

MINUTES

Howard County Bicycle Advisory Group (BAG) Quarterly Meeting, 06/19/18

Columbia/Ellicott City Room, George Howard Building, 3:00pm to 5:00pm.

In Attendance

BAG Members

Yan Zhang for Jennifer Biddle (Dept. of Public Works)
Sean Harbaugh for Jane Dembner (Columbia Association)
Kevin Dolan (Howard County bicycle retailers)
Jack Guarneri (Bicycling Advocates of Howard County)
Larry Schoen (Multimodal Transportation Board)
Kevin Baker for Jen Terrasa (County Council)
Chris Tsien (Environmental Sustainability Board)
Paul Walsky (Dept. of Recreation and Parks)

Non-Members

Craig Hinners
Matt Lupo
Kris Singleton
David Zinner

Office of Transportation Staff

Allison Calkins
David Cookson
Chris Eatough
Albert Guiney Engel

The meeting was called to order by Chris Eatough at 3:07 pm.

1. Approval of minutes from previous meeting (audio 1:30)

David Zinner noted that at the previous meeting, several BAG members had agreed to look into various ideas or perform various tasks, but that these commitments were not called out in the minutes, and the current meeting's agenda did not have any item during which those members would be asked to report on their tasks. *Chris Eatough committed that the Office of Transportation would call out "action items" on the minutes of the present meeting, and would include updates on these "action items" as an item on future BAG agendas.*

Larry Schoen then moved to approve the minutes. The motion was seconded by Kevin Dolan, and was unanimously approved by voice vote.

2. Intersection of Little Patuxent Pkwy and Broken Land Pkwy (audio 5:42)

Chris Eatough gave an overview of the history of this project, starting by explaining that, presently, there are conflicts between Downtown Columbia Trail users crossing Broken Land Parkway and vehicles making right turns on green from eastbound Little Patuxent Parkway onto southbound Broken Land Parkway, and vehicles making right turns on red from northbound Broken Land Parkway onto eastbound Little Patuxent Parkway. He stated that this had been pursued by the Office of Transportation for approximately two years, and announced that signal changes to resolve these conflicts would be activated on June 28th. He summarized the signal changes by describing how they would separate the right-turning movements into a right-arrow-controlled signal, which would allow both prohibition of right turning on red while

pedestrians had activated the pedestrian signal and free-flowing right turns when no pedestrian was present (and there were no other vehicle conflicts).

David Zinner asked if this meant that bicyclists using the pathway would need to obey the pedestrian signals, and Chris Eatough responded that this was already the case. David Zinner then asked if a sign could be added instructing bicyclists to use the pedestrian signals. Albert Guiney Engel replied that there was such a sign (the R9-5 bicycle regulatory sign) stating “Bicyclists use Pedestrian Signals.”

Kevin then asked if the state had any “rules of the road” literature for bicyclists that the bike shops could put out in their stores. Chris Eatough responded that the state did have such material. Albert added that, because bicycle use of pathways and crosswalks is relatively new in the statutes, there isn’t a lot of material for “rules of the road” for bicyclists on pathways.

Larry then mentioned another recent change in the area, which was the conversion of a former southbound shoulder along Broken Land Parkway between Little Patuxent Parkway and Hickory Ridge Road into a third travel lane. He stated that this was a degradation of service for bicycles. Chris Eatough stated that this had been done as a condition of a development plan, to which David Zinner responded by asking if there was a way to monitor ongoing developments to look for potential bicycle impacts.

David Cookson explained that this was done during the plan review process, and that due to the varying pace of the ongoing developments in Downtown Columbia, it is impossible to keep track of what roadway changes are likely to happen soon. Chris Eatough added that while this development project (in the Crescent) had removed the shoulder, which was bikeable for skilled and confident riders, it had also added a parallel shared-use path alongside Merriweather Drive, which is comfortable for riders of lower skill and confidence levels. Albert added that the ongoing Howard Community College Connector project would add another parallel facility, further mitigating the loss of this shoulder.

3. Bike lanes with resurfacing (audio 25:50)

Jack asked if the resurfacing schedule would be affected by the ongoing Ellicott City recovery. Yan Zhang responded that it would not be, because the two programs are paid out of different budget areas, and because the resurfacing work is largely done by contractors, while the Ellicott City work is being done by County Public Works crews.

Albert then gave an overview of the three roads expected to be resurfaced during the coming year for which the bicycle master plan had recommendations: Lightning View Road, Hickory Ridge Road, and Summer Sunrise Drive/River Run. He explained that *BikeHoward* called for climbing lanes on Lightning View Road, standard bike lanes in both directions on Hickory Ridge Road, and a mix of bike lanes and sharrows on Summer Sunrise Drive.

Larry asked how the curb bump-outs on Summer Sunrise Drive would be dealt with. Chris responded that sharrows would be provided through this section. Larry then asked if the bump-outs could be cut to accommodate bike lanes, and Chris and Albert responded that this could be considered, but would have cost and stormwater management implications.

Jack asked about Columbia Road, and Albert replied that this was another example of a somewhat complicated design that would require community input, so advance conversations and design would be necessary.

Kevin Baker stated, on behalf of Councilwoman Terrasa, that she was happy that the Office of Transportation was reaching out to the communities in which these roads

were located, and added that he had been happy to see that the Office of Transportation was responsive to residents' questions at the Oakland Mills Community Association meeting that he had attended.

Jack then announced that the Bicycling Advocates of Howard County would be "adopting" the Centennial Lane bike lanes as a way to address the frequent need for sweeping of debris from the bike lanes. He stated that they had put in this request through the Department of Public Works "adopt-a-road" website, but noted that bike lanes were not specifically mentioned in that site. *Chris Eatough committed that the Office of Transportation would reach out to the Department of Public Works to request that information about bike lanes be added to the "adopt-a-road" website, and would add "adopt-a-road" information and a link to the DPW site to the BikeHoward website.*

4. Main Street Ellicott City, street layout options (audio 41:10)

Chris Eatough gave a brief history of the Ellicott City master planning process, and informed BAG attendees that a series of public meetings had been ongoing, led by the Department of Planning and Zoning, as of the May 28, 2018 flash flood. He added that DPZ was in the process of rescoping their consultant contract. Chris referred interested parties to the Ellicott City Master Plan website, and explained that the most recent meeting—in March of 2018—had included a presentation that included streetscape elements.

Jack stated that he had heard that in the past, business owners along Main Street had opposed removing on-street parking (which occupied the space that would be needed for bicycle facilities or expanded sidewalks). However, since during the flood parked cars floating downstream had damaged businesses, Jack posited that they might have a different opinion now. Jack suggested that the BAG should be involved in the master planning process, and requested the new schedule of public meetings. *Chris Eatough agreed that the Office of Transportation would provide the schedule of meetings for the Ellicott City Watershed Master Plan and keep the BAG informed about the master planning process.*

5. Bike and pedestrian crash data in Howard County (audio 50:53)

Chris Eatough began by reminding attendees that at the previous BAG/TPAG joint meeting, members had requested information about bicycle and pedestrian crashes in Howard County. He stated that he would provide an overview of general trends Countywide, based on an analysis performed by Washington College under the umbrella of the Maryland Highway Safety Office, of which the Office of Transportation is a partner.

Chris began by showing summary data that indicated that from 2011 to 2016, US 1 led Howard County in pedestrian/bicycle crashes, followed by Little Patuxent Parkway, I-95, MD 108, and MD 103. He highlighted the recent increase in fatalities during 2016, mentioning that six of those fatalities were pedestrians in the US 1 corridor. He then showed a map of eastern and central Howard County, with pedestrian and bicycle fatalities and severe injuries during that six-year span shown, as well as generalized data showing locations of total pedestrian and bicycle crashes. Chris emphasized that the locations with the most crashes were not necessarily where the most fatalities and severe injuries were; in fact, areas with high pedestrian activity but low vehicle speeds (such as shopping centers) had the most total crashes.

Jack mentioned that he had recently gotten in touch with Chris about two bicycle crashes that occurred prior to the meeting, and asked if the Office of Transportation had any follow-up from those crashes. Chris replied that Lt. Jeff Specht,

who is a member of the BAG, had been out for long-term training for several months, but that generally Lt. Specht notified him of bicycle crashes soon after they occurred. Chris Eatough added that he has a mechanism for requesting crash reports, and that he had reviewed the reports for those two crashes.

Jack stated that in the past, the Howard County Police Department had representation at every BAG meeting, but that recently their attendance had declined. *Jack committed to set up a meeting with Police Chief Gary Gardner to discuss consistent communication and BAG attendance from the Howard County Police Department.*

6. Bike education in schools (audio 1:01:15)

Jack noted that there was no representation from the Howard County Public School System at this meeting, but stated that the Bicycling Advocates had set up a meeting with the school system's new head of health and physical education, Eric Bishop, to try to jumpstart bicycling education in schools. This program would be worked on by the Bicycling Advocates and by Race Pace Bicycles along with the school system. Kevin added that while most of the school system's bike fleet is in disrepair, Race Pace had received a donation of \$500 towards repair of the bikes, and a donation of \$1,000 for the purchase of helmets. These donations were waiting for official acceptance by the School Board.

7. Bike event in Howard County, such as a century ride (audio 1:07:19)

Chris Eatough opened the conversation by letting BAG members know that while Paul Walsky represented the Department of Recreation and Parks at the BAG, he did not work on any events programming for that department, and inquiries about events should be directed to Al Harden of the Department of Recreation and Parks. Chris Eatough reported that he spoke to Al about this idea, and Al stated that while they had no plans to run this type of event, and it was not the type of event they typically ran, the Department would be happy to support a bike ride planned and operated by a charity or other organization.

Jack stated that in Anne Arundel County, the Lifeline 100 event organized jointly by the Department of Rec and Parks and the Bicycle Advocates of Annapolis and Anne Arundel County has attracted over 800 riders and raised over \$50,000. Jack gave two reasons to organize an event such as this: loss of visibility after the cancellation of the former Columbia Triathlons, and the charity aspect as well, especially given the need for funding for programs such as bicycle education in the schools.

Jack agreed to meet with Al Harden and perhaps John Byrd, to discuss next steps on the signature bicycle event project. Kevin suggested a park-to-park tour as a possible idea for the event.

8. Transportation survey at Applied Physics Lab (audio 1:13:00)

Allison Calkins explained that part of the function of the Office of Transportation's Transportation Demand Management role is to provide assistance to employers in learning about transportation needs and options, and described how this can take the form of a presentation, survey, meeting with company human resources officials, or another form. Jack asked whether the employers reach out to the Office of Transportation or vice versa, and Allison replied that she does not have the resources to cold-call employers; thus, employers reach out to her.

Allison then informed the BAG members that the Downtown Columbia Transportation Demand Management Plan (TDMP) had been drafted, and that a public meeting would be held on July 10th.

9. Complete Streets and Developer Regulations update (audio 1:17:58)

Chris Eatough explained the status of the project, relating that the draft Complete Streets policy, released in 2017, had been vetted by staff in the Complete Streets Implementation Team and reviewed by the public, and then said that the second phase of the project, comprising Design Manual updates, had begun with an initial round of edits to Chapter 1 of Volume III of the Howard County Design Manual, which had been prepared by the consultant. Those edits had been discussed and commented upon by staff, including the Office of Transportation and Department of Public Works, but further revisions had not yet been made.

Chris then described the Developer Regulations update, underway as a project of the Department of Planning and Zoning. He told BAG attendees that Phase I of that project—a review of the existing development regulations and recommendations for revisions—had been completed during the past year by Clarion and Associates, but that Phase II—actual revisions to the regulations—had not yet been started.

Chris added that because the Design Manual revisions were taking longer than expected, and because those updates need to be consistent with the updated development regulations, it is possible that the Complete Streets policy may be adopted first, and the Design Manual updates and Development Regulations updates can be adopted together at a later date.

10. Open Discussion Period(audio 1:27:46)

Albert introduced Craig Hinnners of the Department of Public Works Traffic Engineering Division, who was managing the Broken Land Parkway/Little Patuxent Parkway traffic signal project. Craig gave a detailed description of the signal changes, explaining how the signals would restrict right turning at certain times but increase right-turn flow at other times. Craig emphasized that as drivers learned to use the newly-opened Merriweather Drive as an alternate route to avoid this intersection, traffic impacts on northbound Broken Land Parkway would likely be minimal. Craig also noted that—while during times when there is no pedestrian call, the intersection would operate essentially the same as it does now—there are many pedestrians in the area who cross these two roads at this intersection.

The meeting was adjourned by Chris Eatough at 4:49pm.

Action Items

- *Chris Eatough committed that the Office of Transportation would call out “action items” on the minutes of the present meeting, and would include updates on these “action items” as an item on future BAG agendas.*
- *Chris Eatough committed that the Office of Transportation would reach out to the Department of Public Works to request that information about bike lanes be added to the “adopt-a-road” website, and would add “adopt-a-road” information and a link to the DPW site to the BikeHoward website.*
- *Chris Eatough agreed that the Office of Transportation would provide the schedule of meetings for the Ellicott City Watershed Master Plan and keep the BAG informed about the master planning process.*
- *Jack committed to set up a meeting with Police Chief Gary Gardner to discuss consistent communication and BAG attendance from the Howard County Police Department.*
- *Jack agreed to meet with Al Harden and perhaps John Byrd, to discuss next steps on the signature bicycle event project.*

Clive Graham

9/20/2018

Clive Graham
Executive Secretary

Date