



Active Transportation Questions From Bike HoCo For 2022 County Executive Candidates

1. What is your vision of the role for automobiles, pedestrians, bicycles, public transit, and micro-mobility (scooters) going into the future? What will you do to advance that vision equitably throughout the county?

Our vision is to provide the infrastructure that accommodates safe and easy access for residents and visitors of all ages, abilities mode of travel or socio-economic background. Our vision is best captured by our transformational Complete Streets Policy, which our County Council unanimously adopted in October 2019. This policy provides that our goal is 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.”

We have continued to advance that vision throughout our term, adopting the County’s first Complete Streets Design Manual in 2022, becoming one of just six counties nationwide to adopt a document of this type. We have also consistently made investments to ensure that the County continues expanding the available infrastructure to accommodate non-vehicular traffic. Over \$22 million has been invested in bike and pedestrian infrastructure over the last four years, nearly \$8 million more than under my Republican opponent’s time as County Executive.

Moving forward, we will continue to advance the vision in our Complete Streets Policy and operationalized by the Complete Streets Design Manual, ensuring that we make the investments necessary to accommodate all modes of travel.



2. How would you work with constituents on possible perceptions of “loss” (e.g., less parking, narrower or fewer travel lanes, lower speeds, etc.) when complete streets facilities are constructed on existing roads?

While some who primarily travel by car may view completing complete streets facilities on existing roads as a “loss,” the reality is that these projects also benefit the motorist by reducing congestion through mode shift.

Combating the false perception of “loss” to the motorist requires a commitment to the engagement and education of our residents. Through our Complete Streets Design Manual, we have overhauled our engagement process for transportation projects by developing a Community Engagement Plan (CEP). Our CEP focuses heavily on equity, enabling people affected by transportation projects, particularly groups that have been historically disinvested, to play a meaningful role in the planning and decisions about transportation projects that impact their lives.

By lifting these voices up and actively soliciting the feedback of those in our community who start from a different place, we can educate on the benefits of complete street projects and those who view these facilities as a “loss.”

3. What can we learn from other jurisdictions, their successes, and challenges on complete streets transportation progress? Do you believe Montgomery County, District of Columbia, Baltimore, Arlington, or any other locations you are familiar with can be examples for Howard County of what to do or what not to do? What have we done, or what do you plan to do, that can be examples for other jurisdictions?

Across all policy areas, we are constantly looking to our peer jurisdictions for best practices so that Howard County cannot just meet but exceed the progress of others. Our efforts on our Complete Streets Policy and Complete Streets Design Manual are examples of this broader approach to governing through researching the best practices of our peers. Unlike the lukewarm support of real progress under my Republican opponent’s time as County Executive, our multi-year process to develop a Complete Streets Design Manual, one of just six counties in



the nation to have one, involved a constant and consistent review of peer jurisdictions across our region and nation in keeping our work on the cutting edge of this issue.

4. Do you support HCPSS implementation and funding of a universal school bicycle safety program as part of the physical education and health fitness for life curriculum?

We do support a universal school bicycle safety program at HCPSS and would be excited to partner with them on this initiative. This program would create a synergy with our efforts to build the infrastructure and create safe bike and pedestrian routes to our schools throughout our term.

5. The current administration has provided high levels of funding for bicycle (and pedestrian) infrastructure. Some in the public hold the view that we are spending too much on active transportation since these facilities will be used by fewer residents for transportation than motor vehicles. Will you, if elected, continue this work at equal, higher, or lower levels? How would you explain to a constituent the value of bicycle facilities (which include lanes, paths, bike boxes, bike signals at intersections, etc.)?

We will continue to aggressively invest in bike and pedestrian infrastructure and build on the more than \$22 million we've invested since taking office, nearly \$8 million more than our Republican predecessor. Bicycle and pedestrian infrastructure benefits all who travel, including motorists, by reducing congestion through mode shift. Though some in the public hold a negative view of the importance of complete street investments, we firmly see the benefit that percentage points of mode shift can have on congestion, our environment, and the overall health of our community. We know that real leadership is needed, now more than ever.



6. The current administration developed, and the Council has adopted, a Complete Streets Policy and Design Manual. Will you ensure that Subdivision and Development Regulations (which are behind the planned schedule for revision) are updated to ensure new development and redevelopment continues implementation of a complete streets transportation vision? Do you anticipate resistance to the changes that are needed from the development community and, if so, how will your leadership make a difference?

We will ensure that our Subdivision and Development Regulations advance the broader implementation of a complete streets vision, as we have throughout our first term, by becoming one of just six counties in the nation to develop a Complete Streets Design Manual.

Throughout our first term, we have faced and overcome opposition from the development community on a variety of issues and done so successfully. Examples of policy successes that have been achieved in the face of development opposition include passing the strongest Forest Conservation Act in the State, overhauling our waiver review process to achieve an over 30 percent annual reduction in approved waivers, strengthening our stormwater management requirements in the Tiber and Plumtree Branch Watersheds, and making significant investments in land preservation (restarting the AgPres program that Republican Allan Kittleman ended, launching a first in the State environmental preservation program, securing the Savage Remainder and Camp Ilchester properties to take hundreds of potential development units out of the pipeline).

7. In what ways do you believe that your positions and plans for active transportation distinguish you from your opponent(s)?

Our records present a clear picture of who we are and who our opponent is on this issue. In just four years, we have established the County's first Complete Streets Policy, become one of just six Counties in the nation to create a Complete Streets Design Manual, and invested a record \$22 million in complete streets facilities over, nearly \$8 million more than during Mr. Kittleman's term. On this issue, much like others, the choice is clear if you review and compare our records as County Executives.



Calvin Ball

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