

# HOWARD COUNTY STRATEGIC ROADWAY SAFETY PLAN

Howard County Bicycle Advisory Group

April 5, 2022



# Agenda

- How we started
- Overview of the plan
- Current Data
- Where we are going

# How We Started



- **2018-In response to goal to encourage safer communities**
- **In response to call from MDOT**
- **Roadmap to guide county policies and actions to reduce crashes, injuries**
- **Is very much a synthesis of existing activities by county agencies**



# Partners and Process

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Multidisciplinary committee by the Howard County Office of Transportation and includes state and local partners

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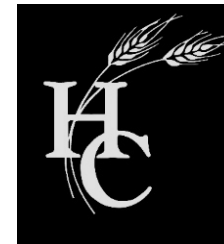
Data driven and achievable goals and targets based on data and context

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Selection of emphasis areas with the greatest impact.

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Uses current and proven strategies to meet the plan goals



Howard County Department of Planning and Zoning

Howard County Department of Public Works

Howard County Health Department

Howard County Office of Transportation

# Goals and Vision

*To prevent all traffic crash-related fatalities and serious injuries and to reduce the number and severity of crashes in Howard County*

Proven and effective cooperative strategies to meet the plan goals This method results in realistic, data-driven, and achievable goals and targets

- **A 2040 goal to reduce the number of fatalities by at least 50%.**
- **A 2025 target to reduce the rate of fatalities by 20% to 0.35 / per 100 Million vehicle miles traveled.**
- **A 2025 target to reduce the rate of injuries by 20% to 28.80 / per 100 Million vehicle miles traveled.**
- **A 2025 target to reduce the rate of serious injuries by 19% to 2.35 / per 100 Million vehicle miles traveled.**

# Existing and Proposed Actions in the Plan



The following Aggressive / Speeding Strategies and Action Items been developed to move the County towards the stated goals:

Strategy	Action Item	Lead Agency	Partners	Status	Evaluation Metric / Cost Estimate
Conduct data analyses to identify locations for speed enforcement and traffic calming	Identify and obtain data sets (crash, citation, roadway, complaints)	DPW / HCPD / DFRS / SHA / MSP	MHSO / BMC	OG	no. of datasets
	Identify locations for traffic calming countermeasures	DPW	SHA / DPZ	OG	no. of locations
	Identify locations for speed enforcement using the monthly radar road list	HCPD	MHSO	OG	no. of locations
Conduct aggressive / speed enforcement in conjunction with statewide and national campaigns	Participate in statewide campaigns	HCPD / MSP		OG	no. of hours no. of contacts
	Continue enforcement efforts in addition to statewide campaigns	HCPD	MSP	OG	no. of hours no. of contacts
Conduct outreach efforts related to speeding and aggressive driving in schools and communities.	Conduct at least one traffic safety program including speed / aggressive driving (younger and older)	HCPD / HCPSS / DFRS	HCHD / Dept of Aging	NS	Low-cost; incorporate into existing program
	Continue Aggressive Driving letters effort	HCPD		OG	no. of letters sent
	Continue Help Arriving Students Through Enforcement (HASTE) and You Are Responsible	HCPD / HCPSS	HCHD	OG	no. permits approved no. of student views
	Incorporate traffic safety into the Alternatives to Suspension program	HCPSS		NS	Low-cost incorporate into existing program
Implement and evaluate automated red light, school zone speed, and school bus enforcement programs.	Evaluate need for additional school zone cameras	HCPD	SHA	OG	no. of locations
	Review current status, market success, and next steps for the regional automated enforcement center	BMC / MHSO		NS	\$11,250 (0.25 FTE)
	Implement school bus automated enforcement	HCPD / HCPSS		NS	Dependent on design
Pursue policies related to Complete Streets.	Conduct a research analysis of best practices	DPW / OoT / DFRS	SHA	NS	
	Identify at least one location for consideration	DPW / OoT / DFRS	SHA	NS	\$11,250 (0.25 FTE)
Utilize public information, education, and awareness campaign materials from local, regional, and state partners.	Implement state, regional, and local messaging into partner agency social media accounts	OoT / DPW / HCPD / HCHD / DFRS		OG	no. social media messages
	Promote state, regional, and local aggressive / speed campaign materials in the County.	OoT / DPW / PD / HCHD / DFRS		OG	no. materials distributed
	Work with state agencies to use uniform messages.	BMC	MHSO / SHA	OG	no. messages sent
Total Cost					\$22,500 (0.50 FTE)

# Recent Data-2020

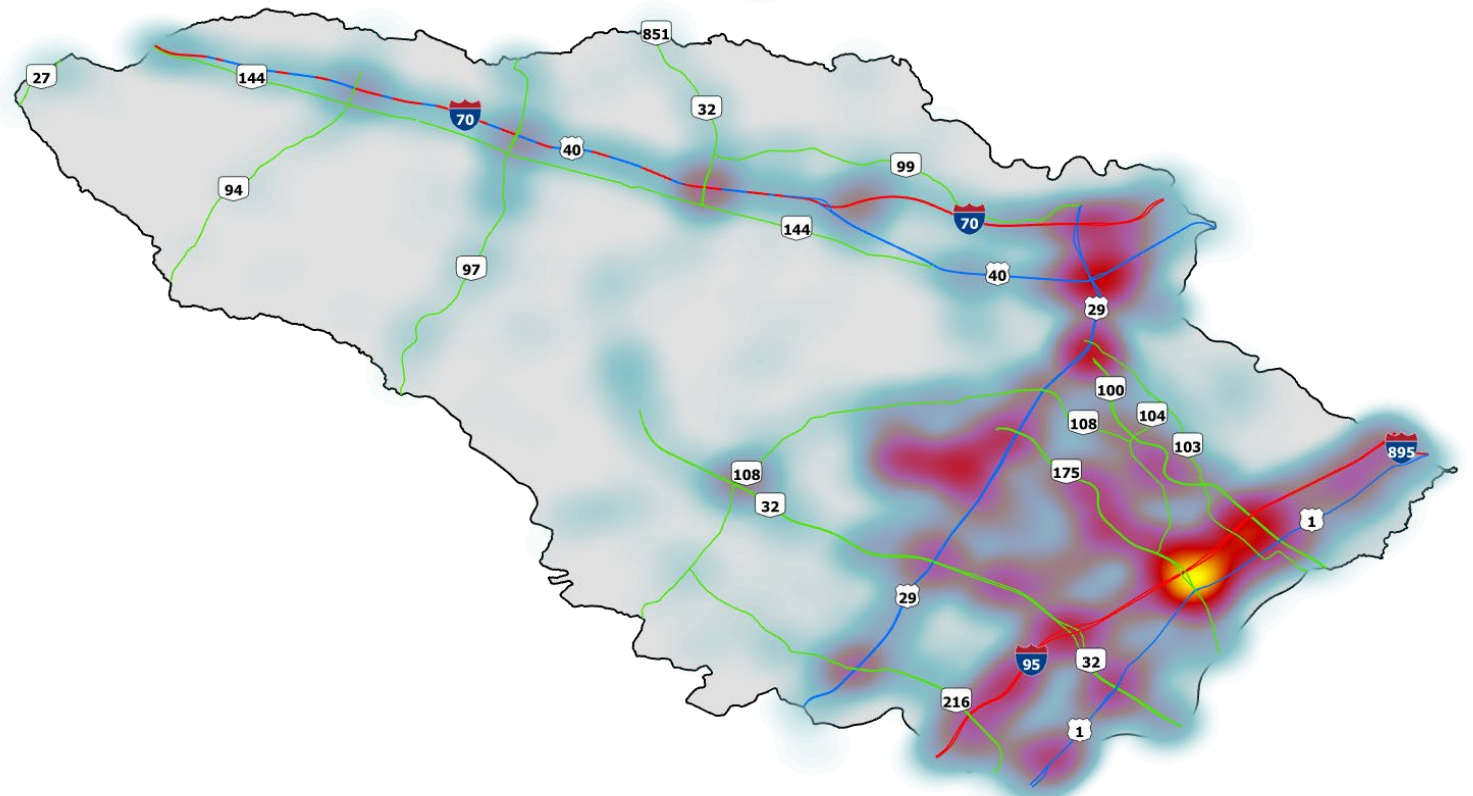
<b><u>Howard County</u></b>	<b><u>2016</u></b>	<b><u>2017</u></b>	<b><u>2018</u></b>	<b><u>2019</u></b>	<b><u>2020</u></b>
Crashes	3,953	4,162	4,278	4,125	2,989
Fatalities	24	17	20	23	29
Serious Injuries	115	115	97	130	98
Total Injuries	1,525	1,620	1,387	1,469	939
Vehicle Miles Traveled (millions)	4,229	4,315	4,363	4,362	3,640
Non-motorist fatalities & serious	25	16	20	19	22
<b><u>Baltimore Region</u></b>	<b><u>2016</u></b>	<b><u>2017</u></b>	<b><u>2018</u></b>	<b><u>2019</u></b>	<b><u>2020</u></b>
Crashes	67,640	61,608	62,403	60,670	50,559
Fatalities	228	238	222	208	248
Serious Injuries	1,432	1,684	1,575	1,509	1,409
Total Injuries	25,824	26,374	26,022	25,292	19,591
Vehicle Miles Traveled (millions)	27,358	27,731	27,688	27,844	23,318
Non-motorist fatalities & serious injuries	342	366	363	343	331

# Red Light and Speed Camera Citations

<b>Year</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
Red Light Citations	31,887	36,870	35,622	22,941	35,437
Speed Camera Citations	30,147	28,040	29,941	29,885	33,227

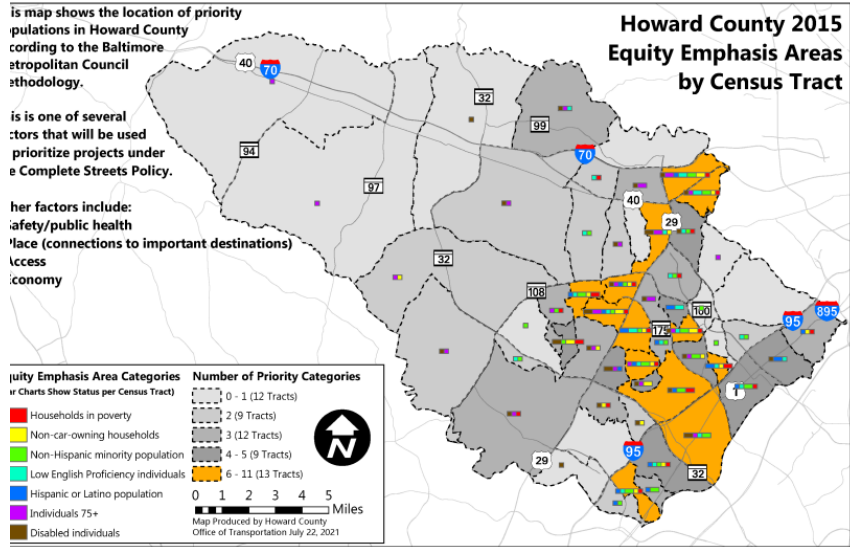


# Howard County Crash Density, 2016-2020



# Cyclist Injuries and Fatalities

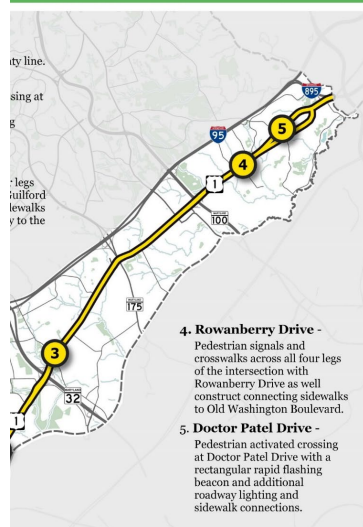
- 1 fatality each in 2009, 2015, and 2021
- From 2017-2019, 49 cyclists admitted to a hospital, 531 treated at emergency department
- Hospital patients more than twice as likely to have been struck by a car, pick up truck, or van
- 45% of emergency department patients were 15 or younger, and 60% treated for non-collision crashes



Note: This map is simply an illustration. A more detailed interactive EEA map, which is updated periodically as the United States Census releases new data, is available on the Howard County Interactive Map for reference.



## PRIORITY PROJECTS FROM US 1 SAFETY EVALUATION



US 1 Project Element	Estimated Design Cost (Funded by Howard County)	Construction Estimate (Funding Pending from State Highway Administration)	Estimated Completion Date
1. North Laurel Buffered Bike Lanes	Minimal design and construction cost. To be implemented when State Highway Administration resurfaces this segment of road.		TBD
2. Brewers Court Pedestrian Crossing	\$265,000	\$580,000	July 1, 2023
3. Guilford Rd & US 1 Pedestrian Improvements	\$392,000	\$680,000	April 1, 2023
4. Rowanberry Drive at US 1 Pedestrian Improvements	\$388,000	\$744,000	April 1, 2023
5. Doctor Patel Drive Pedestrian Improvements	\$443,000	\$580,000	October 1, 2023
	<b>\$1,488,000</b>	<b>\$2,584,000</b>	

State Highway Administration (SHA) has acknowledged that these safety improvements are priority. Howard County is requesting that SHA put these construction funds into their capital budget.

# Where We Are Going

# Where We Are Going

## Fiscal 2023 Capital Budget

## SIDEWALK PROJECTS

### Project: K5061-FY2007 PEDESTRIAN PLAN PROJECTS

Appropriation Object Class	Prior Appr.	FY2023 Budget	Appr. Total	Five Year Capital Program					Sub Total	Master Plan				Total Project
				Fiscal 2024	Fiscal 2025	Fiscal 2026	Fiscal 2027	Fiscal 2028		Fiscal 2029	Fiscal 2030	Fiscal 2031	Fiscal 2032	
PLANS & ENGINEERING	1,440	80	1,520	75	75	75	0	0	225	0	0	0	0	1,745
LAND ACQUISITION	360	20	380	35	35	35	0	0	105	0	0	0	0	485
CONSTRUCTION	3,786	400	4,186	390	290	290	0	0	970	0	0	0	0	5,156
ADMINISTRATION	10	0	10	0	0	0	0	0	0	0	0	0	0	10
<b>Total Expenditures</b>	<b>5,596</b>	<b>500</b>	<b>6,096</b>	<b>500</b>	<b>400</b>	<b>400</b>	<b>0</b>	<b>0</b>	<b>1,300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,396</b>
BONDS	3,501	500	4,001	500	400	400	0	0	1,300	0	0	0	0	5,301
DEVELOPER CONTRIBUTION	325	0	325	0	0	0	0	0	0	0	0	0	0	325
GRANTS	370	0	370	0	0	0	0	0	0	0	0	0	0	370
OTHER SOURCES	650	0	650	0	0	0	0	0	0	0	0	0	0	650
PAY AS YOU GO	750	0	750	0	0	0	0	0	0	0	0	0	0	750
<b>Total Funding</b>	<b>5,596</b>	<b>500</b>	<b>6,096</b>	<b>500</b>	<b>400</b>	<b>400</b>	<b>0</b>	<b>0</b>	<b>1,300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,396</b>

\$3,788,387 spent and encumbered through February 2022

\$2,475,447 spent and encumbered through February 2021

**Project Status** FY22 Projects in Study: Walk Howard structured projects that are feasible and prioritized. Structured Project 19, Old Montgomery (crossings at MD108 and sidewalks from 108 to Brightfield) FY23 Planning study for sidewalks on Old Scaggsville Road and Superior Avenue.

Projects in Design or Land Acquisition: Loc 03, Montgomery Rd (Rowanberry to Lawyers Hill Apts); Loc 52 Segment C, Whiskey Bottom Rd (Moonshine Hollow to Lantern Way); Loc 52 Segment E, Whiskey Bottom Rd (N. Laurel Comm. Ctr. to Butterfield Grove); Loc 52 Segment G, Whiskey Bottom Rd (US1 to Kings Post Ct) design complete, waiting on corner development; Loc 125, MD108 (Richards Valley N. to Goldfinch); Frederick Rd. Phase 2 (Centennial to Jay).

Project Complete: Frederick Rd Phase 1 (Jay to Grey Rock), Loc 52 Segment B, Whiskey Bottom Rd (All Saints to Moonshine Hollow); Oakland Mills Rd (Malindy Cir N to BGE lines) study complete and project eliminated. Loc 52 Segment A, Whiskey Bottom Rd. (Stephens to All Saints); Loc 214, Twin Rivers; Loc 155, Aladdin Dr. near Hammond School; Loc 45, Howard St.; Loc 60, Assateague Dr.; Loc 143, Broken Land Pathway, Loc 42, Guilford Rd. (US1 to 10408 Guilford at Community Center); Loc 104, US40 at Normandy Center.

FY 2022 Budget	5,596	300	<b>5,896</b>	500	500	500	0	0	<b>1,500</b>	0	0	0	0	<b>7,396</b>
Difference 2022 / 2023	0	200	<b>200</b>	0	(100)	(100)	0	0	<b>(200)</b>	0	0	0	0	<b>0</b>

Additional funding request represents amount needed to construct priority locations.

## Fiscal 2023 Capital Budget

## SIDEWALK PROJECTS

### Project: K5066-FY2014 BICYCLE PLAN PROJECTS

Appropriation Object Class	Prior Appr.	FY2023 Budget	Appr. Total	Five Year Capital Program					Sub Total	Master Plan				Total Project
				Fiscal 2024	Fiscal 2025	Fiscal 2026	Fiscal 2027	Fiscal 2028		Fiscal 2029	Fiscal 2030	Fiscal 2031	Fiscal 2032	
PLANS & ENGINEERING	1,920	100	2,020	100	100	100	100	100	500	100	100	100	100	2,920
LAND ACQUISITION	610	100	710	100	100	100	100	0	400	0	0	0	0	1,110
CONSTRUCTION	5,385	2,450	7,835	4,300	2,800	800	800	0	8,700	0	0	0	0	16,535
ADMINISTRATION	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EQUIPMENT & FURNISHINGS	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Expenditures</b>	<b>7,915</b>	<b>2,650</b>	<b>10,565</b>	<b>4,500</b>	<b>3,000</b>	<b>1,000</b>	<b>1,000</b>	<b>100</b>	<b>9,600</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>20,565</b>
BONDS	5,921	800	6,721	1,000	1,000	1,000	1,000	100	4,100	100	100	100	100	11,221
DEVELOPER CONTRIBUTION	204	0	204	0	0	0	0	0	0	0	0	0	0	204
GRANTS	1,690	0	1,690	3,500	2,000	0	0	0	5,500	0	0	0	0	7,190
PAY AS YOU GO	100	1,850	1,950	0	0	0	0	0	0	0	0	0	0	1,950
<b>Total Funding</b>	<b>7,915</b>	<b>2,650</b>	<b>10,565</b>	<b>4,500</b>	<b>3,000</b>	<b>1,000</b>	<b>1,000</b>	<b>100</b>	<b>9,600</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>20,565</b>

\$4,286,992 spent and encumbered through February 2022

\$3,030,998 spent and encumbered through February 2021

**Project Status** Projects Completed in FY22: Design of Dobbin Road from Oakland Mills Road to McGaw Road (Transportation Alternatives Grant); Design of Dobbin Road from McGaw Road to MD 175 (MD Bikeways Grant); Design of Broken Land Parkway Park and Ride Access Pathway; Automated bikelpedestrian counter installations through Recreational Trails Grant; Design of US 1 safety projects, Countywide bike wayfinding phase 1, bike lanes through resurfacing markings and signage including Oakland Mills Road, Birmingham Way, Warwick Way, Minstrel Way, Centre Park Drive, Columbia 100 Parkway, Harpers Farm Road, Guilford Road, Gerwig Lane, Patuxent Woods Drive.

Proposed FY23 Projects: Design of Elkridge to Guinness Extension using \$250,000 state funding, Cedar Lane Pathway, North Laurel Connections, Countywide bike wayfinding phase 2, Dobbin Road pathway construction from Oakland Mills Road to McGaw Road, North Chatham Road bike lanes, Robert Fulton Drive final design, bike lanes through resurfacing markings and signage.

FY 2022 Budget	7,915	4,800	<b>12,715</b>	4,500	3,000	1,000	0	0	<b>8,500</b>	0	0	0	0	<b>21,215</b>
Difference 2022 / 2023	0	(2,150)	<b>(2,150)</b>	0	0	0	1,000	100	<b>1,100</b>	100	100	100	100	<b>(650)</b>

The completion of these projects is dependent on the existing K5066 funding, plus an additional \$800k of GO bond and \$1,850 in PAYGO funding in FY23.

# Where Are Going

- Coordination on Data between OOT and HCPD
- Build capacity on data analysis
- OOT Focus on measuring and metrics
  - Examine trends through 2021
  - Focus on spot/geospatial analysis
    - Program Actions?
    - Engineering Actions?

- Next Steps
  - Reconvene the group-twice a year
  - Meet to review
  - ID Grant Funds/Programs
    - HSIP
    - Safe Streets and Roads for All and More?

THANK  
YOU!

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- <https://www.howardcountymd.gov/transportation/howard-county-strategic-road-safety-plan>

