



HOWARD COUNTY OFFICE OF TRANSPORTATION  
3430 Court House Drive ■ Ellicott City, Maryland 21043 ■ 410-313-4312

Jack Guarneri, Chair  
Chris Tsien, Vice Chair

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**BICYCLE ADVISORY GROUP (BAG)**

September 15, 2020 2 p.m.

Held via WebEx event

3430 Court House Drive, Ellicott City, MD 21043

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**MINUTES**

**Members Present:**

Chris Tsien  
Jack Guarneri, Chair  
Jessica Bellah  
Paul Walsky  
Larry Schoen  
Jon Mayer  
Yan Zhang (proxy for Jenn Biddle)  
Felix Facchine (proxy for Christiana Rigby)  
Ben Carlton (proxy for Lt. Specht)

**Office of Transportation Staff:**

Bruce Gartner, Administrator  
Chris Eatough  
David Cookson  
Molly Nur  
Jason Quan  
Kimberly Woods

**Non-Members Present:**

David Zinner  
Jason Thompson  
Kris Singleton  
Osei Stephens  
Marlene Hendler  
David Ramsay

**1. Approval of June 15, 2020 minutes**

Jack Guarneri moved to approve the minutes. Jessica Bellah seconded the motion.

**2. Key Topics**

a. Local Legislation

Chris Eatough gave an update on the pending legislation regarding bike lanes. The County Administration and the Office of Transportation have put forth a bill to officially prohibit parking in bike lanes in Howard County. Council Bill 49-2020 was introduced earlier this month. There



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will be a public hearing September 21, and the Council is expected to vote on the bill on October 5. Council Bill 49-2020 essentially states that parking in a bike lane is illegal, and it now defines “bike lane” in County law and County code. Council Resolution 138-2020 sets the fine at \$33 and states that vehicles can be impounded if parked in a bike lane. In the past, the police were hesitant to issue a ticket, because the County Code was not clear. This bill will resolve that issue.

Larry Schoen questioned who introduced the bill and whether there was any opposition. Chris Eatough stated that the Ball administration introduced it, and there is currently no opposition from council members that he is aware of.

Jack Guarneri informed Chris Eatough that posts on NextDoor can be found online from a couple of communities where people are trying to drum up support to put in testimony against it, citing that neighborhoods would have an overflow of parking and believing that it might affect parking at local schools. Jack announced that some of the bike advocates and bike clubs plan on submitting testimony in favor just to provide some leverage.

David Zinner questioned whether the bill covers vehicles that are making deliveries and standing in bike lanes. Chris Eatough said technically it does, as it addresses stopping, standing, and parking.

Jack asked if there would be signage or stencils stating no parking. Chris said there would be no additional signage with “no parking,” because of cost, but the County is trying to ensure the signage and stencils for the bike lanes are clear and well-marked.

### b. Projects

#### i. Bike Lanes Striping

Chris Eatough gave the group an update on the following Bike Lane Striping Projects.

- ✦ For North Ridge Road from Route 40 to Town and Country Blvd, a public meeting was held on June 30, 2020. The roads were resurfaced. The markings are being worked on by DPW Traffic Engineering.



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- ✦ For Marshalee Drive from Montgomery Road and Shady Oak Lane to Gatepost Way, a public meeting was held on June 31, 2020. The markings are being scheduled by DPW Traffic Engineering. In addition, there is a pothole in the shoulder that requires patching.
- ✦ For Vollmerhausen Road from Guilford Road to Savage Guilford Road, we are waiting for a date from the Savage Community Association to hold a public meeting with their community. During the pandemic they have only been hosting board meetings outdoors and not full community meetings.
- ✦ Kris commented that there is a project at Guildford and Vollmerhausen. There will be some striping that won't take place until spring. Kris needs to coordinate with Traffic Engineering for the two sites as well as with OoT.
- ✦ Bike paths on Deerpath Road and Douglas Legum Drive are complete. The business park requested a longer bike lane on Deerpath to the west which was completed.
- ✦ Bike paths on Rivendell Lane from Harpers Farm Road to Cedar Lane are complete as well as sharrows on Cedar Lane from Rivendell Lane to MD 108. The County did not add bike lanes there as many people park on that road to access the Cedar Lane Park.
- ✦ Bike lanes on White Acre Road from Stevens Forest Road to Basket Ring Road are complete as part of the White Acre Road Complete Streets Improvements project. There are many improvements along this stretch.

David Zinner asked if there will be a stop sign at the end before reaching the trail at the bridge. Chris Eatough responded that we have requested DPW to look at that, but it tricky to determine because the pandemic traffic counts are not what they are usually. Chris believes there is a justification for a stop sign to warn for pedestrian crossing activity. Some evaluation needs to be conducted.

Larry asked about marking through the intersections. Chris said we have not been marking through the intersections. DPW does



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not like to do that because they wear out quickly. A change in the way that DPW does this will need to be addressed in the updated Design Manual.

Larry asked if the BAG should make a formal recommendation. Jessica suggested ensuring it matches national design standards. Kris suggested he consider the road classification in his recommendations as the higher the road classifications, the more likely it will be for the County to include something. Larry plans to draft a recommendation.

### ii. Shared Use Pathway Completion

Chris Eatough updated the group on the Twins River Pathway from Governor Warfield Parkway to Faulker Ridge Circle which has recently been completed. The Twins River Pathway was built by Howard Hughes as a Downtown Columbia development requirement. It also includes several crossing improvements off Twins Rivers Rd. Several new pedestrian medians were built which is expected to have a positive impact on driver speed and pedestrian and bicycle crossing safety, as well. There was debate about what side of the road it should be on, but from our perspective, as long as there are frequent, easy to use opportunities to cross the road, it should accommodate riders from both sides of the road.

### iii. Bike Rest Stop

Chris Eatough briefly reviewed the Bike Rest Stop at the Community Ecology Institute. The Bike Rest Stop is not a County project; however, it is a great example of a nonprofit project with some community support – in this case, Race Pace, who provided the bike racks. The project is still ongoing with signage and other facilities to come. The Bike Rest Stop can be found at the top of the hill on Harriet Tubman Lane.

Jack issued another thanks to Race Pace for both the bike racks and the table. Bike HoCo paid DPW for signage that will go in on both sides of the street indicating there is a rest stop there.

Jack Guarneri suggested that Recs and Parks should investigate setting up more rest stops like the one at CEI at parks in the County with these routes going through them. Paul Walsky informed Jack that it was a



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great idea and Rec & Parks would certainly investigate it. Jack asked he speak to his director as that we have an example to model it after, including a map board like they do at Centennial Park.

#### iv. Bike Wayfinding Project

Chris Eatough updated the group on the Bike Wayfinding Project. Chris discussed the design of the signs, maps and routes. The OOT has selected a hybrid sign with a customized logo style topper, i.e., color coded by the route (10 color coded routes total). Underneath the topper is the green MUTCD compliance wayfinding boards, that can be properly seen by users with little distraction. The sign design is currently pending approval from MDOT Office of Transportation Traffic and Safety. The OOT is currently working on the routes, a map, and on which routes the signs will initially be posted; we anticipate a rolling rollout.

David Zinner requested that drafts of the routes be sent out soon to BAG members. Chris agreed.

#### c. Safety

##### i. Slippery Bridges

Chris went over a few safety related items. The first item was slippery bridges on pathways and trails. Chris announced that he has been in contact with Rec & Parks and they are looking into the issue. The challenge is that there are a lot of bridges in Howard County and if the County provides a treatment for one or two bridges then they would need to do it for all the bridges; otherwise there may be a liability issue.

Rec and Parks have agreed to power wash all of the bridges during the summer season to try to remove moss and algae. They have also agreed to improve signage for the bridges; they are developing a signage plan for “slippery bridge ahead” signs to be posted on both sides of the bridge. Washing is the more affordable solution at this time.

Bob Lentz is addressing this issue in Rec and Parks. Kris Singleton wants to follow up with Paul Walsky. Kris is suggesting a pilot



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project to see what works for Recs and Parks and what is maintainable in one or two places. Paul to follow up.

Jack asked Jessica to find out if Columbia Association could do the same for their pathways and bridges with the same issues. She is following up to find out how the CA handles this.

### ii. Aggressive Drivers

Chris Eatough informed the group that he had a discussion regarding aggressive drivers with Lt. Jeff Specht (BAG police representative). As Lt. Specht was unable to join the virtual meeting, he provided Chris with an update. Reporting is still the same as it has been for several years - if anyone has (video and/or photo) evidence and wants to report aggressive driving, they can submit it to the Howard County Police Department. If the registration information is clear and officers can identify the vehicle, they will follow up by sending an aggressive driving letter to the registered owner of the vehicle. Unfortunately, tickets cannot be issued because the Police Department won't know who was driving the vehicle at the time of the incident for certain. Evidence and information can also be submitted via email at [HCPD@howardcountymd.gov](mailto:HCPD@howardcountymd.gov).

Jack Guarneri and Chris Tsien had heard from a resident bicyclist who reported an incident at the southern district police station and had video but was told by the police they would not follow up unless they had seen it themselves. Jack knew that was not the policy and suggests that officers should be better educated.

Jack Guarneri requested that a future meeting be set up with Chief Myers (live or virtual) to touch base with her regarding cycling concerns in the County, which Chris Eatough agreed to.

Corporal Ben Carlton from Howard County Police Department asked if the group had any other questions or concerns, he could respond to now.

Jack Guarneri asked if there is some written policy of what Chris was told by Lt. Specht concerning the public providing video or photographic evidence to for the police to be able to follow up. Also



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is there a policy of keeping a record of it to see if the public tells the police about a particular vehicle multiple times.

Corporal Carlton said if a cyclist has video of the car, witness testimony, and know who was driving, then the police can charge the driver just like any other traffic violation, if illegally passing, etc.

Jack Guarneri wanted to be sure the policy is documented, and police officers are trained and familiar with it. Ben Carlton will follow up with Lt. Specht about this.

### iii. DPW Chip and Seal Locations

Chris Eatough announced to the group that about a month ago there was a press release regarding Chip and Seal. Howard County is doing more chip and seal on their roads as treatment in the western part of the County. While it has always been a treatment the County uses, the current budget status has led to more of these treatments. DPW's resurfacing budget is slim these days and to keep the roads maintained DPW has resorted to doing more chip and seal treatments.

Jack Guarneri suggested that in the future micro surfacing be looked at for some of the roads that are cycling roads. Cyclists were not given much time before the chip and seal treatment was done. Chip and seal treated roads tend to very rough afterwards and damages the bicycles. Chris Eatough informed Jack that he would follow up with Kris Jagarapu concerning the possibility of micro surfacing in future roads, including the roads that just had chip and seal treatment if they have not been worn appropriately by sufficient motor traffic.

### 3. **Business from last meeting**

#### a. Grist Mill Trail

Grist Mill Trail is in the Patapsco State Park which is managed and maintained by Maryland Department of Natural Resources. There are locations that used to have culverts or bridges that are washed out, and while they may be walkable, they are not truly rideable. Maryland Department of Natural Resources is currently working on designing some





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new bridges, but there are funding issues. Due to limited funding the bridges are expected to be built in 2021 or possibly later. Not planning on doing a temporary fix either. Advocate with your state legislator if you wish to see additional funding. Some temporary fix is in place in at least one location.

Kris Singleton noted a sinkhole developing on path close to Route 1. Chris Eatough will pass this information along to Maryland Department of Natural Resources.

Chris Eatough suggested that volunteer teams might be able to help, including the mountain bike community and the Friends of Patapsco State Park. They do work with State Parks.

### b. Dorsey Road (MD 103) Resurfacing

Chris Eatough announced that he followed up with State Highways and District 7 concerning whether bike lanes could have been added when the roads were resurfaced. Their response was that did not have enough width on the roadway for adding bike lanes and kept the existing travel lanes. There would have been a reduction in travel lanes which they were not willing to do. They did narrow down the travel lanes from 12' to 11', but that still did not allow for sufficient room for bike lanes. They confirmed that they do have a process similar to the County's in that whenever they are doing resurfacing, they evaluate to see if bike lanes can be added at that time.

### c. Access to Dorsey MARC Train Station from Deerpath Road

Chris informed the group that he asked the Maryland Transit Authority again if under the "no access" sign, an additional sign could be added that allows access to bicyclists. Bike racks already there so it makes sense to have that connectivity.

## 4. Upcoming Events

- RTA and Transit app official campaign launch – September 21, 2020
- Love to Ride initiatives available through BMC
  - Bike to Work Week – September 21 – 27
  - Cycle September
- Complete Streets Community Engagement Plan Workshops – September 23 at 1:00pm and 7:00pm





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- Robert Fulton Shared-Use Pathway (Public Meeting) – October 21 at 7:00 p.m.  
(Note: later changed to October 22 at 7:00 p.m.)
- Virtual Transportation Town Hall – November 18
- Reinstating RTA fares – January 1, 2021
- Phase 3 of General Paratransit (GPT) fare increase – effective January 1, 2021

### 5. Open Discussion

Jack Guarneri announced that Free Bike for Kids will have another a collection drive on October 3 at Howard County Fire Stations. Also, the Horizon Foundation is going to have another “Virtual Walk Audit” on October 21; additional information is pending.

Larry Schoen recommended Howard County consider through bike lanes at intersections; he recommended the phrasing (in Chat): “BAG recommends that consideration be given to ‘through bike lanes’ or at the very least, stop lines, at street intersections with new bike lanes.” Jack responded that the Design Manual should address in the future. Chris will carry the “friendly” suggestion to DPW. Jessica suggested it might be more helpful to identify specific intersections. Jack suggesting passing along the information via Tell HoCo as well.

Larry Schoen provided (via Chat) a link to the membership of the Planning Advisory Committee, and David Ramsay noted that the HCPSS needs to provide a staff member from their planning office.

- <https://www.howardcountymd.gov/LinkClick.aspx?fileticket=QjgzavgTjDw%3d&portalid=0&timestamp=1598539606406>

### 6. Next Meeting

The next BAG meeting will be held on November 17, 2020.

### 7. Adjournment

The meeting was adjourned at 3:07 p.m.



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*Bruce Gartner*

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Bruce Gartner  
Executive Secretary

Date

*Kimberly Woods*

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Recording Secretary

Date