

Bicycle Advisory Group Meeting

March 19, 2019



RESPONSIBILITIES OF THE BICYCLE ADVISORY GROUP:

- (A) ADVISE AND INFORM THE OFFICE ON TRANSPORTATION MATTERS;
- (B) PROVIDE ADDITIONAL SUBJECT MATTER EXPERTISE TO THE OFFICE; AND
- (C) PROVIDE FEEDBACK AND TECHNICAL ASSISTANCE ON THE IMPLEMENTATION OF MASTER PLANS AND OTHER INITIATIVES AND POLICY ISSUES.



Howard County
OFFICE OF TRANSPORTATION

MDOT Grant Opportunities



- **Maryland Bikeways Program**
 - Design, construction, minor retrofit
 - Small- to medium-size projects
 - Geographic eligibility criteria apply
- **Transportation Alternatives Program**
 - Design and construction
 - Medium- to large-size projects
 - 30% design must be complete
- **Safe Routes to School**
 - Engineering, education, encouragement, enforcement, evaluation
 - Small- to medium-size projects
 - School participation required
- **Recreational Trails Program**
 - Design and construction of trail systems
 - Small- to medium-size projects
 - Recreational focus



FY2020 Proposed Projects



BIKEHOWARD

express

BikeHoward Express FY2020 Proposed Projects

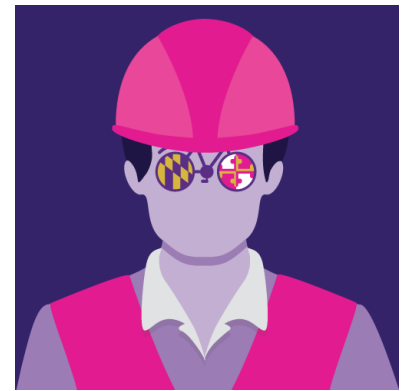
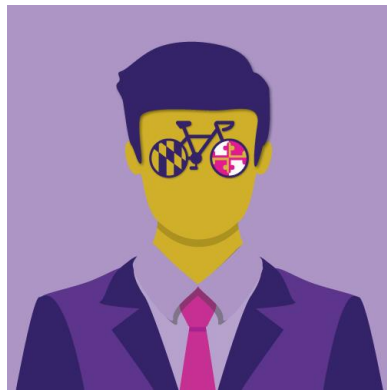


Project	Project Length	Category	County	FY2020		Notes
				Grant	Total	
Cedar Lane Pathway	0.4 miles	Closed Out		\$0	\$0	\$0
Edgar Road and Meadowbrook Road	1.3 miles	Closed Out		\$0	\$0	\$0
Misc. signage, stencilling, storm drain grates, etc	N/A	Cons.		\$100,000	\$0	\$100,000
North Laurel Connections	2.0 miles	Cons.		\$500,000	\$0	\$500,000
South Entrance Trail	1.3 miles	D. & E. (60%)		\$0	\$0	\$0 Ongoing from FY19
Dobbin to McGaw Pathway	0.6 miles	Cons.		\$150,000	\$1,350,000	\$1,500,000 TAP Grant
Oakland Mills Rd Road Diet	2.4 miles	Feas. Study		\$0	\$0	\$0 Ongoing from FY19
Tamar Dr Road Diet	3.1 miles	Feas. Study		\$0	\$0	\$0 Ongoing from FY19
Robert Fulton Drive Shared-Use Path	0.8 miles	D. & E. (100%)		\$180,000	\$0	\$180,000
Sebring to Hickory Ridge Connection	0.1 miles	D. & E. (90%)		\$0	\$0	\$0 Ongoing from FY19
Columbia Road	3.6 miles	Cons.		\$0	\$0	\$0 Waiting for Resurfacing
Harriet Tubman Lane and Martin Road W of Freetown	2.3 miles	Cons.		\$0	\$0	\$0 Waiting for Resurfacing
Martin Road and Owen Brown Road	1.0 miles	Cons.		\$0	\$0	\$0 Waiting for Resurfacing
River Road from Furnace Avenue	3.0 miles	Cons. River Road		\$300,000	\$0	\$300,000
Patuxent Branch Trail Paving	1.3 miles	Cons.		\$0	\$0	\$0 Funds carried over
Elkridge to Patapsco Regional Connector	Project scope not yet defined	Feas. Study		\$20,000	\$100,000	\$120,000 MD Bikeways or UPWP Grant
Dobbin SUP (McGaw to Snowden River Pkwy)	1.4 miles	Not Started Yet		\$0	\$0	\$0
North Chatham Road Contraflow Bike Lane	0.3 miles	Not Started Yet		\$0	\$0	\$0 Will depend on DPW and public approval
<i>to assist a not a barrier to bicyclists, routes not included in particular projects.</i>						
FY20 Total:				\$1,250,000	\$1,450,000	\$2,700,000



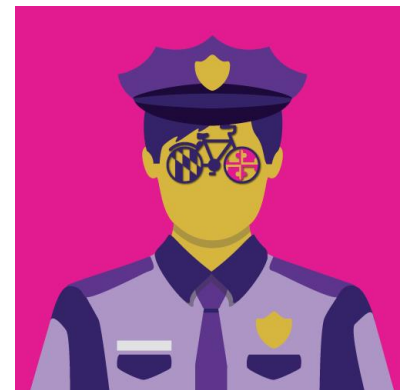
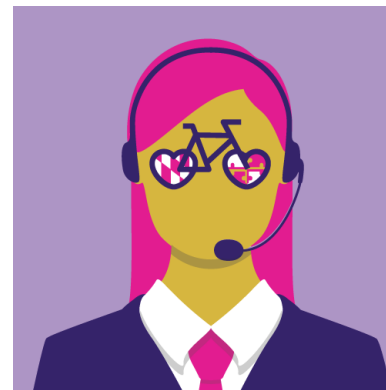
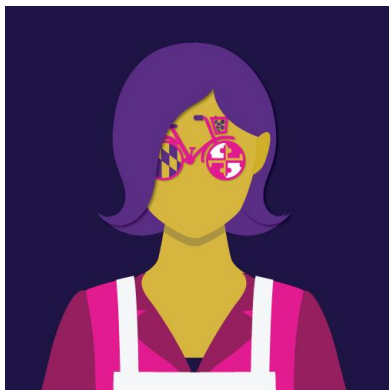
Glossary

- D. & E.** Design & Engineering
- Cons.** Construction
- Feas. Study** Feasibility Study



REGISTRATION IS
-LIVE-
www.BIKETOWORKMD.com

FRIDAY
MAY 17
2019



BAG/TPAG Joint Meeting

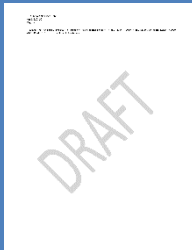
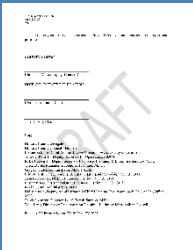
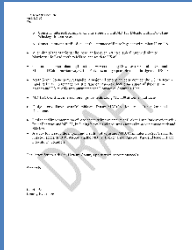
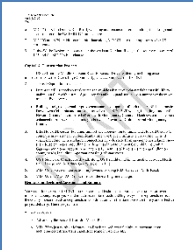
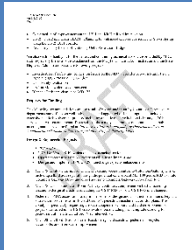
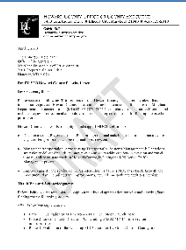
March 19, 2019



Howard County
OFFICE OF TRANSPORTATION



FY2020 Priority Letter



HOWARD COUNTY OFFICE OF COUNTY EXECUTIVE
3430 Courthouse Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2013

Calvin Ball
Howard County Executive
cball@howardcountymd.gov

April 1, 2019

The Honorable Pete Rahn
Office of the Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Re: FY 2020 Howard County Priority Letter

Dear Secretary Rahn:

Please accept the following "Priority Letter" from Howard County. The letter includes a list of transportation projects Howard County is recommending be included and funded by the Maryland Department of Transportation's (MDOT) FY 2020-2025 Consolidated Transportation Program and includes requests for technical and policy support. The projects requested for funding are listed in priority order.

Howard County also wants to highlight and support MDOT's efforts to:

- Develop a strong Regional Transit Plan through regional stakeholder input that aims to address key corridor gaps in the existing regional transit system.
- Manage the transportation network using Transportation Systems Management & Operations strategies to deliver data driven innovative solutions to address safety, congestion and travel time reliability on state roads in Howard County, including the I-95 Active Traffic Management project.
- Improve capacity and service on the Camden Line via MTA's MDOT's MARC Growth and Investment Plan, including track improvements, new rolling stock and additional service.

Thank You and Acknowledgments

Before listing our requests, please accept our thanks and appreciation for prior and ongoing State funding for the following projects:

MD 32 Corridor Improvements

- Phase 1: Dualization of MD 32 from MD 108 to Linden Church Road
- Phase 2: Linden Church Road to I-70, including MD 32/MD 144 intersection improvements
- Phase 3: Evaluation of the widening MD 32 north of I-70 to the Carroll County line

Wayfinding



“BICYCLE GUIDE SIGNS CAN HELP BICYCLIST NAVIGATE WITHIN AND BETWEEN A VARIETY OF DESTINATIONS IN URBAN, SUBURBAN, AND RURAL AREAS.”

– AASHTO Guide to Bicycle Facilities, 4th Edition, Section 4.11

What and Why?

“Bicycle route and guide signs can be used to:

- Designate a system of routes in a city, county, region, or state that is likely to generate bicycle trips, because it connects important origins and destinations.
- Designate a continuous route that may be composed of a variety of facility types and settings, or located wholly on local neighborhood streets.
- Provide wayfinding guidance and connectivity between two or more major bicycle facilities, such as a street with bike lanes and a shared-use path.
- Provide guidance and continuity in a gap between existing sections of a bikeway, such as a bike lane or shared use path.
- Provide location-specific guidance for bicyclists such as:
 - How to access and cross a bridge.
 - How to navigate through an area with a complex street layout.
 - Where the route diverges from a way used by motorists.
 - How bicyclists can navigate through a neighborhood to an internal destination, or to a through route that would otherwise be difficult to find.
- Provide bicyclists wayfinding guidance along a shared use path or other bicycle facility.”

– AASHTO Guide to Bicycle Facilities, 4th Edition, Section 4.11

Manual on Uniform Traffic Control Devices (MUTCD)

Figure 9B-4. Guide Signs and Plaques for Bicycle Facilities (Sheet 1 of 2)

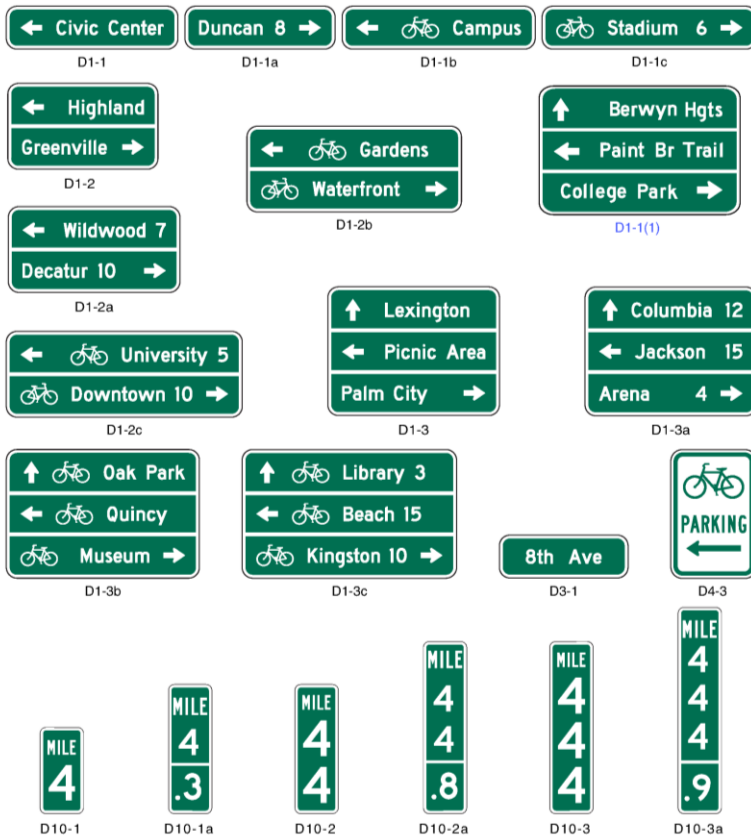
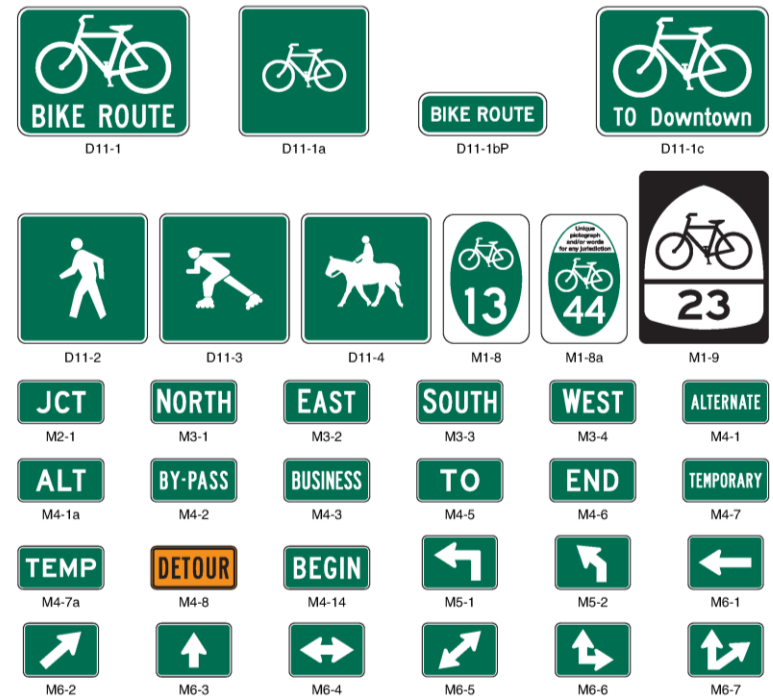


Figure 9B-4. Guide Signs and Plaques for Bicycle Facilities (Sheet 2 of 2)



Howard County
SHA bike route



San Francisco, CA
Named and numbered route with City logo

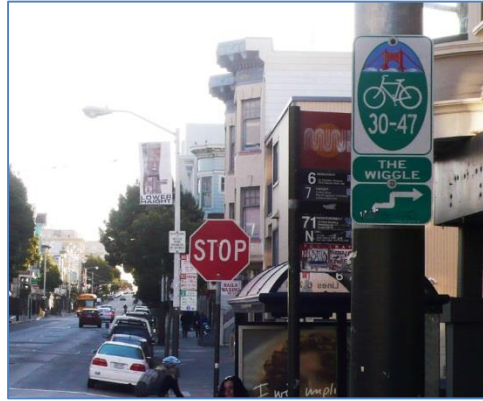


Photo: "Schwoagl" under CC BY 3.0

San Jose, CA
Numbered route with City logo



Photo: Richard Masoner under CC BY-SA 2.0

Farmington, MO
US Bicycle Route 76



Photo: MO Bike Ped Fed. under CC BY 2.0

Mecklenburg County, VA
US Bicycle Route 1



Photo: "Famartin" under CC BY-SA 4.0

Albany, NY
Numbered route with greenway logo



Photo: "Lunchbox Larry" under CC BY 2.0

Numbered Route Signs

Baltimore City



Photo: BCDOT

South Bend, IN



Photo: Bike Michiana

Washington, D.C.



Photo: DDOT under CC BY-NC 2.0

Minneapolis, MN



Photo: VeloTraffic under CC BY-SA 2.0

Wilmington, NC



Photo: NACTO

Non-Numbered Logo or Branding

West Hartford, Connecticut



Below: post-turn confirmation sign



Photos: Ronni Newton, we-ha.com

Montreal



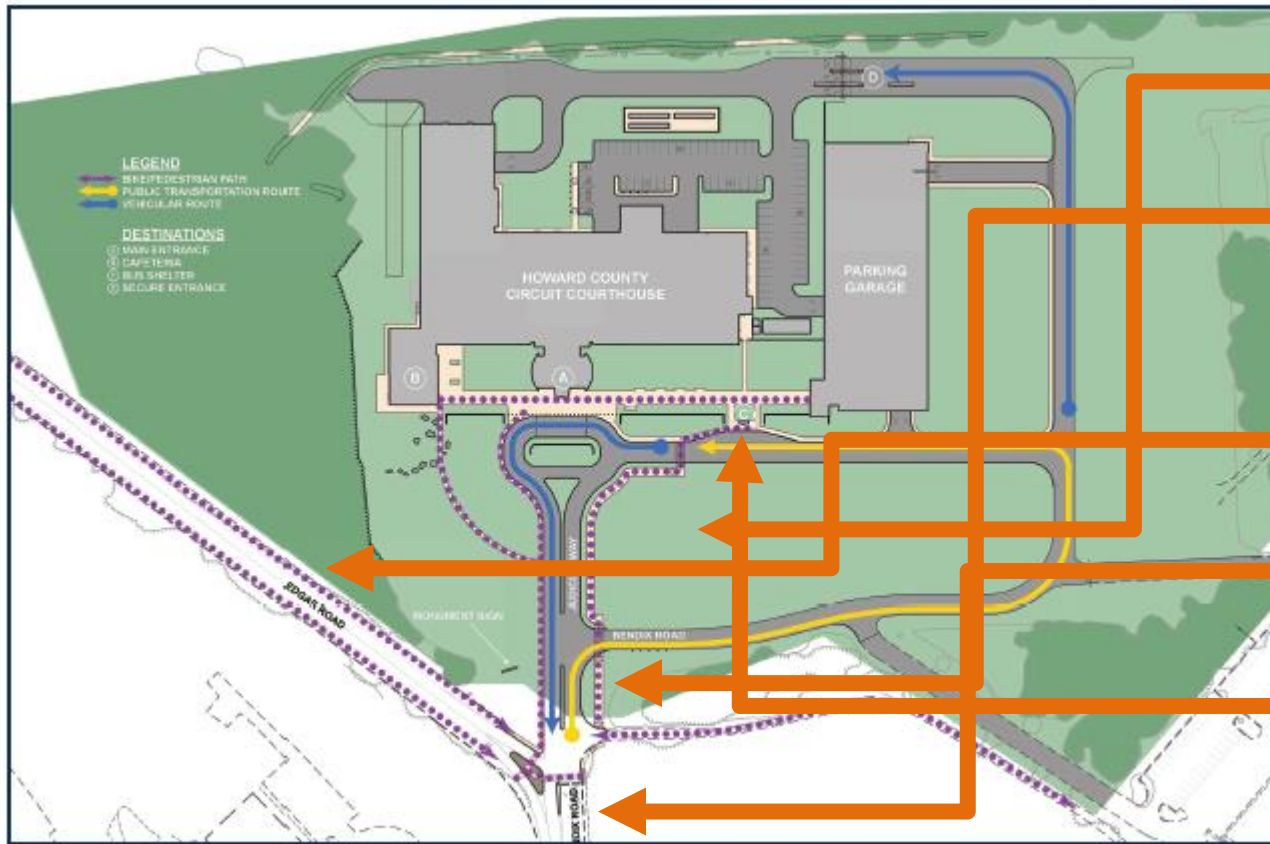
Photo: "Jacob" under CC BY-NC 2.0

Color-Coded Routes

Bicycle and Pedestrian Access to New County Facilities



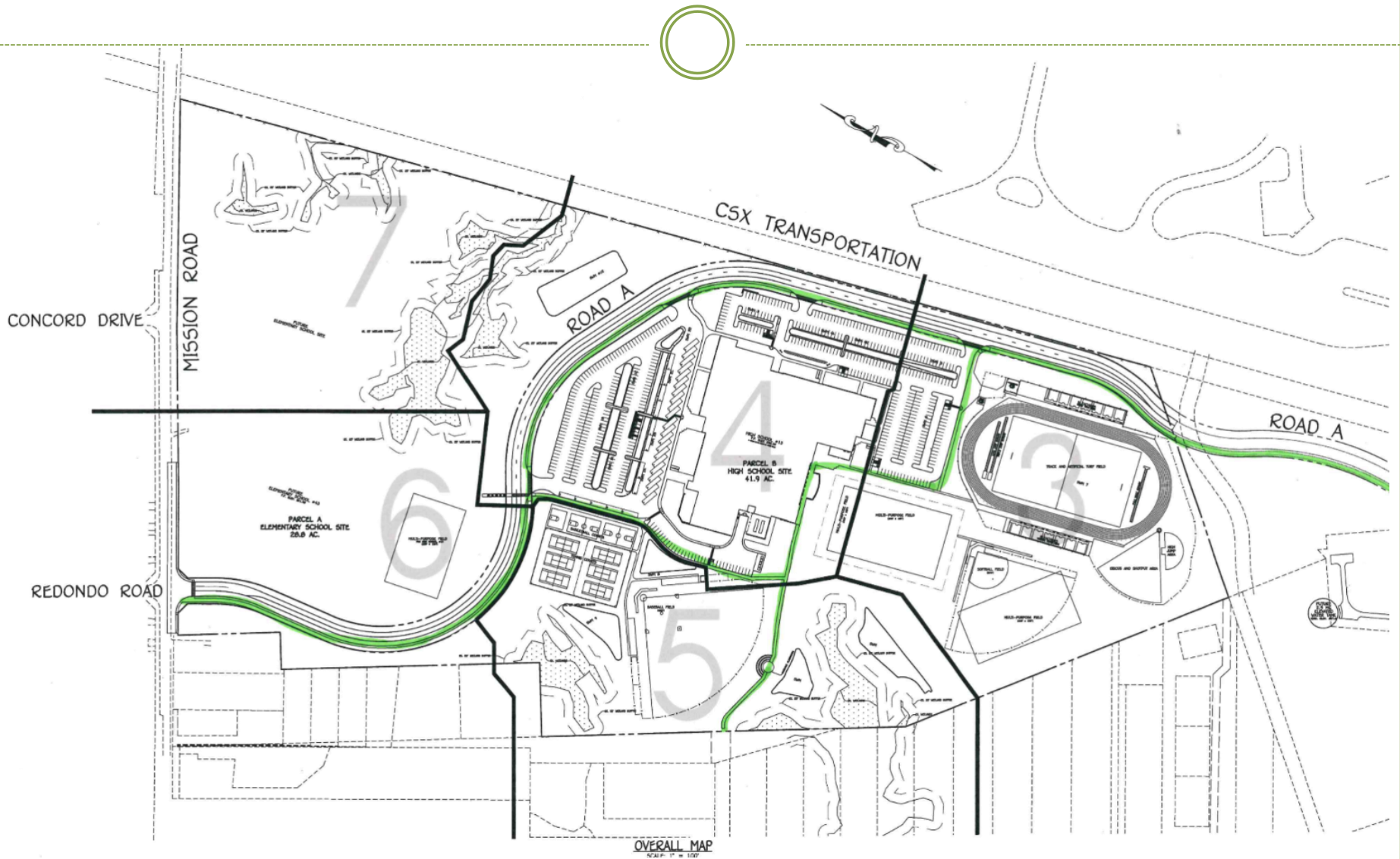
New Circuit Courthouse



FUTURE TRAFFIC PATTERNS

- Improved internal pedestrian and bicycle circulation
- Direct access from CA Pathway to site via pathway extended along Bendix Road and Judicial Way
- Use of Edgar Road shoulders for joint jogging/bicycling use
- ADA Accessibility
- Review of Bendix Road sidewalk
- RTA transit Service into the site

High School #13



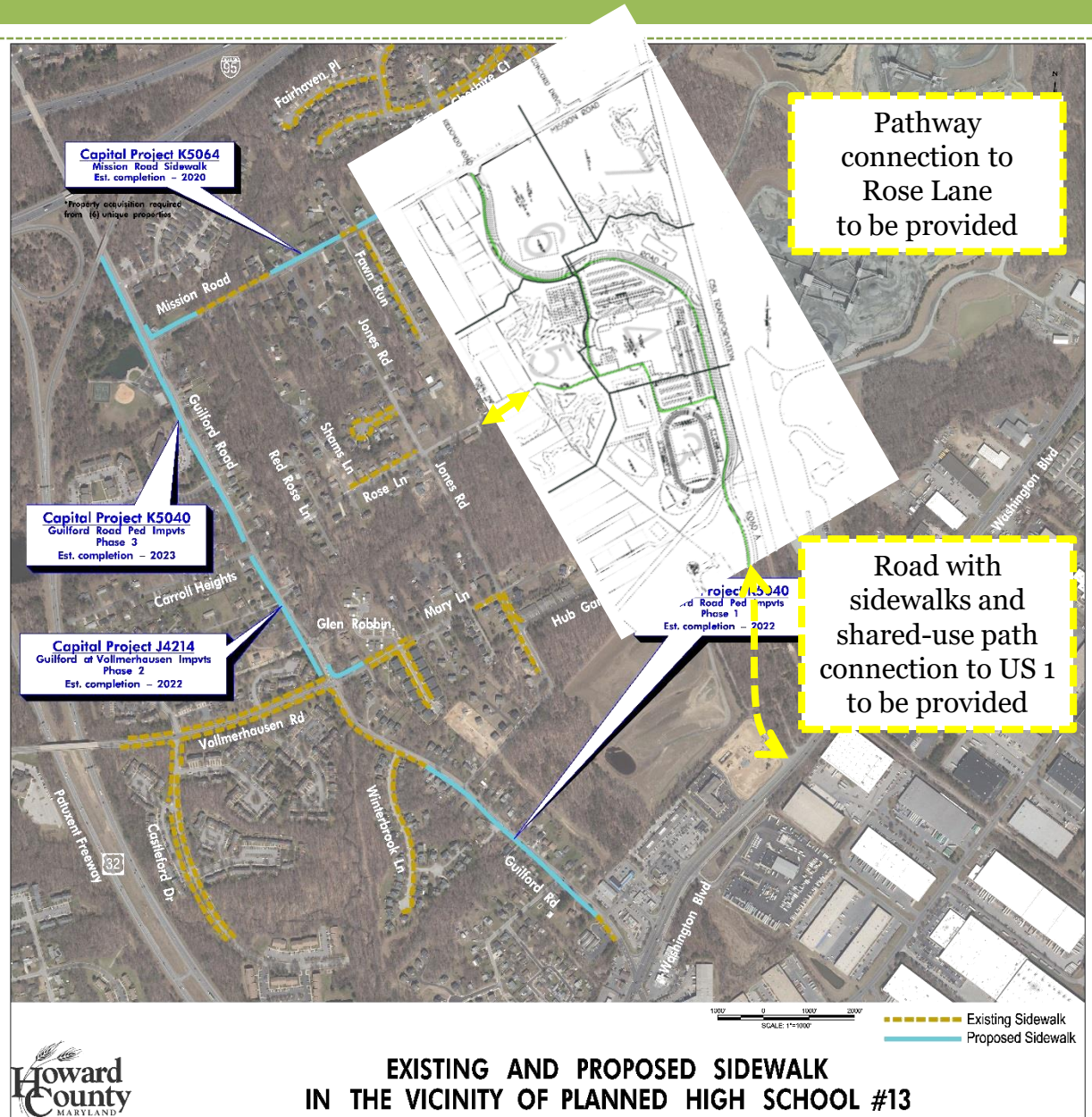
OVERALL MAP
SCALE: 1" = 100'

Sidewalk Expansion near HS #13

K5040: Guilford Road pedestrian improvements phases 1 and 3

K5064: Mission Road sidewalk

J4214: Guilford Road at Vollmerhausen Road intersection improvements including sidewalk addition



Complete Streets Implementation



“TO ENSURE THAT HOWARD COUNTY IS A PLACE FOR INDIVIDUALS OF ALL BACKGROUNDS TO LIVE AND TRAVEL FREELY, SAFELY, AND COMFORTABLY, PUBLIC AND PRIVATE ROADWAYS IN HOWARD COUNTY SHALL BE SAFE AND CONVENIENT FOR RESIDENTS OF ALL AGES AND ABILITIES WHO TRAVEL BY FOOT, BICYCLE, PUBLIC TRANSPORTATION OR AUTOMOBILE, ENSURING SUSTAINABLE COMMUNITIES COUNTYWIDE.”

-CR35-2016

Complete Streets Implementation Team



CR35-2016
as adopted
Page 2

5 WHEREAS, the County Executive is organizing a working group, the Complete Streets
6 Implementation Team, that is expected to (1) draft a comprehensive Complete Streets Policy
7 consistent with best practices; and (2) develop a Complete Streets Design Manual (the “Design
8 Manual”) that implements the Complete Streets Policy and incorporates necessary elements from
9 the current Howard County Design Manual, *Volume III, Roads and Bridges*; and

10

11 WHEREAS, upon completion of the Complete Streets Implementation Team’s work, the
12 County Executive is expected to submit to the County Council both the comprehensive Complete
13 Streets Policy and Design Manual for final approval; and

CR35-2016
as adopted
Page 3

15 AND BE IT FURTHER RESOLVED by the County Council of Howard County,
16 Maryland, that the County Council requests that the County Executive direct the Complete
17 Streets Implementation Team to draft a comprehensive Complete Streets Policy and develop a
18 Complete Streets Design Manual that implements the Complete Streets Policy for submission to
19 the Council for approval.

Draft Complete Streets Policy

as developed by the Complete Streets Implementation Team



DRAFT: Howard County Complete Streets Policy, March 2017

1. Vision

"To ensure that Howard County is a place for individuals of all backgrounds to live and travel freely, safely, and comfortably, public and private roadways in Howard County shall be safe and convenient for residents of all ages and abilities who travel by foot, bicycle, public transportation or automobile, ensuring sustainable communities Countywide." - Allan H. Kittleman, Howard County Executive, Council Resolution 35-2016.

2. Scope

Every transportation improvement and project phase is an opportunity to create safer, more accessible streets for users of all ages, abilities and modes, including people who walk, bike, take the bus, and drive cars, motorcycles, and trucks. These phases include, but are not limited to: planning, programming, design, right-of-way acquisition, subdivision and land development, new construction, construction engineering, reconstruction, operation, repair, and maintenance. This applies to both new and retrofit projects.

Other changes to transportation facilities on streets and rights-of-way, including capital improvements, lane re-configurations, and major maintenance, must also be included. Capital projects in the early stages of design will also be included if possible.

3. Exceptions

Complete streets improvements may not be appropriate in some cases due to the context. Exceptions to this policy, including for private projects, must be reviewed and approved unanimously by the Director of Public Works, the Director of Planning and Zoning, and the Administrator of the Office of Transportation.

Exceptions may be considered for approval when the project involves:

- i. An accommodation that is not necessary on corridors where specific user groups are prohibited;
- ii. A justifiable absence of current and future need exists and is not recommended in any existing planning documents;
- iii. Routine, minor maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair;
- iv. A reasonable and equivalent project exists or is already programmed to provide connectivity for all users, or
- v. Cost of accommodation is excessively disproportionate to the need or probable use.

4. Conflicting or Competing Needs

When there are conflicting needs among users and/or modes, safety shall be the highest priority, particularly, safety for the most vulnerable street users (pedestrians, bicyclists, children, seniors and people with additional accessibility needs). Selection and weighting of performance measures will support this.

Motor vehicle speed, flow and driver convenience shall not be prioritized over safety for vulnerable street users. Reducing excessive motor vehicle speeds on streets where vulnerable users are likely will be considered a net benefit to the community.

When space is a limiting factor and where vulnerable users are likely, allocating space to a mode that is not currently accommodated will be prioritized over providing additional space to a mode that is already accommodated.

5. Creating a Network

To connect people to the places they want to go, the entire trip should be safe and comfortable. This requires a seamless, connected street network, regardless of mode, including safe and convenient pedestrian crossings and access to transit. Even a small interruption in the connection or one hazardous section can make a trip challenging.

Every street does not necessarily need to provide separate accommodations for every mode, but a network should be in place so that likely trips can be made by driving, walking, biking or public transit. The street network is also complemented by pathway connections in many locations.

The County shall work proactively with the State of Maryland, neighboring communities and counties, and businesses and educational institutions to develop plans, facilities and accommodations that further the County's complete streets policy and continue such infrastructure beyond the County's borders.

6. Coordination and Engagement

Many organizations, agencies and entities have a role to play in implementing complete streets. Coordination and commitment from all agencies involved are critical to success. Howard County is committed to being a leader in this effort. Some of the organizations involved include:

- Howard County Government
- Howard County Public School System
- Community Associations
- State Highway Administration
- Developers
- Property Owners
- Engineering companies
- Construction contractors
- Advocacy groups

Community engagement is also essential to the success of Complete Streets, particularly in the planning and design phases.

7. Design Guidelines

Howard County Complete Streets Policy shall provide the policy context, themes and tone for Howard County Design Manual Volume III, Complete Streets and Bridges. Design of Complete Streets in Howard County will also draw on established national state of the art street design guidelines including but not limited to guidance from The Association of State Highway Transportation Officials (AASHTO) and the National Association of City Transportation Officials (NACTO).

8. Context-Sensitivity

Context sensitivity allows for flexible evaluation of the community's needs with respect to the existing streets and planned land use. The level of improvements should take into consideration the classification of the existing roadway as defined in the Design Manual, adjacent land use, type of community, and plans and guidelines, in particular, The Howard County General Plan. Improvements should consider the scale of the community and strive for connectivity between communities based on the expected transportation needs.

Draft Complete Streets Policy

as developed by the Complete Streets Implementation Team



9. Performance Measures

Performance measures shall be used to evaluate designs and as an overall tracking of Complete Streets implementation progress. Categories will be safety, mode shift and accommodation, with safety carrying the highest weight. The goals supported by the performance measures include reduction in crashes, injuries, fatalities, and excessive speed, as well as shifting mode choice towards a more balanced and accessible transportation system and safe and convenient accommodation of all modes.

10. Implementation

Update of Regulations, Standards and Plans: The County shall establish a routine process for project delivery that reflects the Complete Streets policy. The Department of Public Works, Office of Transportation, Department of Planning and Zoning, and all other relevant County departments and agencies will review and amend current design standards, including the Design Manual and the subdivision regulations that apply to roadway and bridge construction or reconstruction, to ensure that they reflect the best available standards and effectively implement this Complete Streets Policy. The County shall incorporate Complete Streets principles into all county-developed land use and transportation plans and shall review the Complete Streets Policy every five years to ensure the policy is in line with current best practices.

Establishing Priority Projects: The County will implement priority projects that would eliminate gaps in the pedestrian and bikeway network and that would correct intersections and street segments that present safety and access challenges for those who walk, bicycle, and drive. Priorities for improving transit operations and access will also be established. Relevant guidance for these efforts should come from the Howard County Bicycle Master Plan, Pedestrian Master Plan and Transit Development Plan.

Education and Training: The County will provide training to citizens serving on the county's relevant boards and commissions on the content of the Complete Streets Policy and best practices for implementing the policy. Education for the public on Complete Street concepts, policy and implementation process will also be ongoing. Demonstration projects can be used as educational opportunities, to build familiarity with new street designs.

The County will provide training to developers and all staff in all County departments who are responsible for site plan development on the content of the Complete Streets Policy and the County's new standards for using that policy for project development and review.

The County will also encourage staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars and workshops, as appropriate.

Tracking and Reporting: Tracking progress with Complete Streets project implementation will facilitate coordination and transparency. The Office of Transportation shall track and document progress made in implementing this policy in report form, including the results of performance measures. The report shall include complete streets related education or training undertaken by staff and citizen board members/commissioners. The Office of Transportation will also report on exceptions granted to incorporating Complete Streets into transportation projects, citing the documented reasons.

Communication: Project plans and objectives will be clearly communicated to stakeholders and the public at large.

Maintenance: Transportation facilities shall be maintained until they are decommissioned or replaced. All forms of transportation shall be equally maintained, including during times of repair, upkeep or construction.

"Maintenance of traffic" shall be applied to all modes and maintenance of facilities for one mode shall not disadvantage another.

Funding sources: Funding for construction operation and maintenance is expected to come from a variety of areas including county budgets, developer projects, state, federal and other grants.

11. Conclusion

A Complete Streets approach will make the street network safer and more convenient for those who drive, bicycle, walk, or take the bus – improving quality of life and making Howard County a better place to live, work, and play.

DRAFT