BICYCLE ADVISORY GROUP (BAG)
April 5, 2022 at 3 p.m.
Held via WebEx event
3430 Court House Drive, Ellicott City, MD 21043

BAG Members Present:
1. Ted Cochran, Free Bikes 4 Kidz, Multimodal Transportation Board (VICE CHAIR)
2. Lt. Aaron Dombrowsky, Howard County Police Department
3. Colette Gelwicks for Christiana Rigby, Howard County Council (RP), Council Member, Dist. 3
4. Jack Guarneri, Bike HoCo
5. Jennifer Biddle, Howard County Department of Public Works
6. Jessica Bellah, Columbia Association (CA)
7. Kandese Holford, MD Department of Transportation
8. Warren Wortman, bike advocate
9. Larry Schoen, Multimodal Transportation Board

Absent:
1. Emily Ranson, Clean Water Action (CHAIR)
2. Donald Rucker, Patapsco Bicycles, Representative for retailers within the County (DP)
3. Doug Kampe, Howard County Public School System (DP)
4. Paul Walsky, Howard County Department of Recreation and Parks
5. Kris Jagarapu, Howard County Department of Public Works

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

Other Attendees
1. Antonio Paterniti, Trek
2. Barb Walters, DTCS
3. Cynthia Burch, BMC
4. Deni Deliassisi, consultant for Maryland Department of Transportation
5. Jeremiah Poehlman, HCPD
6. Julie Kwedar, Maryland Department of Transportation
7. Phil Westcott, Maryland Department of Transportation
8. Phil Scherer, resident
1. **Welcome**

2. **Review and approval**
   a. Agenda

3. **Brief updates/discussion**
   a. OOT staffing change – We will be hiring a new administrative assistant again soon.
   b. FY 2023 Capital Budget
      1. Announcement for County Executive’s FY23 budget was announced on Friday.
         Press event today celebrating record funding for bike and pedestrian funding. Presentation shows a comparison of past four fiscal years over previous four fiscal years. $8.2 million total for bike and pedestrian projects in the FY23 proposed budget.
         Summary of all budget areas are included later in presentation.
      2. K5066 is highlighted but there are other bicycle projects elsewhere on the chart. $8.245M is a record total funding for bike, pedestrian and Complete Streets projects.
      3. For K5066 there is over $6M in this budget area – for FY22 and FY23 combined.
      4. This is only the County Executive proposed budget. It needs to go through County Council and the public process. It will be finalized in the next month.
      5. Larry Schoen was present on behalf of the MTB at the press event today.
   c. Bikeshare program – Discussed at the last BAG meeting. Service ended February 21, 2022. Earlier than expected. Waiting on final report from Bewegen, the vendor. The County is not pursuing a replacement at this time.
      1. County is expecting the e-scooter program in the spring with a similar footprint of service.
      2. A new bikeshare program would require new funding, a new RFP, and it would likely a cost benefit analysis since a new program is likely to be more costly.
      3. Stations are officially gone.
   d. Complete Streets Design Manual
      1. Complete Streets Design Manual was formally accepted on February 7 and is already being used for capital and developer projects.
      2. Amendments from County Council. The Council added a few destinations for development projects that would trigger a multimodal study. If within ½ mile of Route 40 Corridor, Historic Ellicott City and Historic Elkridge (in addition to schools, libraries, and parks). Information to use for bicycle and pedestrian master plan updates. They don’t need to build the facilities, but they would need to show a concept on a map on what those connections could be.
      3. “Neighborhood connector” – Amendment requires lowering the target speed from 35 to 30 mph and the design speed was lowered from 40 to 35mph.
4. Training in the changes to the Design Manual is being held for staff from DPW, DPZ, OOT, consultants, and developers during April. One session on capital projects and one on development projects will be online, open to the public and posted to our website for viewing at any time.

5. Review and update of the subdivision regulation is due by end of 2022. Starting to identify the review team. Researching potential consultants to do the work. No meeting set yet.

e. E-scooters – Mentioned previously. SPIN has the permit but is still finalizing agreements with Howard Hughes and the Columbia Mall. Expecting mid-May launch. Hopeful they can complete everything to launch at that time.

f. Active Transportation Open House – Held for a week in February. Welcome feedback from people who attended.
   1. Comments. Information was good. Would have liked interactive maps.
      1. Since we created everything in house, materials were created in Illustrator. Interactive maps would be good next steps.
   2. Numbers of visitors down from previous year, but still much higher than when we had in person.

g. Bike lanes from road resurfacing projects from FY 2022
   1. Harpers Farm Road/Cedar Lane – complex design. Requires some analysis because there may be a reduction in the number of travel lanes. Discussed at previous BAG meeting. Requires additional analysis. Difficult to know which travel counts to use in light of changes from the pandemic. Won’t be resurfaced for a couple of months. Question: Is analysis being done to look at alternate routes for cars? From what Chris understands, the modeling does address that. He can check to make sure that is included.
   2. Gerwig Lane – In design. Getting some assistance from JMT for Gerwig marking plan.

h. DPW website posting of road closures – have not been able to set up a website yet. They do provide an emailing of current road work

i. Age-Friendly action plan implementation (transportation domain) – soliciting members to serve on implementation teams by domain. Next step is to go to https://www.howardcountymd.gov/aging-independence/age-friendly-howard-county, scroll to “JOIN OUR AGE-FRIENDLY TEAM!” to sign up and receive more information

j. FY 2023-2028 Priority Letter - outlines the County’s transportation priorities to the State. It is posted at http://www.howardcountymd.gov/transportation/priority-letter. We submit a letter to the State each spring. We had a public meeting and received public input before submitting it to the State.

k. Former Race Pace stores are transitioning to Trek management and ownership. OOT has reached out to their management team to seek their involvement in County activities. Trek has agreed to be a sponsor for this year’s Bike to Work Day event, and participate in this group, so hopefully they will continue to be involved with County bicycle projects in the future.
1. Brighton Dam Road project – There was a public meeting last week. Ted also attended. The bridge/dam needs substantial repair work. It will occur in Spring/Summer of 2023. It will require a 12-week closure. It would have taken considerably longer and would have been significantly more expensive to keep it partially open. There will be a 5-mile bike detour route that will be signed. Presentation shows the location of the detour.
   1. Public comment is open 4/30/22. The online comment form is found at: [https://forms.office.com/g/qz7kVe6zy7](https://forms.office.com/g/qz7kVe6zy7).
   2. Project is being managed by both Howard County and Montgomery County. The Project manager is from Montgomery County.
      Email: Greg.Hwang@montgomerycountymd.gov
m. BMC Transportation Core – BMC is soliciting members for a new group. Applications are due April 15. The information was also shared with this group via email.

4. **Key Topics**
   a. *BikeHoward* implementation through DPW road resurfacing program for FY 2023. OOT has a tentative list from DPW for road resurfacing for FY2023. Roads are not widened but sometimes the roads can be redesigned to accommodate bike lanes. We try and host public meetings for multiple segments at the same time.
      1. First, segments that are on the tentative FY23 road resurfacing list and also recommended for on-street bike improvements in *BikeHoward* were identified. Each segment was reviewed for feasibility of accommodating bike lanes though resurfacing. The feasible segments are identified for a future public meeting.
      2. Currently considering five groupings of road segments for public meetings that (segments are marked in red on the maps in the presentation).
         - **Group 1:** Little Patuxent Parkway “loop”, Hickory Ridge Road (west of Cedar Lane), Twin Rivers Road.
         - Horizon did an open streets event in past years on the loop. There is a lot of space on the road. Strong potential for bike lanes and does not carry a huge amount of motor vehicle traffic.
         - Twin Rivers Road has a shared use pathway already.
         - Question - Consideration for a crossing from LPP for Cedar Lane? Median blocks the path for bicycle traffic. If they are already doing curb work then most curb ramps get upgraded and improve bicycle accessibility. If coming east, very difficult for crossing. We will take a look.
         - Question: How to make connection to Twin Rivers Road and Harpers Farm Road? Can we get rid of the slip lane? It would make a nice bike lane. That would be a capital project; not within the scope of resurfacing effort.
         - Comment - Larry: Would like access from Middle Patuxent Environmental Area from Little Patuxent Parkway to River Hill. Many walking trails and heavily used.
• Comment – Ted: Would like a connection from Blue February Way to South Wind Trail.
• Comment – CA looked at this as a feasibility study. Primary issue is the flood plain. There is a proposed crossing near the Robinson Nature Center near Grace property. Could consider a connection between the Robinson Nature Center and the CA pathway network. It could provide a full pedestrian and bicycle crossing that would avoid the bridge on Cedar Lane.
• Comment - One of the recommendations of the Hickory Ridge Road study was to provide a shared use pathway on Cedar Lane from Grace Drive to Owen Brown Road. It is expensive but it is a recommendation for the future. May need a planning study for Cedar Lane/Middle Patuxent Environmental area, but something we can work on for the future. Outside the realm of the road resurfacing for this area currently.
• Question – There is a line item for Cedar Lane in CIP. Is that this area?
  That is for a segment further north of Little Patuxent Parkway.

3. Group 2: Old Columbia Road, Eden Brook Drive. Old Columbia Road is in Riverwood area. Most of it is wide with unused pavement. Should be straightforward to install bike lanes. Also there is a segment on Eden Brook which has potential near the village center to add bike lanes.
  • Comment: The section further south along Old Columbia Road is not very wide, although it is a popular bike route to get to south. Chris E: We will have to see how far we can go with bike lanes since the width peters out.
  • Comment - That section of Old Columbia Road up to Johns Hopkins Road is badly in need of resurfacing. That used to be the original Route 29.
  • Chris E: Feel free to share your suggestions to OOT at any time. We will also be hosting public meetings for these segments.

4. Group 3: Cradlerock Way. Only a short segment of Cradlerock Way. Already have bike lanes on Homespun. Doing a big project on Oakland Mills Road to add protected bike lanes. Will need further resurfacing efforts to make more connections and finish installation of bike lanes.
  • Lake to Lake trail is further south than this location.
  • Signage will help.

5. Group 4: Old Montgomery Road (crossing MD 108) and Deep Earth Lane. Also planning sidewalk additions in this area. Bike lanes should be possible north of 108; south of 108 will be more challenging.
  • Comment - Do any of these meet the (speed/volume) criteria for protected bike lanes?

- Comment - Proximity to schools is another criteria that might be used. Should be aiming for LTS 1 (comfortable for child) or 2 (comfortable for competent adult).
  Chris E: We will look at the possibilities with that Design Manual chart in mind.
- Not sure yet what is possible or reasonable for Deep Earth Lane, which is a dead end road. Will look at this more carefully.

6. Group 5: Thunder Hill Road. This would be a useful connection. A lot of biking through here already via Thunder Hill and Mellonbrook. This would impact on street parking so might have more community interest. Sometimes parking is a priority for the public and sometimes not. Will become more clear during the public outreach and meetings.

b. Howard County Strategic Road Safety Plan (David Cookson) – overview and status of implementation

1. Process began in 2018 in response to a request from the Governor and MDOT Secretary asking us to develop our own County safety plan. We developed a ‘Road Map’ for County priorities. This is a synthesis of current projects and priorities in the County. Includes new and proposed actions that can be done by County and State as well.
2. We brought in a multi-disciplinary team from state, schools, and county departments as well as BMC. Data driven and partnership driven.
3. Vision - To prevent all traffic crash-related fatalities and serious injuries and to reduce the number and severity of crashes in Howard County.
   - We developed various strategies and milestones.
   - Proven and effective cooperative strategies to meet the plan goals.
   - This method results in realistic, data-driven, and achievable goals and targets
   - The 2040 goal is to reduce the number of fatalities by at least 50%.
4. Full presentation can be found [here](#). Presentations includes 2020 injury and fatality data for motorists, pedestrians and bicyclists.
5. Highest number of crashes – off I-95/MD 175 and US 1. Will analyze more.
7. County investment is driving the infrastructure improvements for bicycle and pedestrian projects. Record funding announced this morning by the County Executive.
8. OOT is working with HCPD on data and analysis.
9. Next steps
   - Reconvene the group - twice a year
   - Identify grant funding/programs
   - Highway Safety Improvement Program (HSIP)
Question – Is there near miss data?
Will see what is available.

Question - How to capture data on areas that are avoided because people know it to be unsafe or problematic?
We do collect that information in other efforts including our Open Houses, public meetings, and master planning processes.

Comment – Use TellHoCo to report road hazards noted by the public.

Comment – Would be helpful to add the number of crashes involving non-motorists to presentation.
We can pull that detail. Reach out to Brooks Phelps in OOT to get that information.

Howard County does tend to have low numbers, but there’s always room for improvement, and there are areas people avoid.

Question – Do we have a way to access bicycle miles traveled?
There are some firms using cell phone data modeling where people ride, but I’m not sure how well developed the data is.

Comment – University of Maryland Center for Advanced Transportation Technology has bicycle data as well. You have to be a partner.

OOT is a partner.

Comment – Is our crash rate low because of low bicycle miles traveled or because of safe roads? Would be good to pursue.

Comment – Census data show we have low number of bicycle commuters in Howard County.

Comment – Most recreational crashes are bike on bike or single bike crashes rather than bike on motor vehicles.
That is why on US 1 we are pushing for a shared use pathway to move people on the safest facility on the road.
The 2021 fatality was likely the young boy that was killed on Tamar/MD 175 that BAG discussed last year. Hard to draw data driven plans based on small number of incidents.

c. BikeHoward 2022 – Master Plan Update. We are still planning to do an update later in 2022. Currently determining the scope of that effort. Will integrate some features and focus of the Design Manual. Additional interest in outlying areas of the County that were not included in the original Bicycle Master Plan. Will require consultant support. More information to come. BAG will be involved.

d. HoCo By Design (David Cookson)
   1. Presentation is available here.
   2. Long range plan looks at growth (e.g., new businesses). There is very little development at this point. Western part of County has limited opportunities. Lays out where the County is going to grow. How do we plan for infrastructure that supports growth (e.g., schools, roads, etc.)?
   3. Process has been led by DPZ with various stakeholder groups from the public. It was thought to be released this spring, but it was decided to allow more public interaction for each chapter (background on housing policies). A draft chapter
has been released. Posted on HoCo By Design. Outreach to public on this chapter continues to May or June of this year. During summer, each of the topics will be released.

4. Goal is to continue public engagement through end of 2022, then the full draft of the plan will be released at end of 2022. Council adoption process will likely begin in early 2023. Provides framework for growth and begins the comprehensive rezoning process.

5. **Upcoming events**
   a. TBD – Harpers Farm Road public meeting - Waiting on modeling and analysis done by the consultant for the Harpers Farm Road segment (Little Patuxent Parkway to Woodlot Road). The road resurfacing will most likely occur in fall.
   b. May 14-15 (in-person event May 14th) – BikeAround Downtown Spring 2022 - bike ride
   c. May 16-20 – Bike to Work Week with a B2W Day afternoon event at Color Burst Park on May 20. Planning group rides in the afternoon, as well as giveaways.

6. **Open Discussion Period** – No comments.

7. **Next meeting** – Tuesday, June 14, 2022 at 3:00 PM (virtual)

8. **Adjournment**