland Mills Board of Directors

cc: County Executive Allan Kittleman
Valdis Lazdins, Director, Howard County Planning and Zoning
Chris Eautough, Bicycle and Pedestrian Coordinator, Office of Transportation

RECEIVED
HOWARD COUNTY COMMISSIONER

2016 MAR 15 PM 15:00

2016 MAR 17 PM 12: 00

HOWARD COUNTY COUNCIL
RECEIVED

Patuxent Trail Extension

Carrie Edwards [cedwards0722@gmail.com]

Sent: Monday, March 28, 2016 1:02 PM

To: CouncilMail

FILE COPY

Good Afternoon,

We are residents in the Allview community and are very much looking forward to using the Patuxent river trail extension. This extension would give us quick and easy access to our favorite walking paths around Lake Elkhorn and Lake Kittamaqundi - and if we're up for a super adventure, Wilde Lake too! Please approve the master plan as is, including the Patuxent river trail extension to downtown Columbia. We hope to see you on the new trails!

Thank you,
Carrie and Sean Edwards

Bike Howard

Ned Tillman [ned@sustainable.us]

Sent: Tuesday, March 29, 2016 1:33 PM**To:** CouncilMail

Dear members of the County Council:

I am very much in favor of Bike Howard. I strongly encourage you to support its approval and implementation. I do not support the proposed Amendment #1 to remove the ***Downtown to Patuxent Branch Trail Extension*** from the plan - this section should be maintained in the plan.

I am writing as a citizen who walks and bikes many of the existing trails in the County on almost a daily basis. As a historian, naturalist, local author, and outdoor enthusiast, I often serve as a Guide, leading groups on hikes all over the county. There is a huge demand for more trails, and this will only grow as our population ages. I led 5 walks last year with CA and between 40 and 80 people showed up - on Thursday mornings! I have had as many as 150 people show up for my walks. This connector trail through this beautiful greenway would be a key link for getting more people out and about and enjoying nature. All the research shows that people who walk for 30 minutes in green open spaces are happier, healthier, more productive, and more creative – just what we citizens, parents, teachers, and our local employers want.

And maybe even more importantly – this connector trail will be key for getting more people into and out of the downtown area. As traffic density increases we will need more access to our potential walkable downtown from the outlying communities. I live on Lake Elkhorn, adjacent to a trail, and would use the proposed trail, if I am still biking when it is implemented, for getting downtown. It will be one of those critical links that will be needed to make sure our plans and dreams for a livable city are realized.

Thank you for your work on this issue.

Ned Tillman

443-472-3681

Author of [Saving the Places We Love](#) and [The Chesapeake Watershed](#)

Speaker on Energy and Environmental Issues

Sustainability Advisor

Join our campaign [Saving the Places We Love](#) by **Liking** our [FACEBOOK](#) page and **Sharing** our posts. And by submitting a guest post about the places you love.



Columbia Association Support of Complete Streets

Jane Dembner [jane.dembner@columbiaassociation.org]

Sent: Tuesday, March 29, 2016 3:12 PM

To: CouncilMail

Cc: Milton Matthews [Milton.Matthews@columbiaassociation.org]

Dear Howard County Councilmembers:

After conferring with Columbia Association Milton Matthews, I am writing on behalf of Columbia Association and in support of the Horizon Foundation's recommendation to strengthen the good language already in CR 35-2016 related to complete streets. The reason for our support of this enhanced language is to ensure that the complete streets planning process leads to lasting, meaningful changes that will benefit our community for decades to come.

We see great value in establishing a strong policy, regulatory and implementation framework for complete streets to continue to enhance our community. Our support of Horizon's recommended changes related to complete streets is in alignment with our mission of "Working every day in hundreds of ways to make Columbia an even better place to live, work and play" and our vision of "Making Columbia the community of choice — today and for generations to come."

Thank you very much.

Jane

Jane L. Dembner, AICP
Director of Planning & Community Affairs
Phone: 410-715-3107
Email: Jane.Dembner@ColumbiaAssociation.org
ColumbiaAssociation.org

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Proposed Bike Path & Proposed Patuxent River Trail Extension

Andy Gray [MAndrewGray@aol.com]

Sent: Tuesday, March 29, 2016 10:59 PM

To: CouncilMail

I live in Allview Estates, on Maple Avenue, and am writing to let you know that I support the bike master plan. I support and would use the Patuxent river trail extension.

I think a bike path would be preferable to adding additional bike lanes to the already crowded main thoroughfares. I would certainly be more comfortable with my children riding on a bike path.

Please approve the master list as proposed including the Patuxent river trail extension to downtown Columbia.

Regards,
Andrew Gray

Sent from my iPhone please forgive any typographical or autocorrect errors

CR 35-2016

Howard County Bike Master Plan

Erica Kennedy [ericaprentice@gmail.com]

Sent: Monday, March 21, 2016 3:40 PM

To: CouncilMail

FILE COPY

Dear County Council members,

My family and I live right next to Lake Elkhorn. We love to run, walk, and bike around the lake. We also utilize the Patuxent Branch Trail regularly, which provides a beautiful and safe way to enjoy the trails Columbia has to offer. As a mother of a young child, having the ability to safely access trails to Downtown Columbia, without having to cross busy roadways, would be amazing. I support the Bike Master Plan, and I support and would use the Patuxent River Trail extension. Please approve the master plan as is, including the Patuxent River Trail extension to downtown Columbia. It would be a great asset to our already great community.

Erica Kennedy

HC Bike Master Plan

Aaron Fields [spirotot@gmail.com]

Sent: Monday, March 21, 2016 3:20 PM**To:** CouncilMail

Hello,

I just wanted to let you know that, as a resident of Columbia, MD, and as a bicycle commuter that uses the Columbia Trails daily to get to/from the Johns Hopkins University Applied Physics Lab, I support the current Bike Master Plan as-is, in its entirety.

I wanted to be explicit about supporting the plan as-is because of the proposed Patuxent Branch Trail extension. I think that, as-is, it would be a wonderful addition to Columbia's network of trails, allowing one to ride a bicycle all the way from the Mall in Columbia to Savage and back without once having to cross a road, or even ride next to a car. Moreover, this route is fairly flat and very scenic, which will lower the "barrier to entry" to less ambitious riders who would otherwise not ride. Potential alternative routes are hillier, noisier (due to car traffic along Brokenland Parkway), and less scenic (again, Brokenland Parkway..).

I know I would use this trail regularly, and I know at least a few other people who use bicycles as their primary mode of transportation who would also benefit from the Bike Master Plan being accepted as-is. I understand that some residents are upset about a trail being put in near their houses, but as someone who owns a home near a trail (Tamar Drive, near Jeffers Hill Elementary), I can say that my experience has not been unpleasant in the least. Yes, I see people using the trail -- but that's about it! I've never seen any trail user treading on lawns, and I've never heard any trail users making any loud noises of any sort. I think the reduction in quality of life for those living near a trail is about null, at worst.

Thank you for your consideration.

-Aaron

--

-Aaron

Patuxent Branch Trail Extension

Phillip Dodge [dodge_phillip@yahoo.com]

Sent: Monday, March 21, 2016 3:04 PM

To: CouncilMail

Dear Council -

I'm writing to express my support for the bike master plan and to encourage you to approve the master plan as is, including the Patuxent River Trail Extension to downtown Columbia. My family makes frequent use of the Patuxent Branch Trail for walks, runs, and biking excursions. The idea of being able to go from our home in Kings Contrivance to downtown Columbia (without crossing or interacting with any major intersections) is a very exciting prospect for us. Thanks for your consideration.

Sincerely,
Phillip Dodge

Bike Master Plan

Scott Lichtor [scott.lichtor@gmail.com]

Sent: Monday, March 21, 2016 10:26 AM

To: CouncilMail

I've been a resident of Howard County for the last five years, and while I'm not able to attend the hearing tonight, I just wanted to express my strong support for adoption of the Bicycle Master Plan. Thanks for hearing me.

Scott Lichtor

Please Approve the Howard County Bicycle Master Plan!

Erin Taylor [erin.mctaylor@gmail.com]

Sent: Monday, March 21, 2016 8:53 AM

To: CouncilMail

Please approve the Bicycle Master Plan and Complete Streets policy in Council Resolution 35-2016.

As a resident, pedestrian, and cyclist of Howard County with children in a walk zone to Stansfield elementary school, I support the plan for enhanced walkability and bike-ability of our neighborhoods.

Thank you,

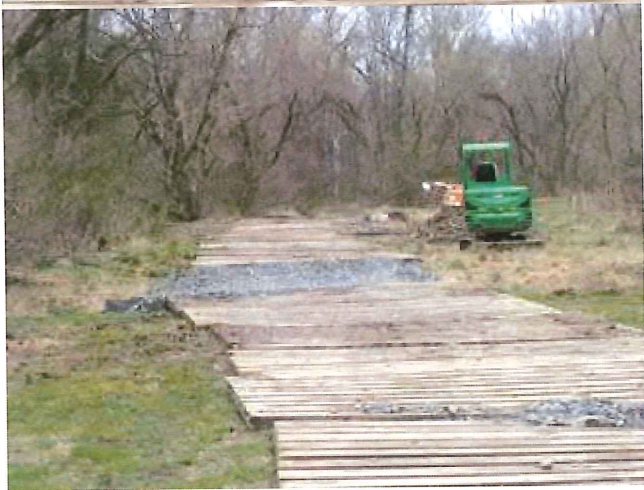
Erin Taylor

Sayers, Margery

From: Laura McCarthy <redfun@comcast.net>
Sent: Monday, March 21, 2016 7:43 AM
To: Terrasa, Jen; CouncilMail
Cc: ezsunl@comcast.net; Robert.McCarthy@ssa.gov
Subject: Fwd: Legislative Public Hearing on Monday March 21st including Bike Master Plan (CR35-2016)











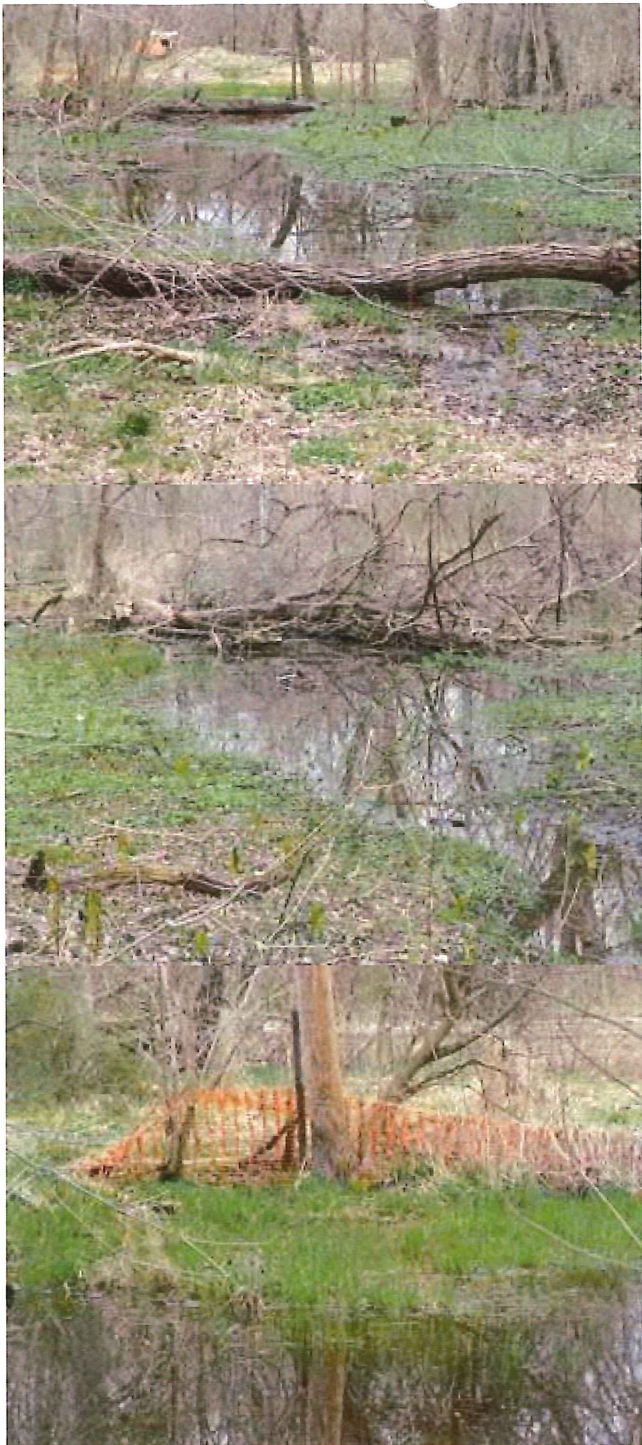
















Begin forwarded message:

From: "McCarthy, Robert" <Robert.McCarthy@ssa.gov>
Date: March 21, 2016 7:28:32 AM EDT
To: "'Laura McCarthy' (redfun@comcast.net)" <redfun@comcast.net>
Subject: RE: Legislative Public Hearing on Monday March 21st including Bike Master Plan (CR35-2016)

Jen Terrasa,

Thanks you always for the information. I agree with you that the references should be removed from T7107 that involves a proposed bike path on the Allview Estates side of Little Patuxent river. This is the bike path that would be located along the Carlinda Ave. street (Robert's house). Also the first thing that pops out at me while viewing the bike path map is the proposed path along Broken Land Pky. We do not need an Allview Path and a Broken Land Pky path going to the same place. We should have the Broken Land Pky only and save some tax payer dollars. An interesting observation was pointed out to me by one of my neighbors recently. If we had an Allview Estates path it would require some type of bridge over the river to connect to another midterm path. It was further communicated to me that during a flooding situation a damming effect could occur at a bridge because of all the tree limbs and junk picked up by the river. If this ever happened we could be in for some serious flooding trouble. As you know we have 29 homes that are officially in the flood plain. Information from Howard County Digital Flood Insurance Rate map.

I know you have heard this from me before but we have a terrible situation with more than ever standing water across from my house in the woods. As you remember when the new sewer pipe was installed along the river it created a huge berm that is trapping water from draining into the river. This is further enhanced by the disappearance of the storm drainage ditch that was present before the new pipe went in. I am mentioning this because a bike path installed on top of the current berm would trap even more water. At this point we are afraid of an increase of mosquitoes and we are hearing more details about the Zika virus in the news.

We also have a work crew that is working in the woods relining the sewer pipe from what we hear. I have enclosed picture to show the work, standing water and what is left of my storm drain ditch.

Thanks for contacting me,

Robert McCarthy

From: Terrasa, Jen [<mailto:jtterrasa@howardcountymd.gov>]
Sent: Thursday, March 17, 2016 11:19 PM

To: Terrasa, Jen

Subject: FW: Legislative Public Hearing on Monday March 21st including Bike Master Plan (CR35-2016)

Good evening,

Because you have contacted me in the past about Capital Project T7107 (Patuxent Branch Trail Extension), I want to call your attention to the County Executive's proposed Bike Master Plan which is pending before the County Council as [CR35-2016](#).

Please note that as proposed, the plan includes Phase I of T7107 which runs along the Little Patuxent River under US29 and Broken Land Parkway (BLP) and includes the development of bike lanes on Stevens Forest Road south of BLP as one of its short term/structured projects.

While Phase II of T7107 is listed as a medium term project (see Maps 3, 6, and 7 on page 26 and 29-30 of the plan), I think it is important for the plan to help focus County resources on key connections where there is a lot of community support for the project. And, because many of you have contacted me with your concerns about this portion of T7107, I think it is best to remove references to this part of the route, and I am working with the County Executive to amend the plan to reflect this. If this is important to you, my colleagues need to hear from you.

Please see below for additional information regarding the proposed Bike Master Plan and for ways to share your input.

All the best,

Jen

Jennifer Terrasa

Councilwoman, District 3

Howard County Council

(410) 313-2001 jterrasa@howardcountymd.gov

"Like" my page on [Facebook](#) and follow me on [Twitter](#)!

From: Terrasa, Jen

Sent: Thursday, March 17, 2016 9:20 PM

To: Terrasa, Jen

Subject: Legislative Public Hearing on Monday March 21st including Bike Master Plan (CR35-2016)

Good evening,

Last week the County Executive filed the proposed Bike Master Plan for Council approval as [CR35-2016](#). A hearing on the plan will be held Monday, March 21, 2016 at 7:00 pm in the Bancker Room at the George Howard Building, 3430 Court House Drive, Ellicott City, MD 21043. A vote is expected on April 4, 2016.

As many of you know, the development of a Howard County Bicycle Master Plan began more than 2 1/2 years ago when the County contracted with Toole Design to develop general recommendations as well as a plan for short, medium, and long term projects to help Howard County become a truly bike friendly community, and to support the use of bicycles as an alternative means of transportation. This process was overseen by the Office of Transportation, which held multiple community meetings with bike advocates throughout the process.

As bike/ped advocate for many years, I am pleased to see a plan moving forward. I'm excited about the prospect of becoming a more bike friendly community, and of expanding opportunities for bikes to become a viable alternate means of transportation. I also think it is important for the plan to help focus County resources on key connections where there is a lot of community support for the project. I am very interested in having you share your input.

If you are interested in bike connections, or want to see where these paths will be located in your neighborhood, the entire proposed Bike Master Plan is included with [CR35-2016](#). Other information about the Bike Master Plan can be found at <http://bikehoward.com/>. You may want to take a closer look at pages 55-59 of the plan for a list of structured projects, or the maps of these projects beginning on page 60. For your convenience, I have attached a list of projects that I thought would be of particular interest to people in my district. The plan also contains routes that are proposed to be short, medium, and long term projects. To see the specifics in map form, click [here](#).

To sign-up to testify in person at the March 21st hearing, use the [electronic sign-up](#); or you can sign-up in person starting an hour before the hearing. As a reminder for those of you who can't join us in person, the sessions will be televised on GTv. In addition, you can watch the sessions live or at your convenience online at [Watch Us](#). To see all legislation pending before the Council this month, go to our [Pending Legislation](#) page.

Of course, written comments are always welcome. You can send your comments to me directly at jterrasa@howardcountymd.gov or share them with the entire Council at councilmail@howardcountymd.gov.

And, as always, please do not hesitate to contact me or my assistant, Kate McLeod, at (410) 313-3108 or jterrasa@howardcountymd.gov if you have any questions of if there is ever anything we can do for you.

All the best,
Jen

Jennifer Terrasa
Councilwoman, District 3
Howard County Council
Phone: (410) 313-2001
Email: JTerrasa@HowardCountyMD.gov

“Like” my page on [Facebook](#) and follow me on [Twitter](#)!

* For more information on biking in Howard County, you can also visit the [Bicycle Advocates of Howard County's website](#) at <http://bikehoco.org/>.

CR35-2016 Bicycle Master Plan and a Complete Streets policy

Fran Horan [franhoran33@gmail.com]

Sent: Sunday, March 20, 2016 4:07 PM

To: CouncilMail

Dear County Council Members,

Please approve the Bicycle Master Plan and Complete Streets policy.

We need you to put the county on a path that provides access to active transportation modes to citizens of all levels and abilities. Citizens need this for their personal health and quality of life. Businesses need this to help lower the cost growth curve of their health insurance, to improve worker productivity, and to strengthen their ability to compete nationally in recruiting new hires.

There is no single solution out there that simultaneously addresses such a wide range of problems and goals as active transportation does. Citizens are counting on you to make headway on many issues, and active transportation is a single cost effective tool that makes progress simultaneously on many issues.

Thank you,

Fran Horan
5314 Debbie Ct
Ellicott City

28 years working in the county, and 21 year resident in the county.

Various officer roles in the APL Cycling Club over the past 15 years.

Citizen commenter on the Connecting Columbia project and the county Bike Master Plan development.

Also member of Mid Atlantic Off Road Enthusiasts, and the Ellicott City Morning Ride group.

Cr-35-2016 phase II of T7107

Eva Sunell [ezsunl@comcast.net]

Sent: Saturday, March 19, 2016 10:02 PM

To: CouncilMail

LPR will =Little Patuxent River

AE will =Allview Estates

BLP will = Broken Land Parkway

Reasons to negate this section of this proposed bike path: Floods,
Expense,Dangers,Necessity

Floods in regard to AE

- 1.LPR is a repeat flooding river. Since 2000, it has breached Carlinda Ave. 3 times.
2. FEMA has recently upped the flood zones along Carlinda, Allview, and Amherst Rds. More residents must buy flood insurance.
3. Town Center continues to increase in size. More parking lots and large buildings will send excess storm water into the LPR.
- 4.This proposed path will need a bridge connect it back to the BLP and Lake Elkhorn paths. This bridge will be right at the conjuncture where Lake Elkhorn,LPR, and Beaver Run all meet. During a five inch rain or more,this is a large volume of water in one small area. This bridge could create a dam when upstream debris washes down and gets caught on it. We have had debris such as large dead trees, wood piles, decks,lawn furniture,propane tanks and toys.

Expense

- 1.to keep flood waters flowing, the proposed bridge should rise above the LPR by 20-30 feet. A lower ,less reliable bridge would get wiped out with each flood.
2. Howard County would hopefully outfit AE with proper storm drains and retention ponds to assist us with the larger flooding problem this would create.
3. Howard County would hopefully resume yearly clearing of trees and debris-as they did in the 1980s-so when there is a flood(on average every 3 years), there is less debris to get caught under this bridge.
4. The banks of the LPR erode with each flood. Any path here would need many repairs and fill-ins over the years.

Dangers

1. If the path is raised to keep it above the wetlands, this will create more standing water for the residents that live here everyday. We don't go outside. from May-November due to the multitude of mosquitoes that carry West Nile and now Zika viruses.
2. A warning system would be necessary for this long path. The LPR can rise and over flow very quickly. In 2011, there was a water rescue on this river.
3. There are sinkholes in the flood plain. One could appear under the path. There are also dangerous undercuts along the bank,especially after a flood event.

Necessity

1. There is no need for this path. The bridge it needs will cause many flooding dangers for many residents of the AE area.

There is a parallel path that is proposed for BLP. This path makes sense. It will take people to shopping,schools,the library,food,medical and work.

The LPR path only makes a loop to go behind all of these places and makes the bicyclist have to double back on his route to get to a destination. Recent articles have mentioned how American bike paths seem to have no destination points. Howard County has many recreational paths. We need some that take our residents to a destination point such as work and shopping.

Please delete this path from your plan. There are more logical answers to bikers needs than a location that on theory looks wonderful but is really fraught with major problems of money, upkeep and dangers and put long standing residents at risk.

August and Eva Sunell
6730 Carlinda Ave.
Columbia 21046

Eva