

BikeHoward Master Plan.

BikeHoward Master Plan. BikeHoward is the County's first ever Bicycle Master Plan which identifies specific recommendations for transportation and recreational bicycling improvements in Howard County. The Plan was adopted by County Council in 2016 and includes a series of recommendations in the areas of infrastructure improvements, policy, and programs. The Office of Transportation is the lead agency to administer the planning process, and the Plan itself was developed with significant input from the community and other County agencies, including the Departments of Planning and Zoning, Public Works, and Recreation and Parks.

The vision of BikeHoward is for Howard County to become a bicycle-friendly county where residents and visitors of all ages and abilities feel comfortable and safe bicycling on our roads and paths both for daily transportation and for healthy recreation.

BikeHoward's goals include:

- Identifying and developing a countywide system of bicycle facilities to foster connectivity within, throughout, beyond the County to parks and recreation centers, schools and educational institutions, commercial and employment centers, and regional and local transit facilities.
- Facilitating recreational and transportation trips by bicycle in the County and improving the safety for all levels of bicyclists.
- Recommending County policies that will support bicycling, including bikeway facility design.

Recommendations and Implementation

- The implementation status of:
 - BikeHoward Policy and Program recommendations are available [here](#).
 - BikeHoward structured project recommendations are available [here](#).Currently, 20 of the 49 structured projects are complete or partially complete, and an additional eight are in the design phase. A map of the projects can be found on page 54 of [BikeHoward](#). A detailed description of each of the recommendations begins on page 11 of the BikeHowardMaster Plan.
Please note: URLs included in BikeHoward status spreadsheets are not linked.
- To see the current implementation statistics for the BikeHoward plan, [click here](#).

BikeHoward - Projects

Current Projects. Howard County has several bicycle facility projects underway. To see a list of current projects, including bike lanes and pathways that are: being planned, under design, in construction, or recently completed, please view the [projects list here](#). Bicycle facility projects are identified under "Facility Type" as: bike lanes, wayfinding, shared-use pathway, and mixed. Additional detail on some of these projects is provided below.

- Bike Wayfinding. Howard County has developed a state-of-the-art system of bike wayfinding signs to help guide cyclists to destinations using bike friendly routes throughout the County. Draft signs and routes are designed and awaiting approval. Projected roll out is expected in 2022 and 2023.
- North Laurel Connections. In 2020, Howard County received a Maryland Bikeways Grant for construction of the North Laurel Connections project, which connects Savage Park to the Laurel MARC Station, via the North Laurel Community Center. Construction is projected to finish in 2022.
- Oakland Mills Road. Oakland Mills Road from Old Montgomery Road to Dobbin Lane has been identified as a road with additional capacity that would benefit from a "road diet" conversion to a complete street with safe and comfortable conditions for all road users. A 2020 study coordinated closely with the community developed recommended configurations. Implementation scheduling depends on the resurfacing of the road.
- Hickory Ridge Bike Corridor. The Hickory Ridge Bike Corridor study developed a preferred route for continuous bicycle facilities to connect Grace Drive to Downtown Columbia through a technical assessment, Bicycle Level of Traffic Stress. The study was completed in 2020 and implementation is expected to be phased. Some segments, such as on-street bike lanes for Owen Brown Road can be completed in coordination with road resurfacing, while some segments, such as the shared-use pathway for Cedar Lane, will require more engineering and potential grant funding.
- South Entrance Trail. The South Entrance Trail project would connect Downtown Columbia to Stevens Forest Road, passing under U.S. Route 29 and Broken Land Parkway and under the existing overpasses for the Little Patuxent River. The final design is currently under review. A timeline for construction has not yet been determined as it will depend on funding availability.

BikeHoward - Projects (continued)

- The Dobbin Road Pathway project would provide a shared-use pathway for walking and biking alongside Dobbin Road from Oakland Mills Road to Columbia Crossing (on the north side of MD 175). The project is currently being designed in three phases using grant funds from Maryland Bikeways and Transportation Alternatives. While this project will take several years to complete, construction on Segment III has begun and will continue in 2022.
- The Robert Fulton Drive project would provide bicycle and pedestrian access to the Gateway Business Park from Oakland Mills Road and Snowden River Parkway areas. A planning project with community input was completed in 2020 to provide the preferred alignment for a shared-use pathway alongside Robert Fulton Drive and along a utility corridor. Construction will require additional funding and is not expected until at least 2024.
- The Cedar Lane Pathway project will provide a shared-use pathway along the west side of Cedar Lane from Little Patuxent Parkway to Harpers Farm Road. This extends the reach of the existing Downtown Columbia Trail all the way to Harpers Farm Village Center. Design is completed, funding is

available, and construction is waiting on easements from homeowners' associations along the route.

- The Patapsco Regional Greenway project is a large-scale, multi-jurisdictional project intended to provide continuous bicycle and pedestrian connections along the Patapsco Valley all the way from Carroll County to Baltimore City, including Ellicott City and Elkridge. The planning is being managed by the Baltimore Metropolitan Council, with input from Howard County and the other affected jurisdictions. The initial phase will provide a pathway from Historic Elkridge, across the Patapsco River, to the Guinness Open Gate facility in Baltimore County. Planning, design, and construction is expected to be phased over several years.
- Patuxent Branch Trail Surface Upgrade project will provide asphalt paving on the currently unpaved portion of the Patuxent Branch Trail. The quality of that segment of the trail deteriorates severely after rainstorms and is not usable. Upgrading also allows for accessibility for a wider variety of non-motorized users, including bicycles, wheelchairs, mobility devices, and strollers. The trail forms a critical connection as part of the regional bicycle and pedestrian network between Downtown Columbia, Savage, and Laurel.

BikeHoward - Projects, Master Plan Update

Road Resurfacing Program. Howard County is able to leverage the road resurfacing conducted by the Department of Public Works to install elements of the Bicycle Master Plan in a cost-efficient manner to the County. Roads that have been identified for resurfacing due to poor travel conditions are then cross referenced with the Bicycle Master Plan. When identified roads are resurfaced, travel lanes also must be repainted, and bike lanes can be included at minimal cost to the County.

Before these projects are carried out, public meetings are held and public input is solicited. Due to the need for sufficiently warm temperatures, resurfacing projects usually occur in the Spring, Summer, and Fall. For information on current road resurfacing program projects, public meetings, and public comment opportunities, visit the [BikeHoward project webpage](#).

Completed Projects. Recently completed projects include:

- Stephens Road Bridge Replacement project - To learn more, scroll down [this webpage](#) to J4202 Stephens Road Bridge Replacement.

BikeHoward 2022 - Master Plan Update. The BikeHoward Plan will be updated in 2022. In particular, the plan will be updated to fully align with the Howard County Complete Streets Policy and Complete Streets Design Manual. Project prioritization will also be evaluated. We welcome input on project prioritization within BikeHoward.

BikeHoward - Resources

Some resources for bicyclists in Howard County are available below:

- BikeHoward Website. The [BikeHoward website](#) includes the [BikeHoward Plan](#), descriptions of bike projects, information on current and past special events and meetings, biking and bike facility [resources](#), and a [map of site specific BikeHoward recommendations](#). We encourage you to visit and check out all the great information.
- Bicycle Facility Glossary. To view a visual glossary of typical treatments and facility types used in Howard County, including bike lanes, sharrows, and shared-use paths, visit our [Bike Facility Glossary](#).
- Bike Rack Guidance. If you are a property owner, please consider adding a bicycle rack to your property. For guidance, please visit: bikehoward.org/bikeracks.
- Bike Registration. Howard County residents can register their bike for free with the Police Department which will assist in recovery if your bike is stolen. Go to: howardcountymd.gov/police/online-resources and scroll to "Bike Registration."
- Biking Facilities in the Region. The Baltimore Regional Council maintains a database of all existing bicycle trails and bike lanes in the region. Howard County provides annual updates to this database. The information is displayed on an [interactive map](#) and is searchable by address or by panning.
- Biking Routes. Google maps is an excellent tool for bicycle trip planning. Go to: google.com/maps, click on the directions icon (light blue diamond with white turn symbol), click on the cycling icon, and type in your starting point and destination. Google maps will provide you directions you can send to your phone, share on social media, or print.
- No parking in bike lanes. [Legislation](#) passed in December 2020 prohibits parking in a designated bike lane except when it is necessary to avoid conflict with other traffic or at the direction of police or emergency services.