



**oakland mills**  
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# Oakland Mills Community Association

## Village Board Meeting Minutes

The Other Barn ~ 5851 Robert Oliver Place ~ Columbia, MD 21045

**Board Members:** Bill McCormack, Jr., Co-Chair~ Ginny Thomas, Co-Chair ~ Jervis Dorton, AC Chair ~ Jonathan Edelson ~ Paul Verchinski  
Tawania Williams ~ Kay Wisniewski  
Reginald Avery, Columbia Council Representative

**April 14, 2015**

### Regular OMCA BoD Meeting

**Mr. McCormack** called the regular meeting of the OMCA Board of Directors to order at 7:11 pm.

**Present:** Bill McCormack, Jr., Board Co-Chair; Virginia Thomas, Board Co-Chair; Paul Verchinski; Jervis Dorton, AC Chair; Jonathan Edelson; Kay Wisniewski; Reginald Avery, CA Board, Sandy Cederbaum, Village Manager; Brigitta Warren, Event & Administrative Coordinator

**Also Present:** Gerry Witte, Chair, OM Public and Open Space Advisory Committee

**Absent:** Tawania Williams

### Opening of Meeting

- **Ms. Thomas** motioned that the agenda for April 14, 2015 (ATTACHMENT “A”) be approved. **Ms. Wisniewski** seconded and the motion passed (6-0-0).
- **Ms. Wisniewski** motioned to accept the March 24, 2015 OMCA Board meeting minutes (ATTACHMENT “B”). **Mr. Dorton** seconded and the motion passed (6-0-0).

### Resident Remarks

- Gerry Witte, Chair of the OMCA Public and Open Space Advisory Committee, distributed an update from the Committee (ATTACHMENT “C”).
- **Ms. Thomas** thanked Mr. Witte for his work on the committee. She stated that the OMCA Board has drafted a letter to Milton Matthews complementing the CA Open Space Committee (ATTACHMENT “D”).
- **Mr. Avery** asked Mr. Witte to confer with him regarding CA budget requests

### Bridge Columbia

- Sally Ryder, Friends of Bridge Columbia, gave background information about her involvement with Bridge Columbia. She stated reasons why a bicycle bridge and a transit bridge is needed. She also stated cars on the bridge would be detrimental.
- Karen Gray, OM resident and Friends of Bridge Columbia committee, saw a map in the OMCA VCCP that had a picture of a car bridge. She was concerned as this is not something Bridge Columbia is

interested in.

- Fred Gottemoeller, Friends of Bridge Columbia, stated that County Executive Kittleman did commit to doing something with the Bridge. \$513,000 was already committed in 2013. Mr. Gottemoeller stated the money should go into engineering and not into small enhancements of the Bridge. Bridge Columbia is asking for the OMCA Board's support in their request of \$715,000 in the County's FY2017 Capital budget.
- April 20, 2015, Bridge Columbia, will be providing a tour of the bridge for Diane Wilson, Chief of Staff to the County Executive.
- Bridge Columbia does not want to see a vehicular bridge. Distributed "Analysis of Proposed County "Planning Process" and Vehicular Bridge Option" (ATTACHMENT "E").
- **Mr. Dorton** asked what the difference was between having cars on the Bridge and not having cars.
- Mr. Gottemoeller responded that not having cars on the bridge would hopefully inspire people to use public transit and provide transit users a shortcut. Oakland Mills has the ability to be a transit hub.
- **Mr. Verchinski** would be very much against cars on the bridge.
- **Mr. Edelson** stated that the bridge should be transit bus and pedestrian only. He expressed concern about the traffic. He suggested using circulator buses similar to what is used in Baltimore or D.C.
- **Ms. Thomas** mentioned possibly building a structure that would have the capacity for cars next to the other transit/pedestrian/bicycle bridge.
- **Mr. Dorton** stated that developers might not be interested in Oakland Mills if there is no car transit.
- Mr. Gottemoeller responded that the transit bridge is the first step.
- Resident Evenly Mogren distributed a document from BikeHoward supporting a transit/pedestrian/bicycle bridge (ATTACHMENT "F").

### **Thunder Hill Road (175) to Whiteacre Streetscape Discussion**

- Howard County Traffic and Engineering is seeking OMCA's requests regarding Thunder Hill Road; on street parking, bike lanes, raised medians.
- Resident Sandra Braxton Riley would like raised medians for beauty and street calming. She does not want additional parking.
- **Mr. Edelson** was not certain why it had to be an either/or situation as it seems the road could handle all three options.

An agreement was made that there would 1) Raised landscaped median from Thunder Hill Road from Route 175 to Twin Knolls Road and colorful painted bike lanes 2) on-street parking and colorful painted bike lanes from Twin Knolls Road to Timesweep and 3) raised median with a pedestrian refuge island and colorful painted bike lanes from Timesweep to Whiteacre. In addition we would request that the cement median at the Thunder Hill (North/175) entry be a grass raised median w/landscaping to mirror the look of the proposed Thunder Hills (South/175) side. **Ms. Thomas** motioned to accept the three proposed suggestions. **Mr. Edelson** seconded and the motion passed (6-0-0).

### **Discussion on Topics for April 28 meeting with County Council**

- Discussion regarding additions to the letter with requests for County Council (ATTACHMENT "G").
- **Mr. Edelson** requested restoring revitalization loans for homeowners
- **Mr. McCormack** stated that he would like to ask Tom Carbo about revitalization of homes.
- The OMCA Board would like the County to help them put together an incentive package within three months to help OMCA attract potential investors. This effort should be coordinated with Diane Wilson.
- **Mr. Verchinski** stated that some thought should be given to outparcels with regard to New Town zoning.
- A discussion regarding New Town Zoning and how it fits into current and future development ensued.
- Mr. McCormack discussed NT Zoning with regard to MIHU requirements.

- **Mr. Edelson** discussed the need for busing for children who were redistricted from TSES to SFES. He referred to the Education report that has the policy proposal included. (ATTACHMENT “H”).

### **Columbia Council Report**

- Nothing has been done after two years with the Inner Arbor Trust. The CA Board has sent a letter to the Trust stating that they want something done by the summer.
- **Mr. Avery** stated that the final draft of the Abandoned and Vacant Property Policy has been distributed. He read over some of the changes. **Mr. Verchinski** asked how much money CA was allotting in their budget to implement items this policy. **Mr. Avery** stated that an amount has not been assigned yet, but will find out more information.
- **Mr. Avery** stated that the CA is in the process of changing the CA By Laws to include their new address.

### **Manager’s Report**

- **Ms. Cederbaum** distributed her report (ATTACHMENT “I”).

### **Committee Reports**

#### **Education**

- **Mr. Edelson** distributed his report (ATTACHMENT “H”). **Ms. Warren** and he met with Diane Martin from HCPSS regarding the April 29<sup>th</sup> State of Our Schools Town Hall meeting. He explained the April 29<sup>th</sup> Town Hall agenda. There is a flyer being distributed.

#### **Architecture**

- **Mr. Dorton** stated that the Exxon station owner was given non-residential guidelines that were written with the current village center in mind.

### **New Business**

- **Mr. Verchinski** had sent to the OMCA Board the information regarding the Solar Co-op. This would allow residents to get solar on their rooftops at a 25% discount. **Mr. Verchinski** asked for approval from the Board to work with Jeremy Sharfenburg from the CA and have a couple of meetings with residents to see who might be interested. **Ms. Thomas** motioned to approve **Mr. Verchinski** working with Mr. Sharfenberg. **Ms. Wisniewski** seconded and the motion passed (6-0-0).
- **Ms. Wisniewski** wanted to restate the OMCA Board’s official position that they would present to the County; they would like a Bridge with transit, pedestrian crossing and bicycles.
- **Mr. Edelson** motioned to put forth the proposed policy, “Any HCPSS student who, due to the Board of Education policy or school system determination, attends a school further from his or her home than the nearest school serving his or her grade level shall be entitled to transportation provided by HCPSS regardless of distance from home to school.” **Ms. Thomas** seconded and the motion passed (6-0-0).
- **Ms. Thomas** motioned to accept the letter written to Milton Matthews (ATTACHMENT “D”). **Mr. Edelson** seconded and the motion passed (6-0-0).

### **Board Bulletin Board**

- **Ms. Warren** announced events that will be occurring on Election Day. The Plant sale will begin at 9am. There will be an Election Day kid’s carnival in the Loft which will be held from 1pm to 3pm.
- **Mr. Edelson** added that SFES PTA will be selling hot dogs and other goodies at the carnival.

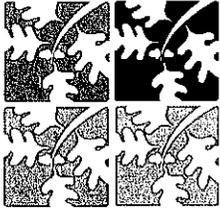
The regular OMCA Board meeting was adjourned at 9:59 pm.

Respectfully submitted: Brigitta Warren, Event and Administrative Coordinator

**Action Items:**

Staff: Ms. Cederbaum to draft letter to Councilman Ball regarding the decision on the Thunder Hill to Whiteacre Streetscape.

Board: Mr. McCormack to draft a letter to Mr. Carbo and Mr. Kittleman regarding the County purchase of a home on Commitment Court.



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**Oakland Mills Community Association  
Village Board Meeting AGENDA**

The Other Barn ~ 5851 Robert Oliver Place ~ Columbia, MD 21045  
**Board Members:** Virginia Thomas, Co-Chair ~ Bill McCormack, Co-Chair,  
Jervis Dorton, Architectural Committee Chair ~ Jonathan Edelson  
Paul Verchinski ~ Tawania Williams ~ Kay Wisniewski  
Reginald Avery, Columbia Council Representative

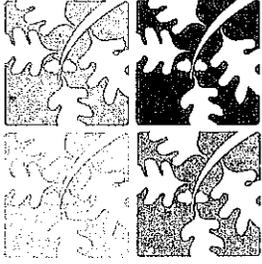
**6:00 p.m.: Volunteers of the Year Reception – light fare dinner**

**April 14, 2015  
Oakland Mills Board of Directors Meeting  
7:00 p.m. at The Other Barn**

- 7:00 p.m. Opening of meeting**  
Approve the agenda for tonight’s meeting  
Approve the minutes from the March 24, 2015 meeting
- 7:05 p.m. Resident Remarks**
- 7:10 p.m. Bridge Columbia Discussion with regard to April 28, 2015 meeting with Howard County Council Members, Board and Bridge Columbia Committee**
- 7:30 p.m. Thunder Hill Road (175) to Whiteacre Streetscape Discussion, Board**
- 8:00 p.m. Discussion on topics for April 28 meeting with County Council, Board**
- 8:20 p.m. Board Co-Chair Remarks, Virginia Thomas and Bill McCormack**
- 8:30 p.m. Columbia Council Rep. Report, Reginald Avery**
- 8:40 p.m. Manager’s Report, Sandy Cederbaum**
- 8:45 p.m. Committee Reports**  
Housing, Bill McCormack  
Safety, Tawania Williams  
Education, Jonathan Edelson  
Architecture, Jervis Dorton
- 8:55 p.m. New Business**
- 9:05 p.m. Board Bulletin Board**
- 9:10 p.m. Adjourn**

**Upcoming Events:**

**April 14, Volunteers of the Year Reception and OM Board Meeting, April 12, Jazz in the Mills  
April 15, Master Gardener; April 17, Lively Arts; April 25, Elections, Plant Sale, Carnival  
April 28, Board meeting w/County Council**



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# Oakland Mills Community Association Village Board Meeting Minutes

The Other Barn ~ 5851 Robert Oliver Place ~ Columbia, MD 21045

**Board Members:** Bill McCormack, Jr., Co-Chair~ Ginny Thomas, Co-Chair ~ Jervis Dorton, AC  
Chair ~ Jonathan Edelson ~ Paul Verchinski  
Tawania Williams ~ Kay Wisniewski  
Reginald Avery, Columbia Council Representative

**March 24, 2015**

## Regular OMCA BoD Meeting

**Mr. McCormack** called the regular meeting of the OMCA Board of Directors to order at 7:08 pm.

**Present:** Bill McCormack, Jr., Board Co-Chair; Paul Verchinski; Tawania Williams; Kay Wisniewski; Reginald Avery, CA Board, Sandy Cederbaum, Village Manager; Brigitta Warren, Event & Administrative Coordinator; Virginia Thomas, Board Co-Chair

**Also Present:** Clara Gouin, HC Park Planner; Raul Delerme, HC Director of Capital Projects; Mark Kovatch, HC Department of Public Works; Charlie Bailey, WRA; Brad Jones, WRA; Chris Eatough, HC Department of Transportation; Kim Pruiem, Special Assistant to Councilman Ball; See Resident List

**Absent:** Jervis Dorton, AC Chair

## Opening of Meeting

- **Ms. Wisniewski** motioned that the agenda for March 24, 2015 (ATTACHMENT "A") be approved. **Ms. Thomas** seconded and the motion passed (5-0-0).
- **Mr. Edelson** motioned to accept the March 10, 2015 OMCA Board meeting minutes (ATTACHMENT "B"). **Ms. Thomas** seconded. **Mr. Verchinski** asked for amendments to the minutes.
- **Ms. Thomas** motioned to accept the amended March 10, 2015 OMCA Board meeting minutes (ATTACHMENT "B"). **Ms. Wisniewski** seconded and the motion passed (5-0-0).

**Ms. Thomas** read a thank you letter from the OMCA Board to Resident Barbara Chaney. Lavenia Nesmith thanked her for her years with Jazz in the Mills and presented her with an award of appreciation

**Ms. Thomas** motioned to select Lavenia Nesmith as the 2015 Individual Volunteer of the Year. **Ms. Wisniewski** seconded and the motion passed (5-0-0).

## Resident Remarks

- Resident Dianne Beall stated her opposition to Phase 3 of Blandair Park.

## Blandair Park

- Charlie Bailey, WRA, presented slides to show the proposed Phase 2 of Blandair Park. This will include the realignment of Oakland Mills Road. Construction will begin in April 2015. This phase will include 2 baseball fields, 5 tennis courts, a picnic pavilion, additional restrooms, parking – accessed off of Oakland Mills Road, storm water management facilities, and an additional playground. There are plans to build a buffer of heavy evergreens between the townhomes and the Park. The phase will also include a bus drop off and a roundabout at Oakland Mills Road and Old Montgomery Road.
- **Ms. Thomas** asked about the impact of construction on Pete's Snowball property.
- A description of the realignment of Oakland Mills Road was given by Brad Jones, WRA. Phase 2 and Phase J will take 16 months and 21 months respectively to complete. Mr. Jones described detours while road is closed.
- **Mr. Verchinski** asked if walkers and bicyclists will have access while Oakland Mills Road is under construction. Mr. Jones responded that the road will be chained closed to vehicles except in case of extreme emergencies, there will be emergency vehicular access. **Ms. Thomas** asked to have that information in writing. Raul Delorme said he would send something over in writing.
- A discussion regarding crosswalks at the proposed Oakland Mills Road roundabout. Ms. Pruim referred residents to Councilman Calvin Ball's Construction Newsletter that was recently distributed.
- A discussion ensued regarding the detour route that will be used during Phase J, the rerouting of Oakland Mills Road.
- Resident Jonathan Mayhew was present to express his frustration with the Maryland Superbowl that is held at Blandair Park. Mr. Delorme stated that the MD Superbowl will not be held during the construction. Howard County has worked it out with Oakland Mills High School that any overflow parking for events will be at Oakland Mills High School. Resident Mayhew expressed complaints about the use of air horns at games. **Ms. Thomas** stated that the OMCA Board will follow up before an event with Howard County Recreation and Parks.
- **Mr. McCormack** read a letter distributed from County Executive Allan Kittleman regarding construction at Blandair Park (ATTACHMENT "C").

## Howard County Pedestrian Plan Update

- Chris Eatough, Howard County Department of Transportation, gave an update on the Walk Howard and the Pedestrian Master Plan. He stated that the plan is currently in the Public Outreach Phase. There will be an open house at the North Laurel Recreation Center on Saturday, March 28, 2015 at 1:30pm. Residents may also give online input at [www.walkhoward.org](http://www.walkhoward.org). Mr. Eatough encouraged Oakland Mills residents to go online and give input. He also distributed a form that can be filled out and given to him with suggestions for walking spots in Howard County that are in need of repair (ATTACHMENT "D").
- **Mr. Verchinski** asked about developers who can buy their way out of having to put sidewalks on their property – the fee in lieu system. Mr. Eatough responded that he is involved in working on this process. Mr. Eatough stated that he does believe more sidewalks will be put in but does not see the fee in lieu system going completely away.
- **Mr. Edelson** stated that the Walk Howard website does not clearly identify sidewalks that are already there that are in disrepair. Mr. Eatough responded if there is a sidewalk in place that needs repair, send that in as well.
- A resident asked if there could be community involvement with this process. Mr. Eatough responded that there will be a phase where this may be possible.
- **Ms. Thomas** asked if Mr. Eatough could send information regarding all the ways residents can get maps to walk through Howard County. Mr. Eatough stated he would email those to OMCA.

## Request for lobby furniture and Smithy chairs capital expense purchase

- **Ms. Wisniewski** motioned to approve the purchase of new lobby furniture and new chairs for the Smity as capital expense items. **Ms. Thomas** seconded and the motion passed (6-0-0).

## Board Co-Chair Remarks

- Resident Mayhew expressed concern over the recent incident in Emerson Hill. The OMCA Board will follow up with Ms. Pruum regarding this incident and the residents' concerns.
- **Mr. Avery, Mr. McCormack, Ms. Thomas and Ms. Cederbaum** met with Enterprise Homes to explain what was currently happening with the Master Plan. Enterprise Homes liked the ideas and wanted to work with OMCA. The Board will host a dinner meeting with some Forest Ridge families to get their input about what is happening with the Master Plan. Ms. Cederbaum and Ms. Ross (Forest Ridge) will work on a date/logistics.
- **Mr. McCormack, Ms. Thomas and Mr. Verchinski** met with a local developer who was very interested in developing property in Oakland Mills. He stated the Bridge is crucial to further development.
- **Mr. Edelson** discussed the marketing committee he is putting together. He is currently looking for interested residents to participate. The committee will work on accentuating the positives of Oakland Mills.

## Board Bulletin Board

- **Mr. Verchinski** asked for a report from **Mr. Avery** regarding the revised draft of the CA Abandoned House Policy. **Mr. Avery** stated CA Legal has to review the document. **Mr. Verchinski** announced that at the CA meeting this Thursday, March 26, the CA Board will be renewing the charges for the FY 15 and FY 16 Advisory Committees which includes the Senior Advisory Committee. The Senior Advisory Committee will be charged with monitoring the Older Adult Plan and monitoring the Village in Howard program along with other minor issues.
- **Mr. Avery** stated that on Thursday, March 26, the CA Board of Directors will be talking about the use of pesticides in the community. CA has been able to cut its usage of pesticides by 50%.
- **Mr. Edelson** stated that a consideration for the next OMCA Board meeting would be to recognize all of the OMHS recent championships.
- **Ms. Cederbaum** invited all to attend the Volunteers of the Year celebration on April 14<sup>th</sup> at 6pm at The Other Barn.

The regular OMCA Board meeting was adjourned at 9:22 pm.

Respectfully submitted: Brigitta Warren, Event and Administrative Coordinator

## Action Items for Next Meeting (4/14/15)

Board Actions – Mr. Edelson will gather a list of sports team achievements.

Staff Actions – Set up dinner meeting with Forest Ridge Residents.  
Compile list of issues from Blandair meeting

**From:** Gerry Witte [mailto:gwitte22@yahoo.com]  
**Sent:** Saturday, March 28, 2015 4:01 PM  
**To:** Phil Engelke; Bill McCormack; Mike Greenberg; Daniel Kirk-Davidoff; Jervis Dorton; Ginny Thomas; Jonathan Edelson; [verchinski@yahoo.com](mailto:verchinski@yahoo.com); [tgwlove4kids@gmail.com](mailto:tgwlove4kids@gmail.com); [terpsalleycats@verizon.net](mailto:terpsalleycats@verizon.net); Reginald Avery  
**Cc:** Sandy Cederbaum  
**Subject:** OM Public Space Advisory Committee Status Report - 3/28/15

Village Board - I continue to have a schedule conflict with the Village Board Meetings. Accordingly, I am submitting a status report for recent activities of the OM Public Space Advisory Committee (PSAC). I will follow-up with similar status reports as necessary.

+++++

The OM PSAC was established ~2 1/2 years ago to focus on issues associated with Public Space within Oakland Mills. Phil Engleke spearheaded the formation of this committee and was the original committee chair. Gerhart (Gerry) Witte is now the current chair.

The following are *recent* noteworthy activities of this Advisory Committee:

- The PSAC continues to hold regular meetings with the CA Open Space Management Division (OSMD) staff to discuss topics of mutual interest. Some agreements include:
  - CA OSMD has agreed to develop and provide us with a "Best Practices" document describing the current methods/practices for maintaining CA Open Space including Vegetation Management and Forest Management.
  - CA OSMD has agreed (1) to pay extra attention to the land around Patriot Lane Pond and (2) to enhance the appearance of the the wooded area along Farewell Road across from Fallen Stone.
  - CA OSMD has agreed to not change the OM Open Space mowing practice without first consulting with the OM PSAC.
- The PSAC led the OM Columbia Clean Up day volunteers on March 21. Approximately ten bags of trash were collected by a total of four people including two PSAC members (Dan Kirk- Davidoff and Gerry Witte). The clean-up included CA property on both sides of the bike path from the Rt. 29 pedestrian bridge to Stevens Forest Road.

- Gerry Witte and Jervis Dorton made some budget recommendations to the CA board at last year's open budget meetings emphasizing the need for more CA OSMD resources. Similar recommendations will be made nu me at the upcoming July open budget meetings. The text of this "speak out" will be provided to the OM Board prior to its presentation to the CA Board.

Anyone wishing to participate in these activities should contact Gerry Witte ([gwwitte22@yahoo.com](mailto:gwwitte22@yahoo.com)).

Current PSAC Members are:

Gerry Witte  
Phil Engleke  
Daniel Kirk-Davidoff  
Jervis Dorton  
Mike Greenberg  
Bill McCormack

Note - I apologize if I did not include everyone on the Distribution list.



**Oakland Mills Community Association**  
**The Other Barn • 5851 Robert Oliver Place**  
**Columbia, MD 21045**  
**410-730-4610 • oaklandmills.org**

April 14, 2014

Mr. Milton Matthews, President and CEO  
Columbia Association  
10221 Wincopin Circle  
Columbia, MD 21044

Dear Mr. Matthews.

The Oakland Mills Public and Open Space Committee has been meeting for the past two years with CA's Open Space Management Division. These meetings have been very productive and many ideas regarding maintaining CA's open space have been generated.

As a result of the meetings and collaborative working relationship, CA's Open Space Management Division recently cleaned up/cleared out a wooded area in Oakland Mills directly off of Farewell Road. This parcel is very visible and looks much better. On behalf of Oakland Mills Board, Opens Space Committee, and residents we'd like to thank CA for this work and for partnering with us on many issues. Please pass along our thanks to Daniel D'Amore and his team.

Sincerely,

Virginia M. Thomas, Co-Chair  
Oakland Mills Board of Directors

William R. McCormack, Co-Chair  
Oakland Mills Board of Directors

cc: Daniel D'Amore, CA Opens Space Management, Director  
Reginald Avery, Oakland Mills Columbia Council Representative  
Gerry Witte, Oakland Mills Public and Open Space Committee Chairman

**Analysis of Proposed County "Planning Process" and Vehicular Bridge Option**  
Friends of Bridge Columbia  
April 14, 2015

- Plans to redevelop OM at a higher density and/or add more uses (ie expanded ice rink) will inevitably add more traffic on THR and SFR. OM needs to address five questions.
  - First, how much new traffic is too much?
  - Second, is a new car connection to OM necessary in terms of allowing sufficient density and or making it more likely for OM's redevelopment to succeed?
  - Third, if necessary, should the new vehicular connection be to Downtown only, or to US 29 only, or both.
  - Fourth, If there is direct car access to downtown, some traffic from downtown will inevitably use OM as a cut - through to and from MD175 east. Is that a price OM is willing to pay?
  - Fifth, if there is a new vehicular bridge, what changes would be necessary to existing OM streets?
- A pedestrian/bike/transit Bridge Columbia will ameliorate the increase in car traffic to the extent that it creates a time advantage for travelers to OM. However, if buses are just added to a new vehicular bridge transit will be much less helpful.
- Working out the nature and extent of the redevelopment of OM and developing plans for a new vehicular bridge will take a long time, probably 8 to 10 years to opening day.
- Bridge Columbia could open and providing benefits in 4 years, and it would not preclude, would indeed support, any of the options that might be considered for a new vehicular bridge.
- With all of that in mind, the Friends of Bridge Columbia strongly recommend that Bridge Columbia go ahead as only a pedestrian/bike/transit bridge so it can start to support the redevelopment of OM sooner rather than later, while the studies and discussions needed to address the above questions take place. Bridge Columbia can be built in such a way that it will support any of the likely outcomes for a new vehicular bridge, including none.

# Introduction

## Purpose

BikeHoward is the Howard County Bicycle Master Plan. The primary purpose of BikeHoward is to provide a framework to guide the county's future actions to improve conditions for bicyclists and promote bicycling as a safe and convenient travel option. In other words:

***Making it easy for people of all ages and abilities to get around by bike in Howard County.***

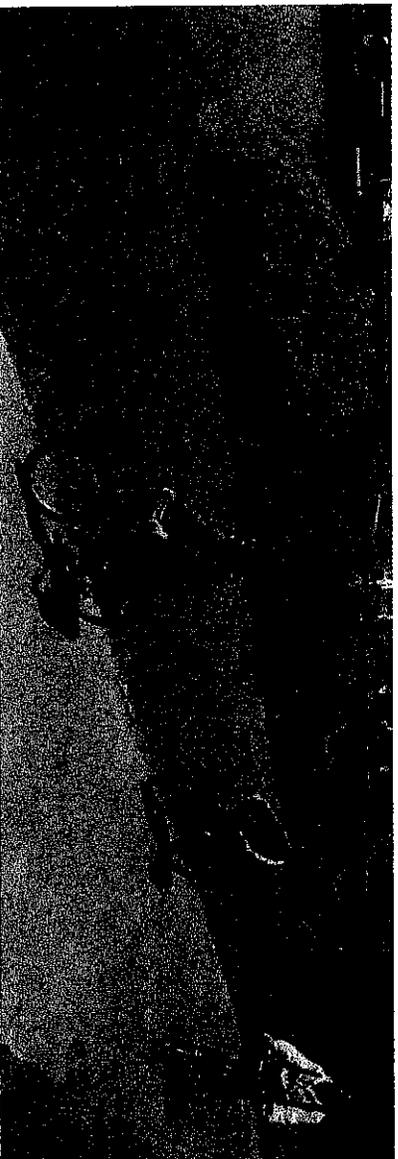
BikeHoward provides recommendations and guidance in the following general categories:

- Policy updates
- Programs for education, encouragement and enforcement
- Infrastructure improvements to create a connected bike network

It is important to note that details on committed funding sources for the infrastructure improvements are not identified or confirmed in this plan. The network is aspirational and provides a vision to work towards over time. Funding will require creativity in acquiring grants, coordinating with the County resurfacing schedule, working with developers and exploring various funding sources at the local, state and federal level. Providing the details of the desired bike network will be valuable for maximizing these funding opportunities, however, BikeHoward does not commit Howard County to funding all of the structured projects in the plan.

## The Vision of BikeHoward

*"Howard County, Maryland seeks to be a bicycle-friendly County where residents and visitors, schoolchildren and seniors, men and women feel comfortable and safe bicycling on our roads and paths as a means of daily transportation and healthy recreation."*



## Vision and Goals

The vision and goals of BikeHoward flow directly from PlanHoward 2030, the County's general plan. PlanHoward 2030 is organized around the concepts of environmental, economic and community sustainability.

Bicycling has the potential to make a significant contribution toward achieving the County's sustainability goals in each of these areas:

- environmental sustainability by reducing air and water pollution
- economic sustainability by contributing to tourism and reducing household transportation expenditures
- community sustainability by contributing to public health and helping neighborhoods remain safe and functional for all generations

PlanHoward 2030 calls for the promotion of complete streets design practices, and establishment of an interdepartmental team to implement both a countywide Bicycle Master Plan and a countywide Pedestrian Master Plan. BikeHoward is an important step in achieving these objectives.

By improving conditions for cyclists on roadways, by connecting and extending paths, and by linking residential areas to shopping centers, public facilities and jobs, bicycling can take its place in an effective multi-modal transportation system that provides residents sustainable transportation options for daily life.

## The Goals of BikeHoward

*Create a Safe and Seamless Network:* For bicycling to grow, cyclists must have a safe, intuitive, easy and seamless network of bikeways that connects them to where they want to go: schools, shops, parks and work, with facilities that will serve cyclists of all skill and comfort levels.

*Increase Participation and Safety* through bicycle educational programs for school-aged children and youth, and awareness campaigns for motor vehicle users, to make bicycling normal, popular and accepted transportation option.

*Update County Policies* to ensure that that the County's infrastructure and land development policies fully accommodate and encourage bicycling.

*Coordinate with Maryland* state legislators and agency officials to accommodate bicycle travel through:

- state highways and public transit services
- regulation of utility rights-of-way
- administration of storm water treatment and water quality regulations

*Promote Active Living* by including bicycling as an active component of a livable community that is physically healthy, economically sound and environmentally sustainable.

## How BikeHoward is Organized

Following this introductory chapter, Chapter 2 of BikeHoward provides a brief discussion of existing bicycling conditions that focuses on the physical conditions for bicycling for transportation.

Chapter 3 describes the roles of county agencies and partners in relation to bicycle planning and facility development, current planning practices and development policies that affect bicycling and the development of bicycle transportation infrastructure. This discussion of existing conditions is followed by recommendations for updating planning and development policies to provide a firmer foundation for creating a bicycle-friendly county.

Chapter 4 discusses the public outreach activities undertaken as a part of the planning process to develop BikeHoward. It also describes the work done to assess the existing roadways, pathways and path corridors, evaluate the potential for creation of a countywide bikeway network and it describes the process used to develop the networks.

Chapter 5 discusses the Countywide Bikeway Network and explains how it has been subdivided into Short-Term and Mid-Term and Long-Term Networks. This Chapter also describes the types of bicycle facilities that are recommended to create a bikeway network that serves a broad range of cyclists.

Chapter 6 presents recommendations for specific components of the bikeway network including way finding sign systems, use of experimental and new facility types, state roads in BikeHoward and provides highlights of the shared use path recommendations.

Chapter 7 addresses bicycle parking, shower and changing facilities, and integration of bicycling with public transit services.

Chapter 8 discusses a set of recommended programs in the areas of bicycle safety education, encouragement and enforcement.

Chapter 9 summarizes the implementation strategies for the plan, presents the short term network organized into specific projects and recommends specific institutional processes that are key for effective build out of the Bikeway Network.

Chapter 10 presents an implementation matrix that serves as a guide to all of the recommendations in the plan.

Chapter 11 provides the conclusion for BikeHoward.

## Why Bicycling in Howard County?

Investing and improving conditions for bicycling is a fast growing trend throughout the country. There is a growing and strong body of evidence showing that when communities invest in bicycling, there are many short and long-term benefits to public health, household budgets, the local economy, environmental sustainability, and overall quality of life.

Howard County's economic competitiveness has been driven in large part by its image and location as a great place to live, do business and raise children. Howard County has long depended on its location between Baltimore and Washington DC and its proximity to major transportation hubs and corridors to assure its economic success. However, in today's changing economy the ability to attract and retain successful companies, and attract highly skilled employees that can compete in the broader global marketplace is critical to ensuring the county's sustained success. Communities that are prospering and attracting top tier talent and companies are investing in building cycling infrastructure.

In a report by People for Bikes, Fred Schmidt, a founder of two tech companies in Austin TX stated "Tech companies, especially in the game industry, like to be where there's a lot of buzz, where there's entertainment and energy. In order to attract those type of companies, we need to continue to provide buildings and workspaces and infrastructure that supports the culture that thrives on that type of urban environment."

The urban land institute, in its report "Shifting Suburbs: Reinventing Infrastructure for Compact Development", stated that "... market preferences have been shifting. Signs point to an increasing appetite—especially among generation Y—for higher-density

living patterns and for transportation options that include transit, walking, and biking".

### Affordability

In a period of high-variability in the cost of fuel, bicycling offers a lower cost transportation option. Bicycling has an annual operating cost less than 4% of the average ownership and use cost of a car. In Howard County, few households report having no access to a motor vehicle (less than 4 percent) and 70 percent report having 2, 3 or more vehicles per family unit.<sup>1</sup> The annual cost of owning and maintaining a car can range from \$9,000 to \$11,000 a year, even more if the car is older and requires more repairs.<sup>2</sup> For a family, the bicycle is the most economic second or third car, providing independence and freedom for members of the household when the family car is already in use.

### Traffic Congestion

In time, bicycling will have an impact on local traffic congestion. In Howard County, around one-third of all daily trips are less than three miles in length, nationwide 50% of all trips are three miles or less, a distance covered by bicycle in fifteen to twenty minutes. Today, most of these trips are made by automobile, in part due to a lack of safe walking and bicycling facilities. Improved bicycling conditions will re-

<sup>1</sup> American Community Survey, US Census, 2010

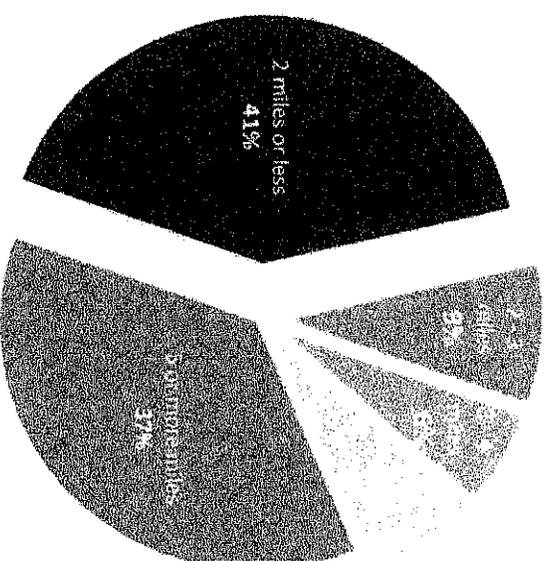
<sup>2</sup> The American Automobile Association reports the average annual cost of owning a sedan to be \$9,000 per year in 2012, an SUV is over \$11,000. <http://newsroom.aaa.com/2012/04/cost-of-owning-and-operating-vehicle-in-u-s-increased-1-9-percent-according-to-aaa%E2%80%99s-2012-%E2%80%99s-your-driving-costs%E2%80%99-study/>

duce congestion by providing residents the option to travel by bicycle for shopping, running errands and visiting friends. At certain times of day, there may be little difference in the time it takes to make a short trip by bicycle or by car, and bicycling may be a preferred choice to save time and money.

### Health

All our citizens need opportunities for regular exercise and active transportation in order to maintain and improve their physical health. The Centers for Disease Control and Prevention recommends thirty minutes of moderate physical activity almost every day and adults who are physically active are healthier and less likely to develop many chronic diseases than adults who are inactive. Today, there are nearly twice as many overweight children and almost three times as many overweight adolescents in the U.S. as there were in 1980. Expanded and improved bi-

## National Average of Personal Trip Lengths



cycle facilities along with policies and programs that support active transportation will provide easy opportunities for our citizens to easily incorporate exercise into their daily transportation routines.

### Local Spending

Economic benefits are also generated by the spending of local and visiting cyclists, especially by those that come to participate in large bicycling events like charity rides or triathlons. A 2004 economic impact study prepared for the Virginia Department of Conservation found that the estimated 1.7 million adult W&OD trail users in Northern Virginia suburbs spent about \$12 million annually related to their recreational use of the trail.<sup>3</sup> Other studies have documented similar impacts. Whether the bicycling draw is in a suburban, urban or rural context, it generates surprising levels of local spending.

### Traffic Safety

Interestingly, more people bicycling will actually increase traffic safety for cyclists and safe, clear and consistent accommodations for cyclists enhance safety for all road users. For example, bicycle lanes not only give cyclists clear guidance and more confidence about riding in the road, they give motorists information about where to expect bikes. When entering a street with bike lanes from a side street or driveway, bike lanes provide better sight distance for motorists watching for oncoming traffic. Research undertaken by the Alliance for Biking and Walking shows that areas with more bicycling trips per capita have a lower frequency of bicycle/motor vehicle crashes. When bicyclists are encountered more frequently on roadways, motorists become more accustomed to sharing the road with them.<sup>4</sup> Also, when more people ride bikes, it's more common that a

driver is also an occasional cyclist themselves, so they have more awareness, understanding and patience for people on bikes.

### Recreation

Creating a countywide network of bikeways will increase the opportunities for close-to-home and affordable recreation for people of all ages. It will enhance access to the County's many public parks and other recreational venues. On County and Columbia Association trails, bicycling for recreation offers a way to de-stress, exercise and enjoy nature. On County roadways, particularly in western Howard County, bicycling offers a serious cardiovascular workout and a chance to appreciate a working agricultural landscape.

### Environmental

Bicycling is not the sole answer to environmental issues such as air pollution and climate change, but it can make a meaningful contribution. Increased levels of bicycling reduce fossil fuel consumption and the resulting air pollution and carbon emissions. Every bike trip that replaces a car trip reduces pollution. Based upon research conducted by the U.S. Environmental Protection Agency, it is estimated that sixty percent (60%) of the pollution created by automobile emissions is emitted in the first few minutes of operation, before pollution control devices begin to work effectively. So even short trips make a difference.

### Equity and Transportation Choices

Improving bicycle conditions will expand transportation choices for the entire community. People with low incomes more often depend on car-free options such as public transit, walking and biking. Access to public transit is much easier when biking is possible. Four percent of Howard County households do not have access to a motor vehicle.<sup>5</sup> Many people cannot drive due to being under age, having a physical disability or other reasons. Some of these people can get around by bike if safety and conditions are improved. Bicycling may also be a solution for older residents who reach an age where driving is no longer an option, providing the ability to get to the grocery store, to medical appointments, and to access recreational opportunities. Improvements to the bikeway network will make it easier for County residents to age-in-place, while also lowering transportation costs.

<sup>3</sup> <http://www.americantrails.org/resources/adjacent/WODstudy04.html>

<sup>4</sup> *Bicycling and Walking in the United States: 2012 Benchmarking Report*, Alliance for Biking and Walking, 2012.

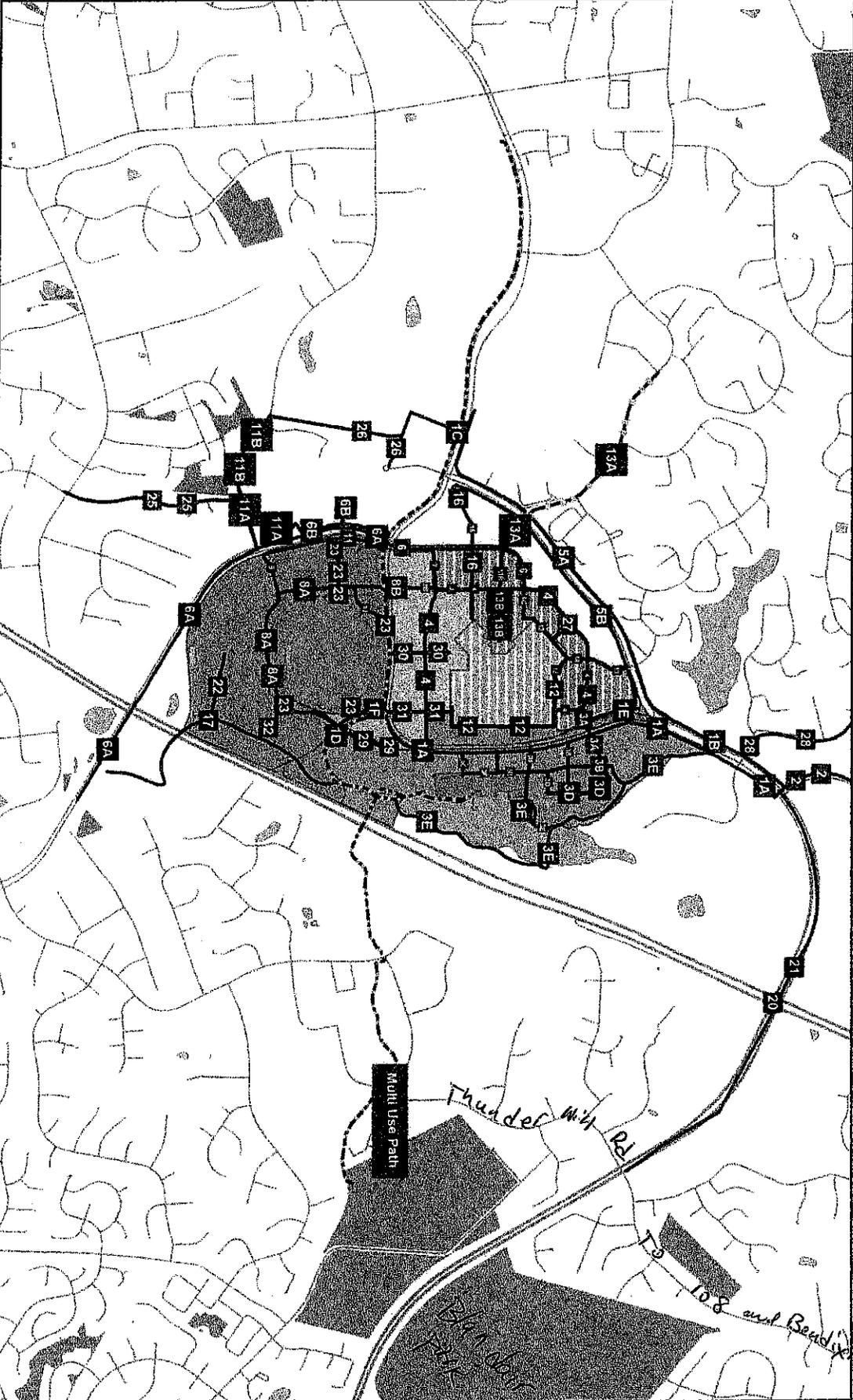
<sup>5</sup> American Community Survey, 2010 U.S. Census.



# BIKE HOWARD

## Downtown Columbia Without North South Collector Bicycle Facilities and Circulation Plan Map No. 8

- Bike Facility Recommendations**
- Shared Use Path
  - Cycle Track
  - Bike Lane
  - Bike Sharow
  - Neighborhood Greenway
- Neighborhoods**
- Wardfield-Approved
  - Mail-Approved
  - Crescent
  - Lakefront
  - Lakefront Core
  - Menweather
  - Symphony Overlook
- Segment Number Label**
- Required by Approved Downtown Columbia Master Plan



# Existing Facilities

As of 2014, bicycle conditions in Howard County are highly varied. While the rural two lane roads in the Western part of the County are narrow and largely without shoulders, many have low traffic volumes and remain popular with increasing numbers of recreational cyclists but increased traffic levels and development is impacting cyclists using these roads. Most of the large arterial roadways in the central and eastern part of the county have poor cycling conditions due to large traffic volumes, high traffic speeds and/or lack of space available for cycling. However, many collector roads and neighborhood streets have good cycling conditions due to low traffic volumes, low speeds, the presence of traffic calming and/or the availability of extra space for cycling.

The state highways in the county are also variable, some like, Route 108, have high volumes of high speed traffic and no consistent bicycling facilities. However, recently upgraded highways like Route 32 have consistent and wide shoulders that have been designed by the state to provide bicycle access even as the roadway in general has been upgraded to highway design.

One of the county's major bicycling issues are the barriers to connectivity, including major highways with few bicycle-friendly crossings, railroad lines, large natural areas and stream valleys with steep topography such as the Patapsco River.

The county has an extensive shared use path system that is centered on Columbia and extends south to Savage along the Little Patuxent River. The County is just beginning to install on-road bikeways such as bike lanes. Additional details describing the status of off-road and on-road facility development follows:

## Off Road

Off-road facilities include Columbia Association's pathway system, paths in residential developments, the Patuxent Branch Trail that connects Savage with Columbia, and other trail systems in parks like Centennial Park. While the pathway system is extensive in the Columbia and greater Columbia area, much of it is fairly narrow and quite steep in places.

## On Road

The on-road bikeway network consists of a very few bicycle lanes, but a fair number of roadways with paved and striped shoulders that are sufficiently wide for cyclists to use. A number of residential streets have striped parking lanes that are minimally used, creating de facto bicycle lanes. Some roadways have wide outside lanes (13-15 feet) that provide cyclists a place to ride away from passing motor vehicles.

BikeHoward has classified paved and striped shoulders (of 4 feet or greater) as existing facilities; these shoulders are wide enough to accommodate cyclists. However, some roads with existing paved and striped shoulders may not be comfortable for all cyclists.

See Table 1 for an estimate of linear miles of existing on-road and off-road bikeways in the County.

Improvements for bicycling are already being made within the path networks and on the roadway system.

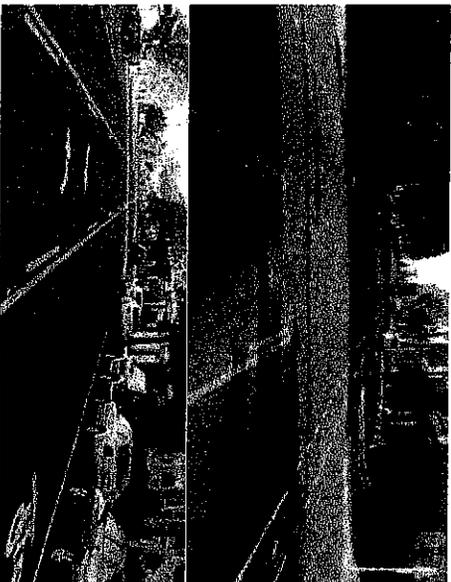
A few examples of recent activities related to bikeway network development follow:

- "pocket" bike lanes have been installed on Route 99 near Mt. Hebron H.S. and on MD 103 at Snowden River Parkway.
- A trail is being designed to link the Howard General Hospital, Downtown Columbia and Blandair Park.
- New bicycle lanes were installed on Great Star Drive in 2012 and extended on Stevens Forest Drive.
- Some roads commonly used by cyclists, have received SHARE THE ROAD signs.
- Columbia Association is completing a pathway around Lake Kittamaqundi

# Bicycle Facilities Visual Glossary

## Climbing Lanes

Used where existing road width will support addition of only one bike lane. Bike lane provided in uphill and shared lane marking on the downhill portion of the road



## Bike Lanes

Pavement marking designating a portion of roadway for preferential use of bicycles



Bikeways that primarily use on-road bike lanes and facilities

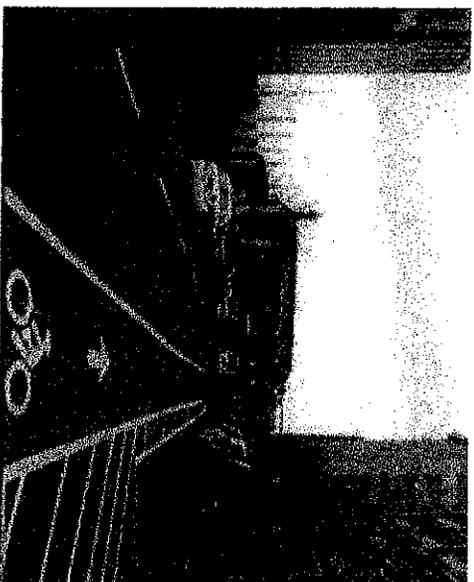
## Colored Bike Lanes

Type of bike lane that uses color to create additional awareness of right-of-way for bicyclists



## Buffered Bike Lanes

A type of bike lane with additional striped buffer zones to provide increased separation from faster moving traffic



## Advisory Bike Lanes

Type of facility where the center line has been removed from the road in order to have room to stripe "advisory" bike lanes. The dashed lines (as opposed to solid) allow motor vehicles to occupy that space when a bicyclist is not using it

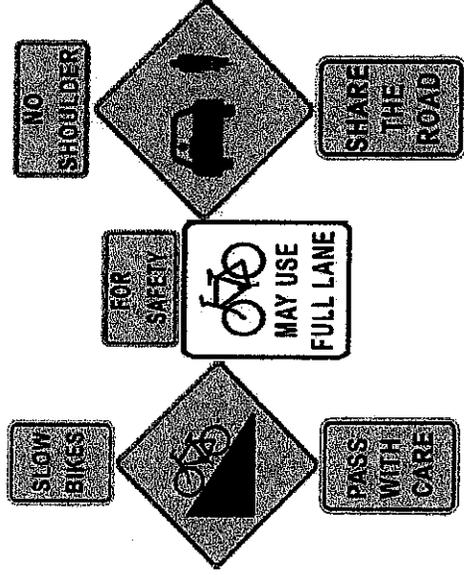


# Bicycle Facilities Visual Glossary

**Bikeways that primarily use existing roads and streets with treatments to guide car and bicycle placement and behavior.**

## Shared Roadway w/ Safety Treatment

Used on two-lane rural roads where there are no continuous shoulders. Uses safety signs and short shoulder sections to allow cars to pass bikes on hills



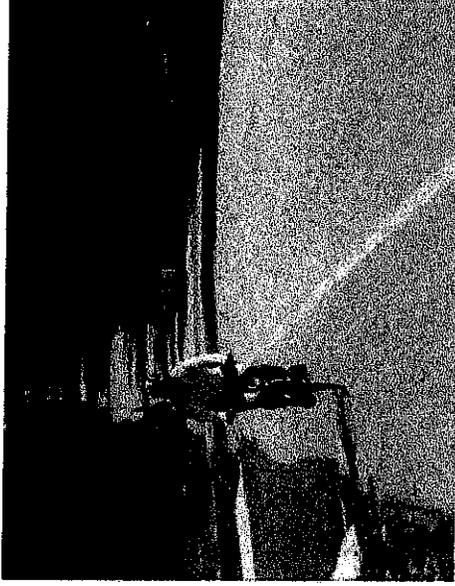
## Shared Roadway

Used on rural roads, neighborhood streets where there is good sight distance and low traffic volumes



## Paved and Striped Shoulder

Most often used on rural roadways and can accommodate bicycle travel. Usually no less than four (4) feet wide



## Shared Lane Markings (Sharrows)

Used where speed limit is 35 mph or lower. Indicates cyclists' safest path of travel and reminds motorists of requirements to share the road





# BIKE HOWARD

## Structured Projects

Estimated Cost: \$796,393

Length (Miles): 3.9

### Project Description:

The project proposes a series of bike lanes and multiuse path to develop a high quality north/south connection between Downtown Columbia and Long Gate.

### Primary Location/Streets:

Thunder Hill Road, Old Annapolis Road, Bendix Road, Edgar Road, Meadowbrook Road/M/D 100

**Start:** Multiuse Trail  
**End:** Meadowbrook Road/M/D 100

- | Linear Recommendations                     | Existing Facilities                   |
|--|---------------------------------------|
| Shared Use Path Construct New              | Bike Lane/Buffered Bike Lane          |
| Shared Use Path Upgrade                    | Paved Shoulder/Shared Roadway         |
| Sidewalk w/ Bikes Permitted                | Existing Pathways (CA, HC and Others) |
| Neighborhood Greenway                      |                                       |
| Bike Lane/Climbing Lane/Buffered Bike Lane |                                       |
| Shared Roadway/Paved and Striped Shoulder  |                                       |
| Advisory Bike Lane                         |                                       |
| Spot Recommendations                       |                                       |
| Bike Link or Signs Needed                  |                                       |
| Bridge Improvement/Build                   |                                       |
| Crossing Improvement or Pathway Crossing   |                                       |
| Tunnel (Minor Improvements)                |                                       |

Structured Project Number: 13

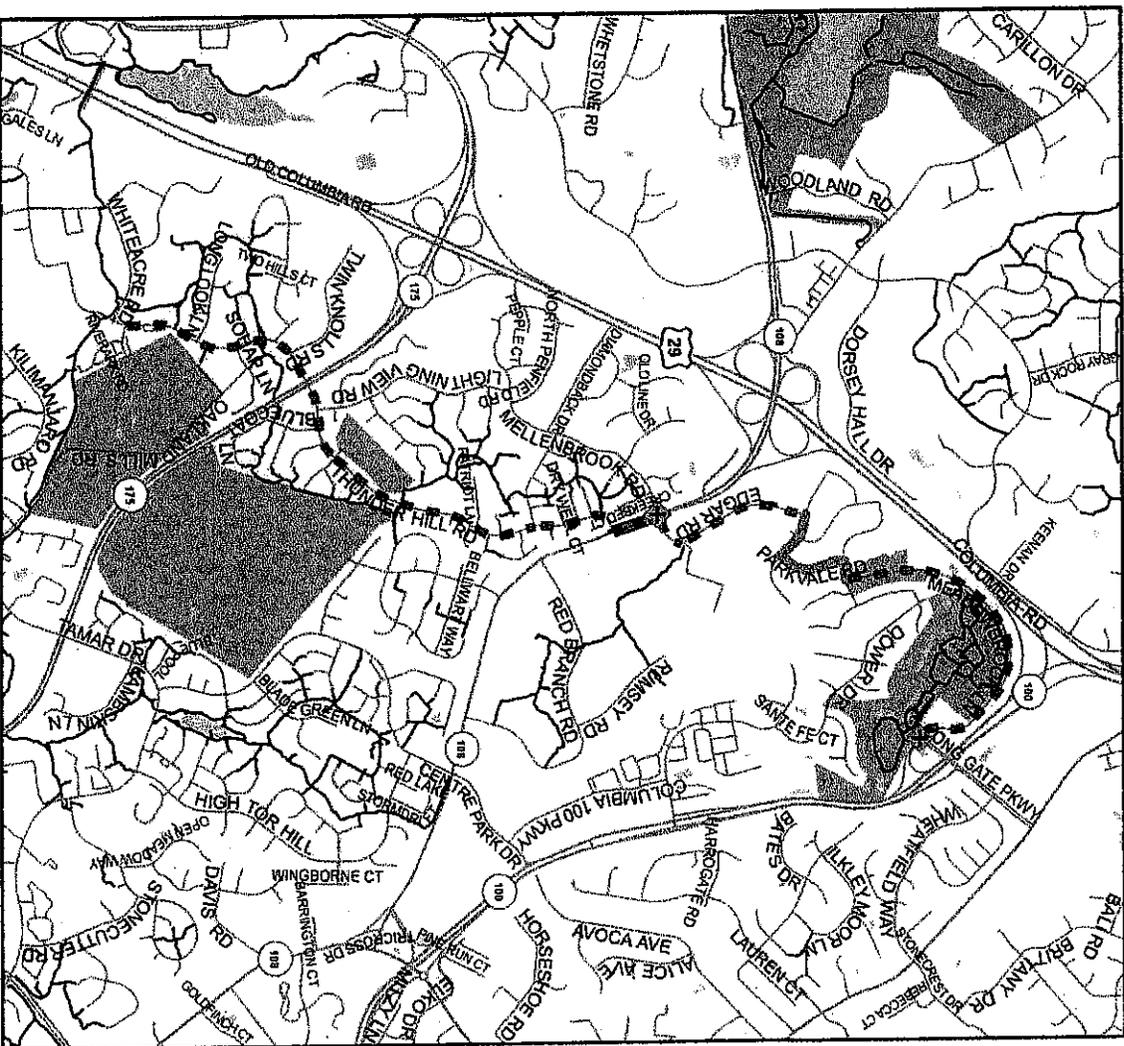


Table 5: Structured Projects

Project No.	Primary Locations	From	To	Description	Construction Estimate	Design and Engineering	Signage Cost	Total	Length (Miles)
8	Patuxent Branch Trail (unpaved portion between existing trailhead at Guilford Road to trailhead at Vollmerhausen Road)	Trailhead at Guilford Road	Vollmerhausen Road	The project proposes to pave the existing unpaved portion of the Patuxent Branch Trail to improve conditions for travel and three season use. The project also calls for improvements at the trailhead at Guilford Road to more clearly indicate to users the direction of travel and passage across and through the parking area.	\$ 525,543	\$ 157,543	\$ 13,000	\$ 695,986	1.3
9	CA Pathway from parking area at Lake Elkhorn, path on southside of lake then on to trail crossing over Dasher Court to Oakland Mills Road (Shared Use Path Upgrade), Oakland Mill Road from Dasher Court to Tunnel (Share Use Path-Upgrade)	Broken Land Parkway/Lake Elkhorn	Dobbin Road Commercial Area	Upgrades to existing trails and new trail connections. Path crossings will provide high quality east/west passage. Project also calls for new trail connections to Dobbin Road and McGaw Road. The project includes the tunnel under Oakland Mills Road, but does not propose any improvements. The project proposes building a new shared use path to connect the existing pathway to connect with Dobbin Road at McGaw Court, and upgrade an existing shared use path to improve connections to Dobbin Road.	\$ 683,360	\$ 205,008	\$ 18,000	\$ 906,368	1.8
10	Martin Road, Owen Brown Road, Jerrys Dipe	Hickory Ridge Road, Howard County Community College	Seneca Drive	Series of bike lanes, sharrows, and shared use paths to connect Howard County Community College and provide north/south passage.	\$ 671,533	\$ 201,461	\$ 21,000	\$ 893,994	2.1
11	Columbia Association Pathway and Harpers Farm Road	Little Patuxent Parkway	Harpers Farm Road	The project calls for improvements to a shared use trail and a bike lane that will allow a more direct and effective connection for riders to use the multiuse trail to connect the College, Hospital and Harpert Choice Village Center.	\$ 240,957	\$ 72,287	\$ 6,000	\$ 319,244	0.6
12	Harpers Farm Road	Cedar Lane	MD 108	The project calls for a series of bike lanes and sharrows to provide north/south passage and allow cyclists to connect to project number 11.	\$ 101,074	\$ 30,322	\$ 11,000	\$ 142,396	1.1
13	Thunder Hill Road, Old Annapolis Road, Bendix Road, Ecker Road, Meadowbrook Road	Multiuse Trail	Meadowbrook Road/MD 100	The project proposes a series of bike lanes and multiuse path to develop a high quality north/south connection between Downtown Columbia and Long Gate.	\$ 582,610	\$ 174,783	\$ 39,000	\$ 796,393	3.9
14	Old Columbia Pike, Main Street	MD 108	Historic Ellicott City	The project calls for a series of bike lanes, sharrows, and climbing lanes to establish a connection to historic Ellicott City. The project calls for improved connections to the trolley trail to allow continuous passage.	\$ 300,678	\$ 90,203	\$ 15,000	\$ 405,881	1.5
15	W. Running Brook Road	Little Patuxent Parkway	MD 108	The project calls for the development of a neighborhood greensway, climbing lanes and an improvement to a road crossing to provide north/south passage from Downtown Columbia to Centennial Park.	\$ 645,729	\$ 193,719	\$ 12,000	\$ 851,448	1.2
16	Columbia Road	Little Patuxent Parkway	MD 108	The project will develop a series of bike lanes, cycle tracks and intersection improvements to provide for north/southbound travel to connect to downtown Columbia. Included in this project are improvements at 108 and Columbia Road.	\$ 750,974	\$ 219,232	\$ 18,000	\$ 988,206	1.8



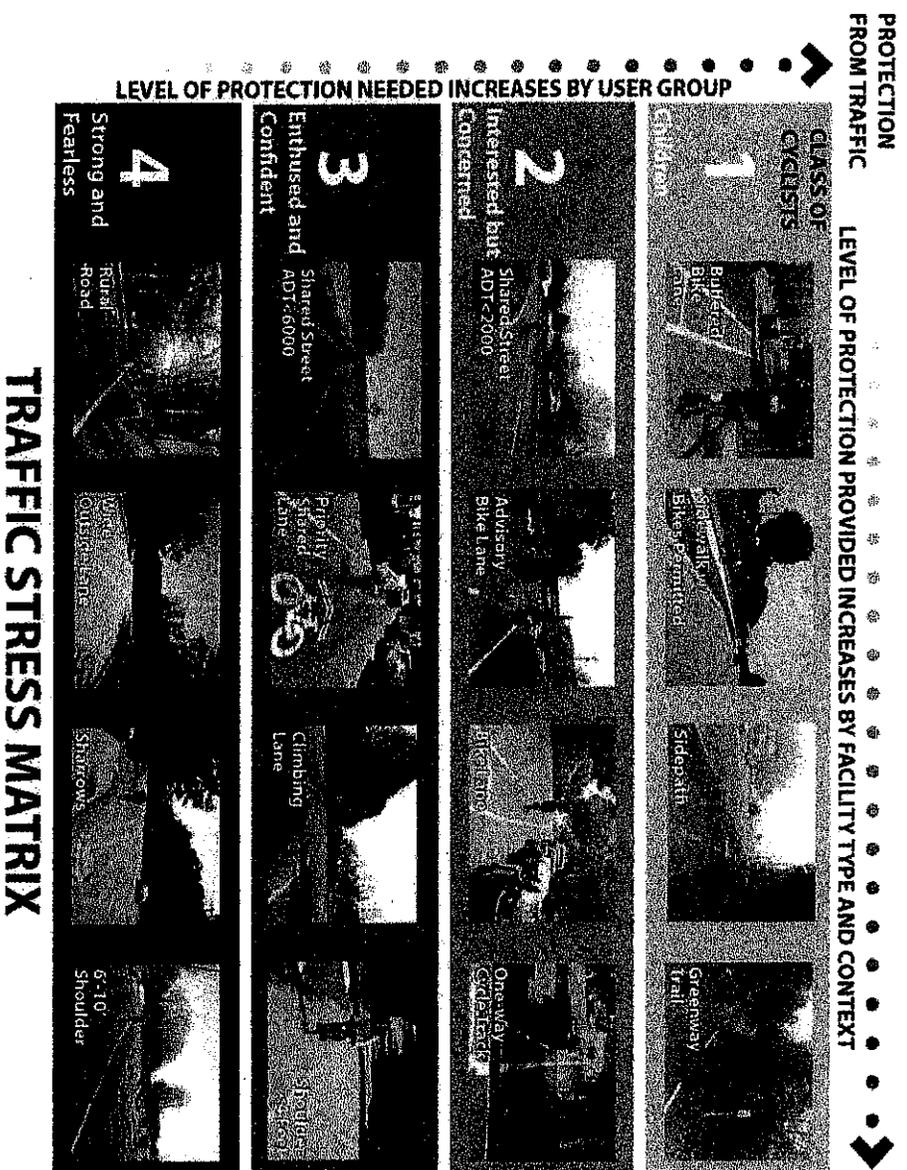
However, it is important to note that cyclists of the highest skill level require less protection from motor vehicle traffic and have greater tolerance for high stress traffic conditions, and thus may consider a 4-5 foot shoulder on a low volume road with 45 mph car traffic a "low stress" condition, whereas less skilled cyclists and children may not consider a 10 foot shoulder on such a road sufficient to make it low stress.

Because traffic conditions on a roadway are a major contributor to the stress factor, the same facility may be a low stress bikeway to some in certain settings, a medium stress bikeway to others in certain settings, and a high stress bikeway to still others in a certain setting.

As a result, bikeway types (i.e. facilities) are classified as "low stress" bikeways, and "variable stress" bikeways. Moreover, the design quality of the bikeway, as well, will play a role in its ability to reduce stress for cyclists.

In most suburban settings, shared use paths of 10 feet in width, sidewalks with bikes permitted, and residential streets are low stress for most cyclists. Cycletracks, a European bicycle facility now being used in the U.S., are also low stress bikeways. A bicycle lane is a "variable stress" bikeway. (See Figure 2, Traffic Stress Matrix, for further illustration of this concept.)

Figure 2: Traffic Stress Matrix



# Conclusion

Howard County has become one of the most popular destinations for bicycling in the State of Maryland, due to our central location, health conscious and active citizenry, our stream valleys, pathways and our beautiful residential and agricultural landscapes.

## Vision

BikeHoward sets forth a vision to make Howard County a more bicycle-friendly and inviting community where all members of the community, from children to seniors, men and women, feel comfortable and safe bicycling on our roads and pathways as a means of daily transportation and healthy recreation.

BikeHoward addresses bicycling primarily from a transportation perspective, but to the degree that recreational bicycling also takes place on the county's roads and pathways, it advocates development of bikeways that will serve both needs.

## Goals

The plan establishes goals for County agencies and makes recommendations to achieve those goals, through policy actions, program implementation and development of a bikeway network.

To achieve the goal of promoting active living by including bicycling as an active component of a livable community that is physically healthy, economically sound and environmentally sustainable,

The plan proposes a series of progressive outreach and educational programs, the development of a safe and connected network and a path to stronger coordination, all of which will be needed to meet the goal.

To achieve the goal of updating County policies to ensure that the County's infrastructure and land development policies fully accommodate and encourage bicycling.

The plan provides policy recommendations for new actions and supporting policy information to guide and inform the update of the county's policies as they relate to cycling and land development.

To achieve the goal of promoting active living by including bicycling as an active component of a livable community that is physically healthy, economically sound and environmentally sustainable,

The plan proposes a series of progressive outreach and educational programs, the development of a safe and connected network and a path to stronger coordination, all of which will be needed to meet the goal.

To achieve the goal of increasing participation and safety through bicycle educational programs for school-aged children and youth, and awareness campaigns for motor vehicle users, to make bicycling normal, popular and accepted transportation option.

The plan proposes a series of comprehensive programs and outreach that will develop cycling as normal and popular options for all of the county's citizens.

To achieve the goal of creating a Safe and Seamless Network that is safe, intuitive, easy connects residents to where they want to go: schools, shops, parks and work, with facilities that will serve cyclists of all skill and comfort levels.

The plan has developed a safe, connected, useful and seamless network of bicycle facilities for all ages and abilities.

Getting there, one bike ride at a time

This plan seeks to capitalize on these actions and resources to achieve the vision. Reaching the vision will not be simple and will not happen overnight; there will be setbacks, wins and lost opportunities. However, as James Rouse, as the founder of Columbia said:

***"Visions describe what best should be, could be - if and when mankind has the will to make them real"***

This is a vision that can be achieved by Howard County.



# Howard County Council

## COUNCILMEMBERS

George Howard Building  
3430 Court House Drive  
Ellicott City, MD 21043-4392

Mary Kay Sigaty, Chairperson  
District 4  
Jon Weinstein, Vice Chairperson  
District 1  
Calvin Ball  
District 2  
Jennifer Terrasa  
District 3  
Greg Fox  
District 5

February 9, 2015

Oakland Mills Village Board  
5851 Robert Oliver Place  
Columbia, MD 21045

Dear Oakland Mills Village Board:

Over the past year, we have seen considerable progress in Downtown Columbia. In addition, the County and CA completed the Columbia Market Study which analyzed and documented market conditions for most of Columbia's village centers, as well as some other areas of Columbia.

We have watched you respond to the results of the study as an opportunity to evaluate your Master Plan and establish a renewed vision for Oakland Mills. As we begin 2015, we look forward to continuing a conversation about the future of Columbia, especially the revitalization of Columbia's village centers and next steps for New Town Zoning.

As the County Council Members who have the privilege of representing Columbia and its villages, we would like to visit you to start a community conversation and get a better understanding of your village's priorities. We would like to hear your thoughts on the following issues:

- The future of New Town Zoning - next steps
- The results of the Columbia Market Study - where does this study fit into this discussion.
- Reinstating the Revitalization Committee - how can we focus these meetings so that they are productive and beneficial for everyone involved.
- How the County can best support your village in achieving your goals.

If possible, we propose attending a Oakland Mills Village Board Meeting in March or April so we can hear what is important to you. If you welcome this conversation, please contact us by February 20, 2015 and share what date and time would work best for you.

We thank you for your consideration and look forward to a dialogue with you, as village stakeholders, to hear your vision for the future of Columbia.

Sincerely,

Handwritten signature of Calvin Ball.

Dr. Calvin Ball

Handwritten signature of Mary Kay Sigaty.

Mary Kay Sigaty, Chair

Handwritten signature of Jennifer Terrasa.

Jennifer Terrasa

Handwritten signature of Jon Weinstein.

Jon Weinstein, Vice Chair

(410) 313-2001 fax: (410) 313-3297  
<http://cc.howardcountymd.gov>



Education Committee Report  
Jonathan Edelson & John DiTomasso, Co-chairs

**The committee met at 6:00 p.m. on Tuesday, April 7th, in The Other Barn.**

**Town Hall**

Most of the agenda and meeting covered a discussion of the upcoming "State of Our Schools" Town Hall on April 29th from 7 to 9 in The Other Barn. The Village staff created flyers to be distributed to the schools on paper and electronically. Mr. Edelson also requested that the PTA representatives in attendance continue to publicize the event through their communications channels and solicit questions. Village staff will issue a press release and more promotional material to the broader public following a planning meeting with HCPSS on April 14th.

The committee discussed questions already received and ideas for other questions and topics. There is a lot of interest in the Elementary School Model, including outcomes and lessons learned from this year, plans for changes or expansion, plans for how students will transition from ESM schools to middle school, etc. There is also interest in providing more extracurricular opportunity at the middle school level. Committee members should send specific questions to Mr. Edelson to ensure we record them correctly.

Mr. Edelson and Ms. Warren will meet with HCPSS officials on April 14th to finalize plans. Mr. Edelson will provide an oral summary of the meeting at the OMCA Board meeting the same night as time will not permit a written summary between meetings.

**Policy Proposal**

Mr. Edelson raised an ongoing concern with the travel, time, and transportation costs certain Oakland Mills residents bear since the elementary school redistricting. Families that once went to Talbott Springs very close to their homes now must travel nearly a mile to go to Stevens Forest. This has created hardships for them and has increased traffic and pedestrian congestion at and around Stevens Forest. At the same time, the school system buses students to Talbott Springs from points further from the school than where the redistricted students live.

In a meeting with HCPSS, SFES PTA, and police officials, Ms. Cederbaum suggested providing a bus to the main Verona complex to alleviate these conditions. HCPSS transportation officials indicated this would require an exception to policy as the impacted students live within a mile of Stevens Forest. Mr. Edelson suggested the following policy proposal to the committee, and those in attendance unanimously agreed some policy should be implemented: "Any HCPSS student who, due to a Board of Education policy or school system determination, attends a school further from his or her home than the nearest school serving his or her grade level shall be entitled to transportation provided by HCPSS regardless of distance from home to school."

Mr. Edelson brought this before the SFES PTA at their April 8th general meeting, and all in attendance agreed that such a policy should be pursued on behalf of impacted families. Mr. Edelson will request OMCA Board support for taking this policy to the Board of Education,

perhaps through the Community Advisory Council, as part of New Business at the April 14th board meeting.

**Manager's Report, Sandy Cederbaum  
Oakland Mills Community Association  
April 14, 2015**

**Clean Up Day** – 5 hearty souls cleaned the path to the footbridge on Columbia Cleans Day. The weather was far from desirable. Next year Columbia Cleans will be pushed to a later date. Many thanks to Gerry Witte, the cleaning crew and CA.

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**Food Drive/Food Bank** – next food drive is April 18. Many residents answered by call to volunteer but we still need continued donations of food.

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**Website:** Web designer has been sent a covenant complaint submission form to be added to the site and an update on the FAQ page for covenants. Need to have the original documents (covenants, etc) worked on to have the words DO NOT REPRODUCE added to each page of the PDF. Spent \$1511 YTD, estimate that another \$350 will be spent to add design additional header tabs and additional items to site. The amount of money included in the FY2015 budget was put in before the vendor was selected and we estimated costs higher than they were.

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Created multiple online enews publications including Election Update, Education Update, School news and OM eNews. Worked with Brigitta to get the Election Newsletter compiled, printed and mailed.

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Working on a draft FY16 budget.

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Processed Payroll, 401K, Met with Staff (daily), Bank deposits, meeting with Bookkeeper

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Organized Election Forum

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Worked on arrangements for Town Hall

---

Met w/Ginny/Bill and property manager et al from Forest Ridge

---

Attended a Bridge Columbia Committee meeting with Councilwoman Terassa.

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Attended two managers meetings

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Arranged upcoming Volunteer Reception