



Howard County Office of Transportation

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Marshalee Drive Community Meeting Hosted by the Howard County Office of Transportation

Overview

Held virtually on Wednesday, July 1, 2020 at 7:00 pm on Webex platform concerning the possibility of converting road shoulders to bike lanes along Marshalee Drive in Elkrige from Montgomery Road, past Avalon Drive, to the road adjacent to 6070 Marshalee Drive.

Chris Eatough and Molly Nur attended representing the Howard County Office of Transportation (OoT).

Five members of the public attended:

- Emily Ranson
- Fran Horan
- Jack Guarneri
- Margaret Bury
- Patrick Conron

Chris Eatough, the Bicycling and Pedestrian Coordinator of the Howard County Office of Transportation welcomed everyone. He notified attendees that the meeting was going to be recorded. He presented the accompanying PowerPoint presentation.

Public Comments

Comment: Concern expressed about proposed bike lane extending across the lane entering and exiting southern end of Lyndwood Square Shopping Center.

- Response: Bicyclist will be safer with bike lanes marked on road. The marking plan shows bike lanes marked through the intersection, which is helpful. OoT can suggest to the property owner to add additional signage on their property, such as a stop sign and stop bar. at the exit of shopping center (at southern end of shopping center) as a safety improvement. Traffic volumes at this end fortunately are much lower. OoT will investigate right-of-way at these locations to determine if signage would go on Howard County property or the property of the shopping center owner. "Turning vehicles yield to bikes" sign would be a possible sign to post.

Question: where will walkers and joggers go if bike lanes installed?

- Response: Pedestrians will be able to use bike lanes on the side of the road with no sidewalk and continue to use the sidewalk on the side adjacent the shopping center.

Question: You do anticipate extending the bike lanes further down?

- Response: Yes, it is part of the Bike Master Plan to extend the bike lanes down to Gatepost Way. It would make sense to complete them at the same time as the segment proposed for continuity. If the public has no objection to bike lanes on the current segment, then OoT will discuss with the golf course about the possibility of extending them past their property as well.

Comment from public: Are you aware of location where golf carts cross the road?

- Response: Yes, we are. The golf carts can continue to do so even if bike lanes are installed.

Comment: Are the bike lanes by golf course five-foot bike lanes?

- Response: Shoulder that is being replaced to include the buffer are wider than other segments – 9 or 10 feet. There is sufficient room for buffer and a full bike lane. There are wide shoulders down to Gatepost Way, then there is a median in the middle of Marshalee Drive so space there is more limited. After Gatepost Way, there is not sufficient room for bike lanes, but there are sidewalks that already exist there.

Question: What do you think about shark's tooth lane (i.e., type of road marking that informs drivers where they need to yield) where cars coming from businesses to access the road?

- Response: Maybe there is an opportunity here. OoT can make a recommendation to the owner of the shopping center to install additional signage and marking on their property. (See comments response to first comment as well)

Comment: Concern that it is hard to see to the driver's left when entering onto Marshalee Drive from shopping center's southern exit.

- Response: Markings will help but this is a difficult layout since not a typical T intersection from the shopping center to Marshalee Drive. As it is private property it is unlikely to change.

Question: Would the bike lanes impact the entrance to Maplecrest Road? Difficulty entering Marshalee Drive from that location. Concern over speeds of cars traveling this portion and no signal.

- Response: Bike lanes would end there and would not impact entrance and exit to the development on Maplecrest Road.

Comment: The bike lane markings will help bring attention to the sidewalk that extends past the shopping center as well.

- Response: Yes. It would be better if the southern entrance/exit to shopping center were designed as a traditional T intersection with stop sign and stop bar, but this development was approved many years ago. Not as many people use this entrance. Most enter at Avalon Drive.

Comment: Will wayfinding signs be helpful along this stretch?

- Response: There could be wayfinding signs here. Need to verify routing of the wayfinding signs proposed currently.

Comments: Thrilled to see more bike lanes coming in.

Meeting concluded with comments by Emily Ranson on other Howard County bike lane locations.