RESPONSIBILITIES OF THE BICYCLE ADVISORY GROUP:

(A) ADVISE AND INFORM THE OFFICE ON TRANSPORTATION MATTERS;

(B) PROVIDE ADDITIONAL SUBJECT MATTER EXPERTISE TO THE OFFICE; AND

(C) PROVIDE FEEDBACK AND TECHNICAL ASSISTANCE ON THE IMPLEMENTATION OF MASTER PLANS AND OTHER INITIATIVES AND POLICY ISSUES.
Intersection of Little Patuxent Parkway and Broken Land Parkway
Bike Lanes with Resurfacing

- Lightning View Road
  Columbia (Oakland Mills)

- Hickory Ridge Road
  Columbia (Hickory Ridge)

- Summer Sunrise Drive
  River Run
  Columbia (River Hill)
Main Street in Ellicott City
Main Street in Ellicott City
Main Street in Ellicott City

www.howardcountymd.gov/Departments/Planning-and-Zoning/Community-Planning/Community-Plans/EC-Master-Plan
Howard County’s SHSP Pedestrian and Bicycle Crash Analysis 2011 to 2016

Executive Summary

This is an analysis on pedestrian and bicycle crashes in Howard county from 2011 to 2016. There were a total of 485 crashes that involved a pedestrian or bicyclist from 2011 to 2016. Pedestrian crashes totaled 362 and bicyclist crashes totaled 123. Tuesday at 1500 was the top day/time that these crashes occurred, totaling 11 crashes. Route 1 had the most pedestrian and bicycle crashes, totaling 32 crashes.
Howard's SHSP Pedestrian/Bicycle Crash Analysis 2011 to 2016

485 Total Crashes

*Note: Points on the map only display 'Severe Injury' and 'Fatal' Crashes. Stats reflect all crash numbers though (including no injury, possible injury, and injury crashes).
### Top Routes Crashes Occurred

RT 1 had 32 crashes  
LPP had 14 crashes  
RT 95 had 9 crashes  
RT 108 had 8 crashes  
RT 103 had 8 crashes

### Pedestrian and Bicycle Crash Severity

<table>
<thead>
<tr>
<th>Severity</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Injury</td>
<td>8</td>
<td>8</td>
<td>9</td>
<td>4</td>
<td>6</td>
<td>12</td>
<td>47</td>
</tr>
<tr>
<td>Possible Injury</td>
<td>22</td>
<td>25</td>
<td>23</td>
<td>10</td>
<td>9</td>
<td>25</td>
<td>114</td>
</tr>
<tr>
<td>Injury</td>
<td>40</td>
<td>41</td>
<td>39</td>
<td>31</td>
<td>44</td>
<td>38</td>
<td>233</td>
</tr>
<tr>
<td>Severe Injury</td>
<td>14</td>
<td>2</td>
<td>18</td>
<td>16</td>
<td>8</td>
<td>16</td>
<td>74</td>
</tr>
<tr>
<td>Fatal</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>9</td>
<td>17</td>
</tr>
<tr>
<td>Total</td>
<td>84</td>
<td>77</td>
<td>91</td>
<td>63</td>
<td>70</td>
<td>100</td>
<td>485</td>
</tr>
</tbody>
</table>

### Pedestrian and Bicycle Crashes

- Pedestrian Crashes: 362
- Bicycle Crashes: 123

### Crash Hotspots

Source: State Highway Administration, Washington College GIS Program