



Emily Ranson, Chair
Ted Cochran, Vice Chair

Transportation@howardcountymd.gov
TEL 410-313-4312
FAX 410-313-1655
TDD 410-313-2323

BICYCLE ADVISORY GROUP (BAG) MINUTES

November 16, 2021 at 3 p.m.

Held via WebEx

3430 Court House Drive, Ellicott City, MD 21043

BAG Members Present:

1. Emily Ranson, Clean Water Action (CHAIR)
2. Ted Cochran, Free Bikes 4 Kidz, Multimodal Transportation Board (VICE CHAIR)
3. Lt. Aaron Dombrowsky, Howard County Police Department
4. Jack Guarneri, Bike HoCo
5. Jennifer Biddle, Howard County Department of Public Works
6. Jessica Bellah, Columbia Association (CA)
7. Larry Schoen, Multimodal Transportation Board
8. Warren Wortman, bike advocate
9. Kris Jagarapu, Howard County Department of Public Works
10. Philip Westcott, (for Kandese Holford), MD Department of Transportation

Absent:

1. Paul Walsky, Howard County Department of Recreation and Parks
2. Chris Tsien, Environmental Sustainability Board (DP), Board Member
3. Christiana Rigby, Howard County Council (RP), Council Member, District 3
4. Donald Rucker, Patapsco Bicycles, Representative for retailers within the County (DP)
5. Doug Kampe, Howard County Public School System (DP)

Office of Transportation:

1. Chris Eatough, Bicycle and Pedestrian Coordinator
2. Molly Nur, Bicycle and Pedestrian Planner
3. Allison Calkins, Transportation Demand Management Specialist
4. Brooks Phelps, GIS Specialist
5. Carrie Anderson-Watters, Transit Planning Manager
6. David Cookson, Planning Manager

Other Attendees:

- | | |
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| <ol style="list-style-type: none"> 1. Angela Cabellon, County Executive's Office 2. David Zinner, MTB 3. Kris Singleton, Department of Public Works | <ol style="list-style-type: none"> 4. Phil Scherer 5. Barb Walters, DTCS 6. Julie Kwedar, MD Department of Transportation |
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1. **Welcome**

2. **Review and approval**

- a. Agenda
- b. Minutes from September 14, 2021 – Emily moves to approve the minutes. Jessica B. seconds. No objections. Minutes approved.

3. **Brief updates/discussion**

- a. Angela Cabellon was introduced and expressed the gratitude of the County Executive for the commitment, advocacy, and contribution of BAG members to the County in many ways. State of the County address will be held in person and live streamed to the County Executive’s Facebook page.
- b. Candidate selected for the OoT administrative assistant to join before the end of the year.
- c. Wayfinding project – OoT submitted a new exception request to SHA to be more compliant to meet MUTCD. There will be nine routes that are similar with color identifiers subway station signs function with color coding.
- d. Shared E-scooters – demo held on November 13. SPIN looking to start operations in Spring 2022. They are still lining things up at the docking stations, including electronic advertising. They would like to do several demos before they launch. November 13 was the first one for Columbia Association village boards and for the public, held by the lakefront. About 30 people participated before bad weather required demo to end early.
- e. Pathway projects
 1. Oakland Mills Road Complete Streets Improvements. We’ve had our public meeting since the last BAG meeting. We received some good community feedback. The issues that were raised are design updates are being made as a result of the public input, e.g., refuge islands, turn lanes, signage. Construction will be done in Spring for 2022, including upgrade of the curb ramp, installing refuge crossings, and upgrading traffic signals.
 - a. Q: Are these high visibility crosswalks?
A: Yes, continental crosswalks are the County standard.
 - b. Q: What is the distinction between the different types of crossings?
A: Howard County crosswalks are like a ladder (with a border on either sides of cross hatching).
 2. Dobbin Road Pathway public meeting was held on October 28. Will be connected to Oakland Mills Road project.
 - a. There are four segments at different stages of designs. Segment III is the farthest along; design is complete. Some property acquisitions with commercial properties are in progress. It is expected to be built in 2022 and will connect to MD 175.
 - b. Segment I and II are in design and funded by grant for design (MD Bikeways and Transportation Alternatives). OoT will be investigating grant funding opportunities for construction.
 - c. Segment IV is only a conceptual design at this point.



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- d. We would like to complete the corridor at some point to provide a shared use pathway throughout.
- e. Q: Has the connection to the park and ride been considered?
A: There is a sidewalk connection, but not for cyclists. That would need to be investigated.
- f. Bike lanes from road resurfacing projects
 1. Guilford Rd, Gerwig Rd, and Patuxent Woods Dr. A public meeting was held November 10. Received good input. Public comment period still open. There is truck parking allowed and used during the day. Anticipate receiving more comments.
 - a. Comment: Along the northern side of the road, food trucks are often parked there, so suggest the County maintains that side of the road open to them.
 2. Harpers Farm Rd. Public meeting will be held on December 7. Long segment from Woodlot Ct to Little Patuxent Parkway - about one mile. Calls for bike lanes in the bicycle master plan. This is a more complicated project as there are currently no shoulders and there are multiple travel lanes. There have also been requests for a crosswalk. The County will have proposals ready for the public meeting.
 3. Comment: Would like to promote protected bike lanes in the County.
 - a. A: Oakland Mills Road will be a good test try for protected bike lanes for the County. Now a tool in the Design Manual toolbox.
 4. Q: Do you coordinate on projects with SHA when the roads cross state roads?
 - a. A: These projects do not cross state roads. When it does, we work with SHA District 7.
- g. Notification to the public of County road work – Kris J.
 1. We currently notify members of the public via email of resurfacing work; some members of BAG receive it.
 2. We do want to post it on the County's website. Hopefully we will be able to do this for the next construction season (late spring or early summer 2022). For large projects, we put out press releases to the public.
 3. Emily now receives the information via email and it's very helpful. Having a webpage dedicated would be very useful to those who are not on those emails.
- h. Durability between chip seal vs micro surfacing or slurry seal – Kris J.
 1. The similarity of the two types of preventative maintenance is that they both use asphalt emulsion.
 2. Difference is in the aggregates that are used.
 - a. Micro surfacing uses a finer aggregate. Chip seal has larger aggregate and takes longer for the chips to adhere to roadways; however, this also adds strength.
 - b. With chip seal, roads are rougher for first year. Many roads in eastern portion of the County were formally dirt roads and do not have the same base as those built in the eastern part of the County.



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- c. If we had a larger road resurfacing budget, we would be able to repave the roads.
- d. We in the process of developing a new contract and are comparing and reevaluating costs of materials and methods.
- e. Resurfacing road adds about 20 years to the life of the road. Depending on the usage, slurry and chip seal add 3-7 years. Micro seal may last 7 or more years. If it is collector road it could be only 3 years.
- f. Perhaps we can do micro surfacing on shoulders and chips seal on roads. May or may not be possible. It depends on road resurfacing program and managing different demands.
- g. Comment: re: Old Frederick Rd. The shoulder is wide and remains rough because it doesn't get the weight that the travel lanes receive from motor vehicles to help the aggregate adhere to the road. Perhaps give priority for bike lanes in areas where bike travel is high.
- h. Comment: There is a location running from Howard County into Carroll County where the surface quality varies. Imagine the base would be similar. Curious why there is such a difference on the treatment for the shoulders.
A: Kris J can find out. May feel quite different after one winter. It smooths out quite a bit.
- i. Comment: Triadelphia (typically ridden by cyclists) surface is poor and shoulder crumbling. Extremely dangerous in some spots after just one winter season. Jack will send information to Kris J (basically whole downhill past Triadelphia Ridge) then Kris will follow up with his staff. Microseal on Underwood and Sand Hill had microsurfacing (after chip and seal) and after two winters they are in almost perfect conditions. Section basically includes the whole downhill after Triadelphia ridge.
A: Kris J asked for Jack to send him specific sites, then Kris J will follow up.
- j. Q: Is this an issue that could be submitted to TellHoCo as well?
A: Yes.
- k. Q: Does resurfacing on State roads have a process that includes the addition of bike lanes?
A: Chris said SHA has their own process and reached out to the County on recent roads – MD 103 and 108. Phil Westcott SHA District 7 responded that this is a recent role that SHA is growing into. They have requested a comprehensive list from their maintenance department for a year in advance so they evaluate when improved bicycle compatibility can be accommodated. We work with Chris for Howard County to determine best response.
- 1. Q: What is the status of MD 108?
A: Currently being is being repaved, but SHA is fighting the weather. Hoping to get that done soon and to accommodate pocket lanes. Phil will



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go on site during layout to make sure that the marking is done accurately.
Will be completed before winter.

m. Q: How to handle a dead deer on State roads?

A: Contact Chris Lookingbill. Assistant District Engineer, Maintenance is a good resource for SHA Maintenance issues. His email is CLookingbill@mdot.maryland.gov and can be reached via phone at our mainline number 301-624-8100. (Also can be reported at: https://marylandsha.secure.force.com/customer-care/request_for_service)

n. Recent bicycle crashes and notification of OoT – Stevens Forest Road and Kilimanjaro Road – Pedestrians with bikes in the crosswalk.

1. HCPD: First bike incident information came via Oakland Mills Village Board (Warren Wortman). Student had minor bruises. Police received information from HCPSS.
2. Second incident came through Oakland Mills Board. HCPD never received a direct call so there are no police reports. Crossing guard provided some information.
3. 6 total bike related incidents since the beginning of Sept.
4. One person was struck this morning hit by truck Windstream and Gov. Warfield. Struck by a truck which had slowed down to 15mph. He was in the crossing against the signal without helmet. Minor injuries.
Comment: None of the push buttons are in locations where a bicyclist can access. Difficult to cross with existing signalization. There are things we can do to improve the infrastructure to assist.
5. Comment: We want to be sure that someone in Howard County government is aware and ensure they are being analyzed so that those locations can be considered for improvements if needed.
6. Countywide road safety plan addresses these incidents. Requires information to be shared with HCPD so it can be included in trend analysis. Police reports address property damage, personal injury and fatalities are considered in the analysis. They also use SeeClickFix (Tell HoCo) for other things happening in the system and analyze those patterns as well. BMC is also looking at some analytical work as well to support our efforts.
7. HCPD working to hire someone as a data analyst to support efforts too.
8. Comment from Jack G.: Brian Muldoon used to keep heat map where incident occurred for bicycles and pedestrians. Limited by the data received. If there's a way to include Tell HoCo reports, that would help with the prioritization of improvements.



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ii. **Key Topics**

- a. BikeHoward implementation through DPW road resurfacing program for FY 2023. Discussion deferred until next BAG meeting since DPW program not yet available.
- b. Complete Streets Implementation, HoCo By Design, Subdivision Regulations
 1. The final draft of the Design Manual has been presented to the Public Works Board on November 9. Expecting they will vote on December 14 to approve the Design Manual. The Design Manual then goes to County Council with a pre-file date near the end of December. A public hearing will be in January. County Council will likely vote on the Design Manual in early February.
 2. Appreciate all the comments from the advocates. It's been a lot of work and is coming together to be a strong Design Manual.
 3. 980+ comments from the Complete Streets Implementation Team as well as 160 from two public workshops and online survey.
 4. Website is located at <https://www.howardcountymd.gov/DM-updates> if you wish to review the Design Manual, different versions, workshop videos, etc.
 5. Next task for Complete Streets is to update the subdivision regulations. We have a 9-month window to complete that after the Design Manual is complete. Will need to wrap up by November 2022. Subdivision for developer projects - what developers needs to do for their projects. Design Manual include design details on how the projects needs to be done.
 6. Effort by Planning and Zoning to update the General Plan, HoCo By Design. Public outreach was earlier in the year. Bigger picture planning effort than the Design Manual.
 7. Q: Are they waiting to update the Subdivisions update until HoCo By Design is approved or will it be a simultaneous effort?
A: They will occur concurrently. They may provide some general guidance but CSIT does not need to wait for the General Plan to be complete.
 8. Comment from Larry: Design Manual new street types only apply to completely to new roads. We have a limited ROW. Does not include all the tools that he would like to see, and he thinks there will still be challenges on existing roadways.
A: Retrofit situations will always be challenging and unique, but there is no prescriptive retrofit design.
- c. FY 2023 Capital Budget – K5066, others
 1. Planning for FY Capital Budget process is starting now. FY 2023 begins in July 2022. Most of the decision making for the capital budget will occur in Spring 2002.
 2. Staff have submitted their funding requests in each of the Capital Budget areas. K5066 is the main funding source for Bicycle Master Plan. See below. The requests included this year are similar to recent capital budgets requests.



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3. Proposed FY23 projects for K5066 include (but are not limited to) the following:
 - a. Design of Elkridge to Guinness Extension using \$250,000 state funding
 - b. Cedar Lane Pathway
 - c. North Laurel Connections
 - d. Countywide bike wayfinding phase 2
 - e. North Chatham Road bike lanes
 - f. Robert Fulton Drive final design
 - g. Bike lanes through resurfacing markings and signage.
4. \$800K in bond funding
5. Some funding still available from current year FY22 budget and previous fiscal years also have some unused funding still available.
6. T7108 is the Clarksville-River Hill Streetscape Design Shared Use Path along MD 108. New request for funding in FY22. \$100K in County bond money and \$500K in grant money. Grant came through MD Bikeways Grant program. Total of \$1.1M grant money was received - \$500K for FY22 with remaining \$600K to be included in FY23 budget. It is funded mostly by grant funding with some County funding. Construction funding not yet in place and needs to be secured.
 1. In FY19, the 30% design project was initiated and completed in FY 2020.
 2. In FY21 and FY22, the 65% design for short term improvements was initiated and is in process.
 3. In FY22 county was awarded \$1.1 million grant, \$600 K of \$1.1 million grant added into capital project, additional segment was added from Ten Oaks Road/MD 108 to Brighton Dam Road circle, scope revised to expand extent and move project to final design.
 4. In FY23, the balance of \$1.1 million in grant funds (\$500K) was added into the Capital budget to allow fund completion of final design.
 5. Construction will occur in FY24, FY25, FY26.
 6. Comments: Are there still ROW issues on Clarksville-River Hill Streetscape Design SUP before construction can occur?
 7. A: David Cookson – yes, there are all sorts of ROW issues. We’ve been proactive reaching out to property owners and have gotten information on utilities as well. Working through the issues like all projects and adjusting as needed. OoT has not yet had time to do the analysis of the decision regarding Erickson’s funding of a mile in the last week since the decision was made.
 8. Comment: Many retailers believe that bicyclists are good for business.
A: Agreed.
 9. This will be an ongoing item for BAG agenda through Spring.



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FY 2023 Budget Request – K5066

(In Thousands)			
Appropriation Object Class	Prior Appr.	FY2023 Budget	Appr. Total
PLANS & ENGINEERING	1920	100	2,020
LAND ACQUISITION	610	100	710
CONSTRUCTION	5,385	600	5,985
Total Expenditures	7,915	800	8,715
BONDS	5,921	800	6,721
DEVELOPER CONTRIBUTIONS	204	0	204
GRANTS	1,690	0	1,690
PAY AS YOU GO	100	0	100
Total Funding	7,915	800	8,715

FY 2023 Budget Request – T7108

In Thousands			
Appropriation Object Class	Prior Appr.	Fiscal 2023 Budget	Appr. Total
PLANS & ENGINEERING	1175	600	1772
LAND ACQUISITION	0	0	0
CONSTRUCTION	0	0	0
Total Expenditures	1175	600	1772
BONDS	575	100	675
GRANTS	0	500	1100
Total Funding	1175	600	1772

iii. **Upcoming events**

- a. [Free Bikes 4 Kidz](#) has volunteer opportunities available now until mid-December. Please visit their website. 1,100 done and 400 to go. December 11 is the giveaway day.
- b. There will be a public meeting on December 7 at 7:00pm to review a *BikeHoward* proposal for a segment of Harpers Farm Road public meeting. See *BikeHoward.org* for more information.
- c. The Active Transportation Open House 2022 will be held virtually February 12-18.
- d. Transportation Town Hall for 2021 has been postponed. A new date has not yet been determined.
- e. The 2022 BAG meeting schedule has been posted on BAG website. You will also be notified via email.

7. **Open Discussion Period** – no comments.



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8. **Next meeting** – Tuesday, January 11, 2021 at 3:00 PM (virtual)

9. **Adjournment**

10. **Relevant Chat Messages**

3:39 PM

Can you comment on bike lanes when there is repaving and striping on state roads in Howard County.

4:07 PM from Philip Westcott to all panelists: A good resource for SHA Maintenance issues is our Assistant District Engineer - Maintenance, Chris Lookingbill. His email is CLookingbill@mdot.maryland.gov and can be reached via phone at our mainline number 301-624-8100.

4:09 PM from Emily Ranson to everyone:
<https://www.howardcountymd.gov/transportation/howard-county-strategic-road-safety-plan>

4:11 PM from Philip Westcott to all panelists: The best resource for Deer strikes is to make a report via our website at:
https://marylandsha.secure.force.com/customer-care/request_for_service

4:13 PM from Molly Nur to everyone: Can be accessed online at
<https://www.howardcountymd.gov/tell-hoco>

4:16 PM from Emily Ranson to everyone: Thanks. Does the website offer any form of tracking? He's reported some deer carcasses in the road that have gone a long time before getting picked up. Is there a time line I should say that if it doesn't get picked up in XX days, he should re-report it?

4:28 PM from Philip Westcott to everyone: Submitting a report via the website assigns a tracking number to the request (CCMS SR number). Anyone with that number can request an update on the status of the ticket.

4:28 PM from Emily Ranson to everyone: And who do we request updates from?

4:30 PM from Philip Westcott to everyone: Practically anyone at any main number at SHA will have the ability to look up the status or direct to someone who can.



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4:31 PM from Philip Westcott to everyone: The District 7 main number is
301-624-8100.

Bruce Gartner 1-11-2022

Bruce Gartner, Administrator

Molly Nur 1-11-2022

Molly Nur, Recording Secretary