



HICKORY RIDGE



BIKE

CORRIDOR

Survey Results Summary •

October 2019 •

Howard County Office of Transportation





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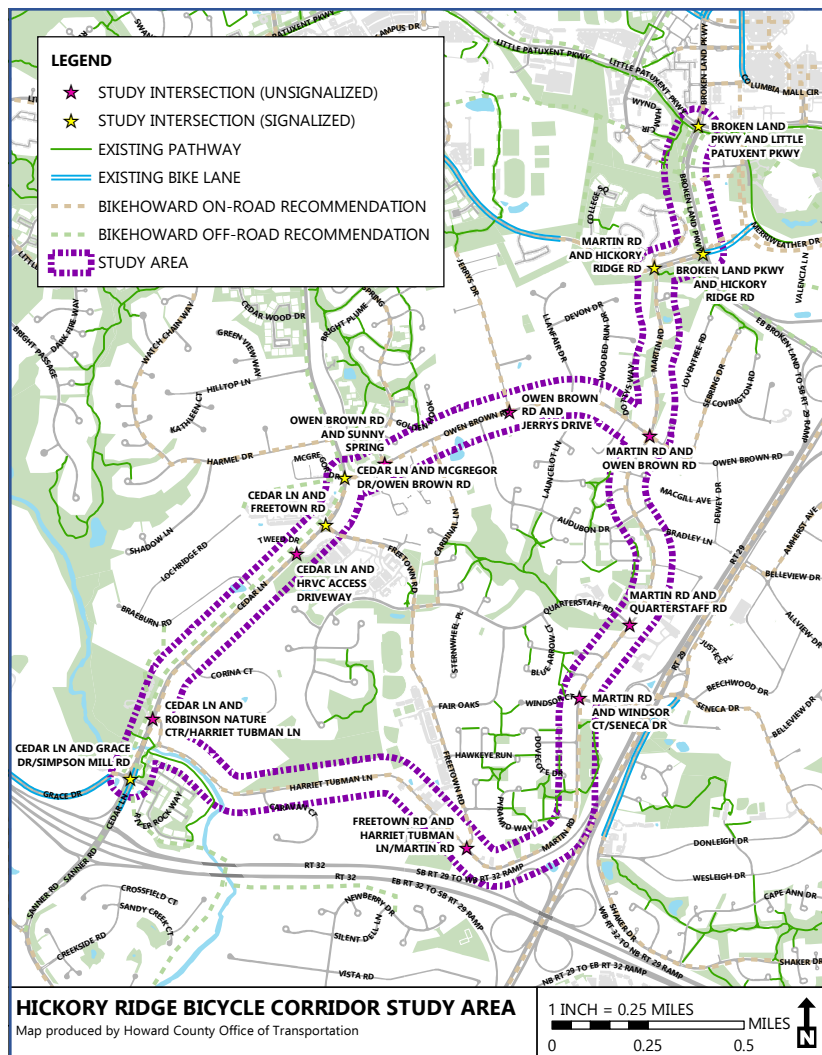
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1. Introduction

Hickory Ridge, Town Center, and the other villages and neighborhoods of central and eastern Columbia have a strong network of internal pathways and neighborhood streets that facilitate safe and comfortable bicycling and support riding as a transportation mode for short trips. Similarly, River Hill has a strong internal network of pathways and a developing corridor of bicycle facilities on Great Star Drive, Summer Sunrise Drive, and Grace Drive. While these sets of bicycle facilities provide internal connectivity within the two discrete areas, the lack of safe, comfortable, and accessible bicycle facilities that connect Downtown Columbia and Hickory Ridge to River Hill is a barrier to bicycle travel between central and western Columbia. BikeHoward (the Howard County Bicycle Master Plan) identified Clarksville/River Hill, Robinson Nature Center, and Hickory Ridge Village Center as “Key Destinations,” and included a route along Martin Road and Harriet Tubman Lane connecting them to Downtown Columbia in its short-term network.

While BikeHoward identified a **short-term route**, the Hickory Ridge Bike Corridor study is an effort to identify a **preferred route** for continuous bicycle facilities to connect existing bike lanes on Grace Drive (providing access from River Hill and points west) to Hickory Ridge, Downtown Columbia and the rest of the Columbia pathway system and bike network. While the study is primarily a technical assessment, local knowledge is key to understanding the context and challenges associated with the roadways in the study area (see Figure 1, right, for a study area map). Therefore, the Howard County Office of Transportation

Figure 1: Study Area



administered an online survey to gather residents and transient bicyclists' opinions about the road segments in the study area. The survey also included an opportunity to sign up for email updates specifically about the project. This report presents the results of the survey.

The survey had two main sections. The first was a segment-by-segment question sequence about the roads in the study area, asking respondents to rank four factors (vehicle speeds, traffic congestion, topography (i.e. hills), and "close passes" by vehicles) in order of how much they contribute to bicycling stress along the study segment. In addition, the survey asked specific routing questions about two segments (Broken Land Parkway between Hickory Ridge Road and Little Patuxent Parkway, and Cedar Lane between Grace Drive and Harriet Tubman Lane). The segments were shown in random order to each survey taker.

The second section of the survey asked respondents to categorize their approach to bicycling ("No Way No How," "Interested But Concerned," "Enthusied and Confident," or "Strong and Fearless"), as well as provide any open-ended comments about bicycling in Hickory Ridge. Finally, the survey asked for respondents' contact information, including email address and geographic location.

The survey was a success, gathering input from over 200 respondents. Most respondents were from Hickory Ridge or nearby, and represented a wide cross-section of bicycling experience, from those who say they would "no way no how" get on a bicycle to those who call their approach to riding "strong and fearless." Despite their wide range of approaches to bicycling, respondents agreed that vehicle speeds and "close passes" are the most widespread stressors for bicycling in Hickory Ridge. Responses demonstrated that approaches to bicycling on Broken Land Parkway differed widely by skill level, but nearly all considered Cedar Lane a difficult and sometimes unavoidable obstacle to bicycling. Finally, many respondents provided detailed open-ended comments that further explained their survey responses or provided suggestions for specific improvements.

While the survey yielded a large number of respondents, it was not a scientific survey and thus cannot be assumed to provide a representative sample of Hickory Ridge residents or transient bicyclists. Nevertheless, the results are valuable because they represent the knowledge and experiences of over 200 people who voluntarily took the time to complete the survey, demonstrating their level of interest in bicycling in and around Hickory Ridge. While the survey results will not be the only factor considered in identifying a preferred route, they do provide local insight that is impossible to attain in technical analysis and is thus invaluable in the planning process.

2. Summary of Results

Geography of Respondents

201 people responded to the survey. 99 of those (49 percent) provided location information: either a ZIP code, an address, or both. Respondents were highly geographically concentrated in the Hickory Ridge area. More than 70 percent of respondents who provided a ZIP code were located in 21044, which includes Hickory Ridge (see Figure 2). The summary map on page 11 shows that the geographic distribution of respondents' addresses is heavily concentrated in Hickory Ridge.

Figure 2: Respondent-Provided ZIP Codes

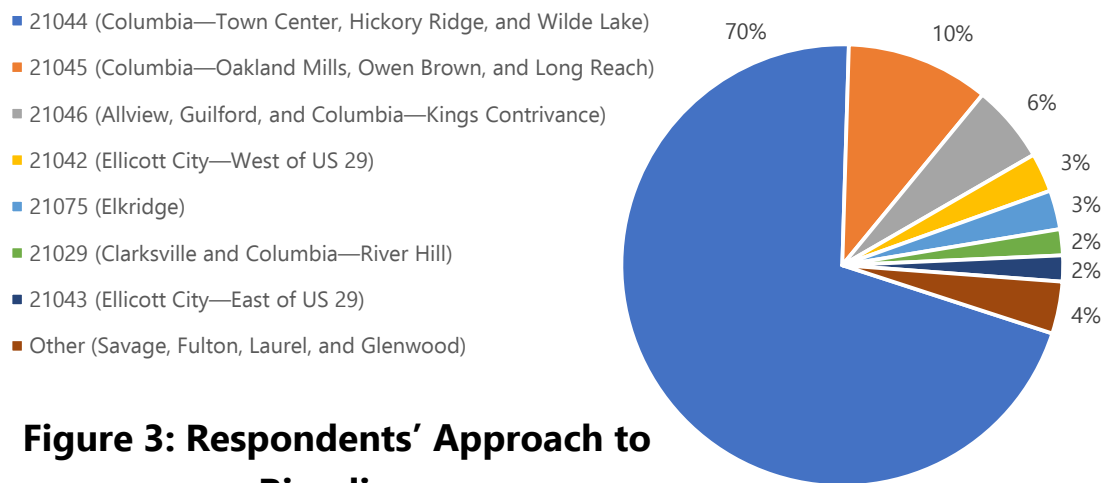
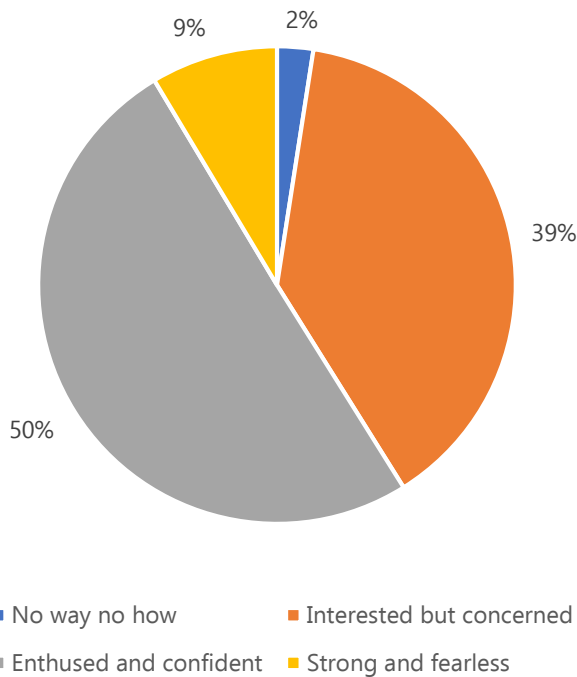


Figure 3: Respondents' Approach to Bicycling



This demonstrates that the survey successfully reached the Hickory Ridge community and provides evidence that the responses reflect the local knowledge that the survey sought to gather.

Approach to Bicycling

Figure 3, at left, shows how respondents characterized their approach to bicycling. These categories were based on the "Four Types of Cyclists" typology that has become widely used in planning and design of bicycling infrastructure. Small numbers of respondents categorized themselves as "No Way No How" or "Strong and Fearless"

riders, representing the low and high ends of the experience spectrum. 39 percent of respondents called themselves “Interested but Concerned,” and 50 percent called themselves “Enthused and Confident,” together constituting nearly 90 percent of respondents. To assess how responses differed by respondents’ approaches to bicycling, the survey results have been divided into two categories, combining “No Way No How” and “Interested but Concerned” respondents into one group and “Enthused and Confident and “Strong and Fearless” respondents into a second group.

Stressfulness of Study Segments

Respondents at all levels found Cedar Lane between Owen Brown Road and Harriet Tubman Lane to be the most stressful segment in the study area. Vehicle speed tended to rank highest among the four stressors on Cedar Lane and the segment of Martin Road between Seneca Drive and Freetown Road, while “close passes” tended to rank highest on Owen Brown Road and other segments of Martin Road. Traffic congestion was found to be particularly stressful along Hickory Ridge Road and Broken Land Parkway. Harriet Tubman Lane was the only segment where topography ranked higher than last.

Hickory Ridge Road and Cedar Lane between Owen Brown Road and Harriet Tubman Lane had the smallest difference in reported stressfulness between the two categories of respondents; Hickory Ridge Road earned an average rating of 3.3 by No Way No How/Interested But Concerned Riders and 3.0 by Enthused and Confident/Strong and Fearless Riders, and the Cedar Lane segment was rated 3.8 and 3.5 by the two groups, respectively. Thus both segments had a difference of just 0.3 rating points between the two groups. Martin Road between Seneca Drive and Freetown Road had the largest difference; No Way No How/Interested but Concerned riders gave it an average rating of 2.5, while Enthused and Confident/Strong and Fearless respondents rated it 1.8, a total difference of 0.7 rating points.

Across the study area, No Way No How/Interested but Concerned respondents tended to rate traffic congestion more highly than Enthused and Confident/Strong and fearless riders, while the case for vehicle speed and “close passes” was reversed (see the “Category Comparison” tables on Page 10). The map sets on page 16 through 39 show more detailed information about the responses to these questions.

Broken Land Parkway and Cedar Lane

The survey asked respondents “how do you usually bicycle” for two segments: “between the Hickory Ridge/Broken Land Parkway intersection and the Downtown Columbia Trail,” and “between Grace Drive and Harriet Tubman Lane,” accompanied by the segment maps shown in Figures 4 and 5.

Along Broken Land Parkway, route choice differed greatly between Enthused and Confident/Strong and Fearless and No Way No How/Interested But Concerned respondents. While similar shares of both groups reported using Hickory Ridge Road extended and the Merriweather Drive pathway (24 vs 30

percent, respectively) or the sidewalk along Broken Land Parkway (22 vs 26 percent, respectively), a much larger share of Enthused and Confident/Strong and Fearless than No Way No How/Interested But Concerned respondents reported they rode in the lane on Broken Land Parkway (28 vs 9 percent).

Responses for the Cedar Lane segment similarly showed differences between respondents with different approaches to bicycling. A much larger share of Enthused and Confident/Strong and Fearless than No Way No How/Interested but Concerned respondents (55 vs 39 percent, respectively) reported they rode in the lane on Cedar Lane, while a modestly smaller share (as compared to No Way No How/Interested but Concerned respondents) reported using the Simpson Mill pathway (7 vs 11 percent). In addition, fewer Enthused and Confident/Strong and Fearless respondents reported not bicycling in the area (31 vs 41 percent). The Route Choice maps (on pages 42 and 43) show more details about these responses.

Summary Conclusions

Responses to the survey reflect a high degree of interest in bicycling in Hickory Ridge. Respondents were particularly concerned about vehicle speed and “close passes,” and found Cedar Lane to be particularly stressful. Respondents found traffic congestion to be a more significant contributing factor to bicycling stress on Hickory Ridge Road and Broken Land Parkway, which are the study segments closest to Downtown Columbia. In addition, topography was a concern on Harriet Tubman Lane, but still lagged behind vehicle speeds and “close passes.”

The survey found important differences between No Way No How/Interested But Concerned respondents and Enthused and Confident/Strong and Fearless respondents. Across the study area, No Way No How/Interested But Concerned respondents reported roadway segments to be more stressful than their Enthused and Confident/Strong and Fearless counterparts, with the greatest difference on

Figure 4: Broken Land Parkway

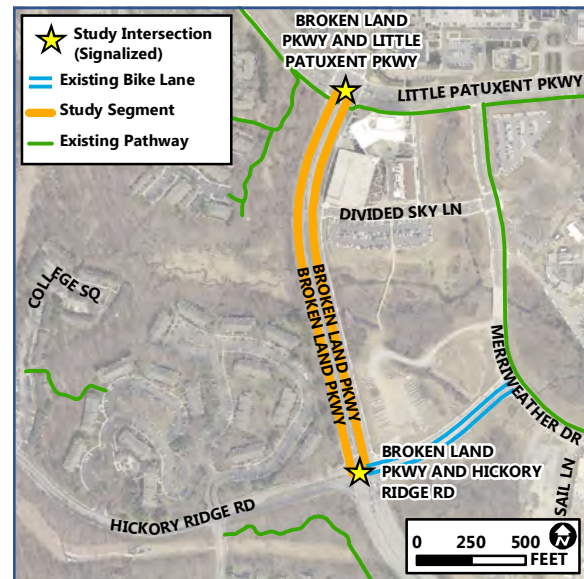
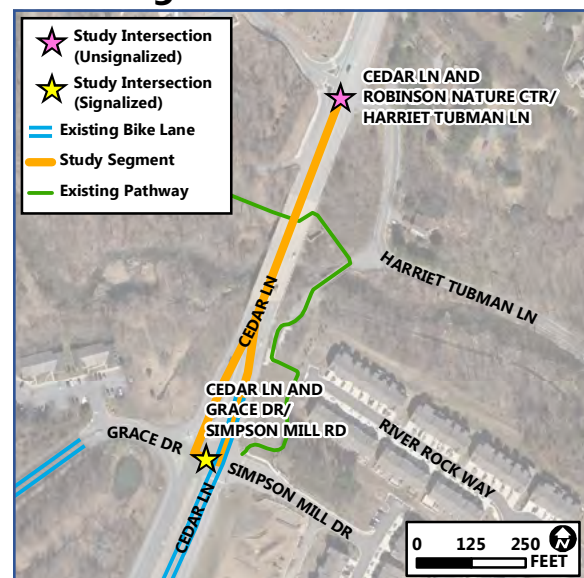


Figure 5: Cedar Lane

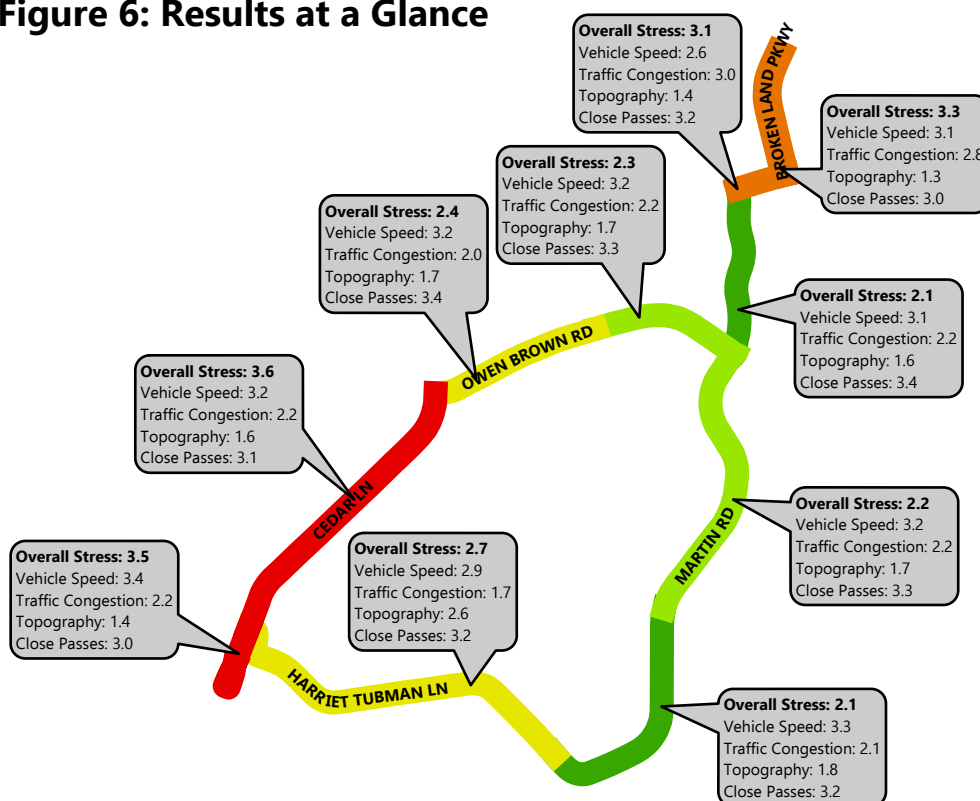


Martin Road between Seneca Drive and Freetown Road. No Way No How/Interested But Concerned residents consistently ranked traffic congestion as a greater contributor to stress than Enthused and Confident/Strong and Fearless respondents did. Finally, the two categories of respondents varied in their routing choice at two key locations: Broken Land Parkway between Hickory Ridge Road and Little Patuxent Parkway, and Cedar Lane between Grace Drive and Harriet Tubman Lane.

Report Organization

The remainder of this report contains detailed tables and maps showing survey results, as well as a list of all open-ended comments and a reproduction of the online survey form. Section 3 ("Data Tables") includes data tables showing all stress factors for each road segment across the two categories, as well as comparison data tables and bar charts showing route choice behavior. Section 4 ("Summary Maps") includes a map showing the geographic distribution of survey respondents who provided an address, as well as maps illustrating the information found in the data tables section. Section 5 ("Detailed Maps") shows results for each stress factor and category of respondent. Section 6 ("Route Choice Maps") presents the results for the Broken Land Parkway and Cedar Lane route choice questions in geographic and tabular format. Finally, two appendices are included. Appendix A ("Open-Ended Responses") includes every open-ended response received through the survey, along with the corresponding respondent category ("No Way No How" etc). Appendix B is the survey itself.

Figure 6: Results at a Glance



3. Data Tables

All Responses

Stress Factors

	Vehicle Speed	Traffic Congestion	Topography (i.e. hills)	"Close passes" by vehicles	Overall Stress
Segment 1: Broken Land Parkway between the Downtown Columbia Trail and Hickory Ridge Road	3.1	2.8	1.3	3.0	3.3
Segment 2: Hickory Ridge Road between Broken Land Parkway and Martin Road	2.6	3.0	1.4	3.2	3.1
Segment 3: Martin Road between Hickory Ridge Road and Owen Brown Road	3.1	2.2	1.6	3.4	2.1
Segment 4: Owen Brown Road between Martin Road and Jerrys Drive	3.2	2.2	1.7	3.3	2.3
Segment 5: Owen Brown Road between Jerrys Drive and Cedar Lane	3.2	2.0	1.7	3.4	2.4
Segment 6: Cedar Lane between Owen Brown Road and Harriet Tubman Lane	3.2	2.2	1.6	3.1	3.6
Segment 7: Martin Road between Owen Brown Road and Seneca Drive	3.2	2.2	1.7	3.3	2.2
Segment 8: Martin Road between Seneca Drive and Freetown Road	3.3	2.1	1.8	3.2	2.1
Segment 9: Harriet Tubman Lane between Freetown Road and Cedar Lane	2.9	1.7	2.6	3.2	2.7
Segment 10: Cedar Lane between Harriet Tubman Lane and Grace Drive	3.4	2.2	1.4	3.0	3.5
Median	3.2	2.2	1.6	3.2	

How do you usually bicycle between the Hickory Ridge/Broken Land Parkway intersection and the Downtown Columbia Trail?

In the lane on Broken Land Parkway	21%	38
On the sidewalk along Broken Land Parkway	25%	44
Via Hickory Ridge Road Extended and the Merriweather Drive Pathway	26%	46
I do not bicycle in this area	24%	43
Other (please specify)	4%	8

How do you usually bicycle between Grace Drive and Harriet Tubman Lane?

In the lane on Cedar Lane	49%	86
Via the Simpson Mill pathway and the old bridge	9%	16
I do not bicycle in this area	34%	59
Other (please specify)	7%	13

No Way No How/Interested But Concerned

Stress Factors

	Vehicle Speed	Traffic Congestion	Topography (i.e. hills)	"Close passes" by vehicles	Overall Stress
Segment 1: Broken Land Parkway between the Downtown Columbia Trail and Hickory Ridge Road	3.0	2.8	1.3	3.0	3.6
Segment 2: Hickory Ridge Road between Broken Land Parkway and Martin Road	2.6	3.1	1.4	3.1	3.3
Segment 3: Martin Road between Hickory Ridge Road and Owen Brown Road	3.0	2.2	1.8	3.3	2.4
Segment 4: Owen Brown Road between Martin Road and Jerrys Drive	3.2	2.2	1.7	3.3	2.6
Segment 5: Owen Brown Road between Jerrys Drive and Cedar Lane	3.1	2.1	1.7	3.4	2.7
Segment 6: Cedar Lane between Owen Brown Road and Harriet Tubman Lane	3.2	2.3	1.5	3.0	3.8
Segment 7: Martin Road between Owen Brown Road and Seneca Drive	3.1	2.1	1.7	3.3	2.5
Segment 8: Martin Road between Seneca Drive and Freetown Road	3.3	2.1	1.7	3.2	2.5
Segment 9: Harriet Tubman Lane between Freetown Road and Cedar Lane	2.8	1.7	2.6	3.1	3.0
Segment 10: Cedar Lane between Harriet Tubman Lane and Grace Drive	3.4	2.3	1.4	2.9	3.7
Median	3.1	2.2	1.7	3.1	

How do you usually bicycle between the Hickory Ridge/Broken Land Parkway intersection and the Downtown Columbia Trail?

In the lane on Broken Land Parkway	9%	6
On the sidewalk along Broken Land Parkway	26%	17
Via Hickory Ridge Road Extended and the Merriweather Drive Pathway	30%	20
I do not bicycle in this area	29%	19
Other (please specify)	6%	4

Quotes:

- "I won't because of the traffic speed"
- "I get on the trail at the intersection of cedar lane and LPP instead"
- "its too dangerous to bike"
- "Going toward the Mall I go through Merriweather District. Going away from Mall I use the sidewalk. The sidewalk should be expanded to be an actual bike/ped trail."

How do you usually bicycle between Grace Drive and Harriet Tubman Lane?

In the lane on Cedar Lane	39%	26
Via the Simpson Mill pathway and the old bridge	11%	7
I do not bicycle in this area	41%	27
Other (please specify)	6%	6

Quotes:

- "It's suicidal!!!!"
- "Carefully"
- "Depending on where I'm going I use the path whenever possible for safety but when needed I sometimes bike on Cedar Lane."
- "I avoid biking on Cedar Lane"
- "Really worried about bicycling so close to traffic."
- "I am not comfortable biking this segment so I avoid it. I would only be comfortable here if there were a bike path separated from the roadway"

Enthusied and Confident/Strong and Fearless

Stress Factors

	Vehicle Speed	Traffic Congestion	Topography (i.e. hills)	"Close passes" by vehicles	Overall Stress
Segment 1: Broken Land Parkway between the Downtown Columbia Trail and Hickory Ridge Road	3.2	2.7	1.3	3.0	3.1
Segment 2: Hickory Ridge Road between Broken Land Parkway and Martin Road	2.6	3.0	1.4	3.3	3.0
Segment 3: Martin Road between Hickory Ridge Road and Owen Brown Road	3.2	2.2	1.6	3.4	1.9
Segment 4: Owen Brown Road between Martin Road and Jerrys Drive	3.3	2.2	1.6	3.4	2.1
Segment 5: Owen Brown Road between Jerrys Drive and Cedar Lane	3.3	1.8	1.7	3.4	2.1
Segment 6: Cedar Lane between Owen Brown Road and Harriet Tubman Lane	3.3	2.1	1.6	3.2	3.5
Segment 7: Martin Road between Owen Brown Road and Seneca Drive	3.3	2.2	1.7	3.4	2.1
Segment 8: Martin Road between Seneca Drive and Freetown Road	3.3	2.1	1.8	3.3	1.8
Segment 9: Harriet Tubman Lane between Freetown Road and Cedar Lane	2.9	1.6	2.7	3.3	2.5
Segment 10: Cedar Lane between Harriet Tubman Lane and Grace Drive	3.4	2.2	1.4	3.1	3.3
Median	3.3	2.2	1.6	3.3	

How do you usually bicycle between the Hickory Ridge/Broken Land Parkway intersection and the Downtown Columbia Trail?

In the lane on Broken Land Parkway	28%	27
On the sidewalk along Broken Land Parkway	22%	21
Via Hickory Ridge Road Extended and the Merriweather Drive Pathway	24%	23
I do not bicycle in this area	21%	20
Other (please specify)	4%	4

Quotes:

- "I live near Hawthorne Park on Sunny Spring. I use the CA bike path behind the Howard Homes townhouses, the county bike path through the college and the LPP bike path to go downtown."
- "From Cedar Lane I go to trailhead at LPP"
- "No choice but to ride sidewalk"
- "ped bridge over 29 to the mall or Seneca Dr for other points. I never ride on Broken Land and seldom on Hickory Ridge. Cars drive way to fast on those roads."

How do you usually bicycle between Grace Drive and Harriet Tubman Lane?

In the lane on Cedar Lane	55%	52
Via the Simpson Mill pathway and the old bridge	7%	7
I do not bicycle in this area	31%	29
Other (please specify)	7%	7

Quotes:

- "I cross over Cedar Lane using the lanes on Grace Drive and Cedar Lane then I get on the pathway as soon as possible to get onto Harriet Tubman Lane."
- "I am not crazy enough to bike on this segment. The 35mph limit is more of a suggestion than a reality and drivers are too busy playing on their phones to pay attention to other cars, let alone cyclists."
- "this is NOT a cycle problem area. I use this route often. There is a light at the intersection and a bike trail across Cedar Ln. that connects Grace Drive and Harriet Tubman Ln"
- "I avoid biking here as much as possible because there is no shoulder or space for cyclists."
- "I cross at the light at Grace drive and Cedar lane then use the sidewalk/path near the water to get over to the bottom of Harriet Tubman then start the hill"
- "avoid except on weekends"
- "the path when coming from the north, the road coming from the south"

Category Comparison

Stress Factors

	Vehicle Speed	Traffic Congestion	Topography (i.e. hills)	"Close passes" by vehicles	Overall Stress
Segment 1: Broken Land Parkway between the Downtown Columbia Trail and Hickory Ridge Road	-0.2	0.1	0.0	0.0	0.5
Segment 2: Hickory Ridge Road between Broken Land Parkway and Martin Road	0.0	0.1	0.0	-0.2	0.3
Segment 3: Martin Road between Hickory Ridge Road and Owen Brown Road	-0.2	0.0	0.2	-0.1	0.5
Segment 4: Owen Brown Road between Martin Road and Jerrys Drive	-0.1	0.0	0.1	-0.1	0.5
Segment 5: Owen Brown Road between Jerrys Drive and Cedar Lane	-0.2	0.3	0.0	0.0	0.6
Segment 6: Cedar Lane between Owen Brown Road and Harriet Tubman Lane	-0.1	0.2	-0.1	-0.2	0.3
Segment 7: Martin Road between Owen Brown Road and Seneca Drive	-0.2	-0.1	0.0	-0.1	0.4
Segment 8: Martin Road between Seneca Drive and Freetown Road	0.0	0.0	-0.1	-0.1	0.7
Segment 9: Harriet Tubman Lane between Freetown Road and Cedar Lane	-0.1	0.1	-0.1	-0.2	0.5
Segment 10: Cedar Lane between Harriet Tubman Lane and Grace Drive	0.0	0.1	0.0	-0.2	0.4

Brown: "No Way No How/Interested But Concerned" ranked higher than "Enthused and Confident/Strong and Fearless"

Purple: "Enthused and Confident/Strong and Fearless" ranked higher than "No Way No How/Interested But Concerned"

Overall Stress: "No Way No How/Interested But Concerned" ranking minus "Enthused and Confident/Strong and Fearless" ranking

4. Summary Maps

Figure 7: Respondent Addresses

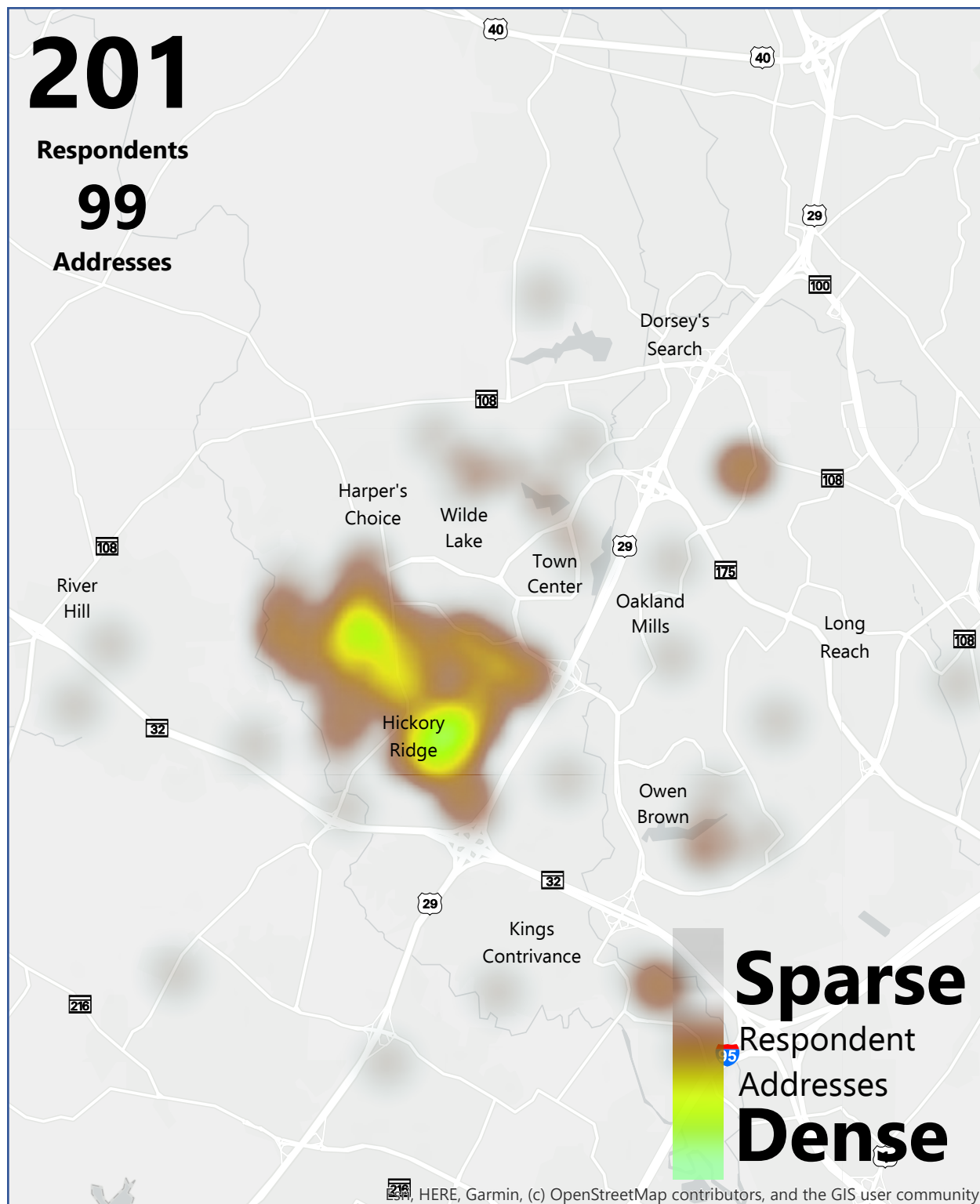


Figure 8: All Respondents Summary

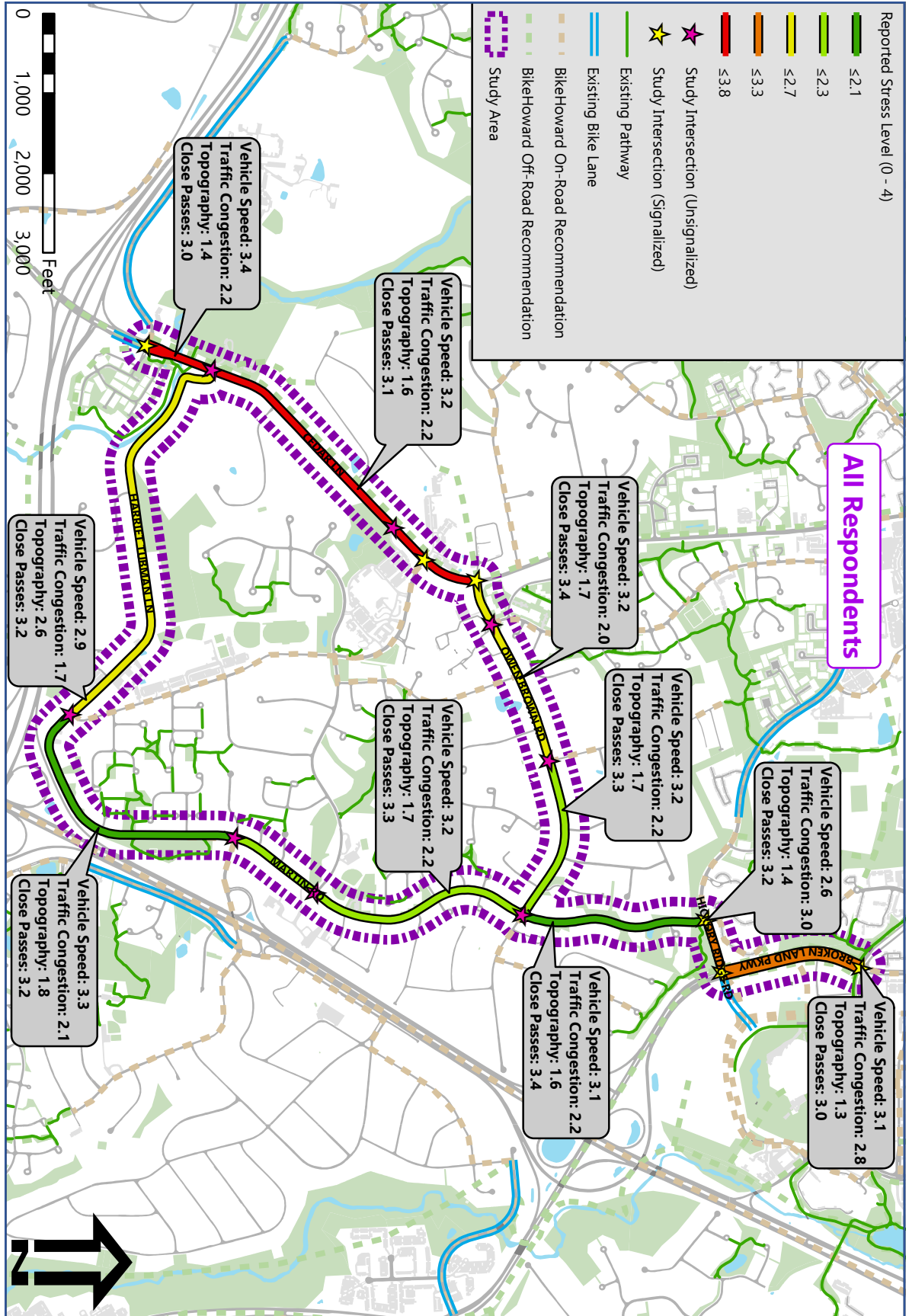


Figure 9: No Way No How/Interested But Concerned Summary

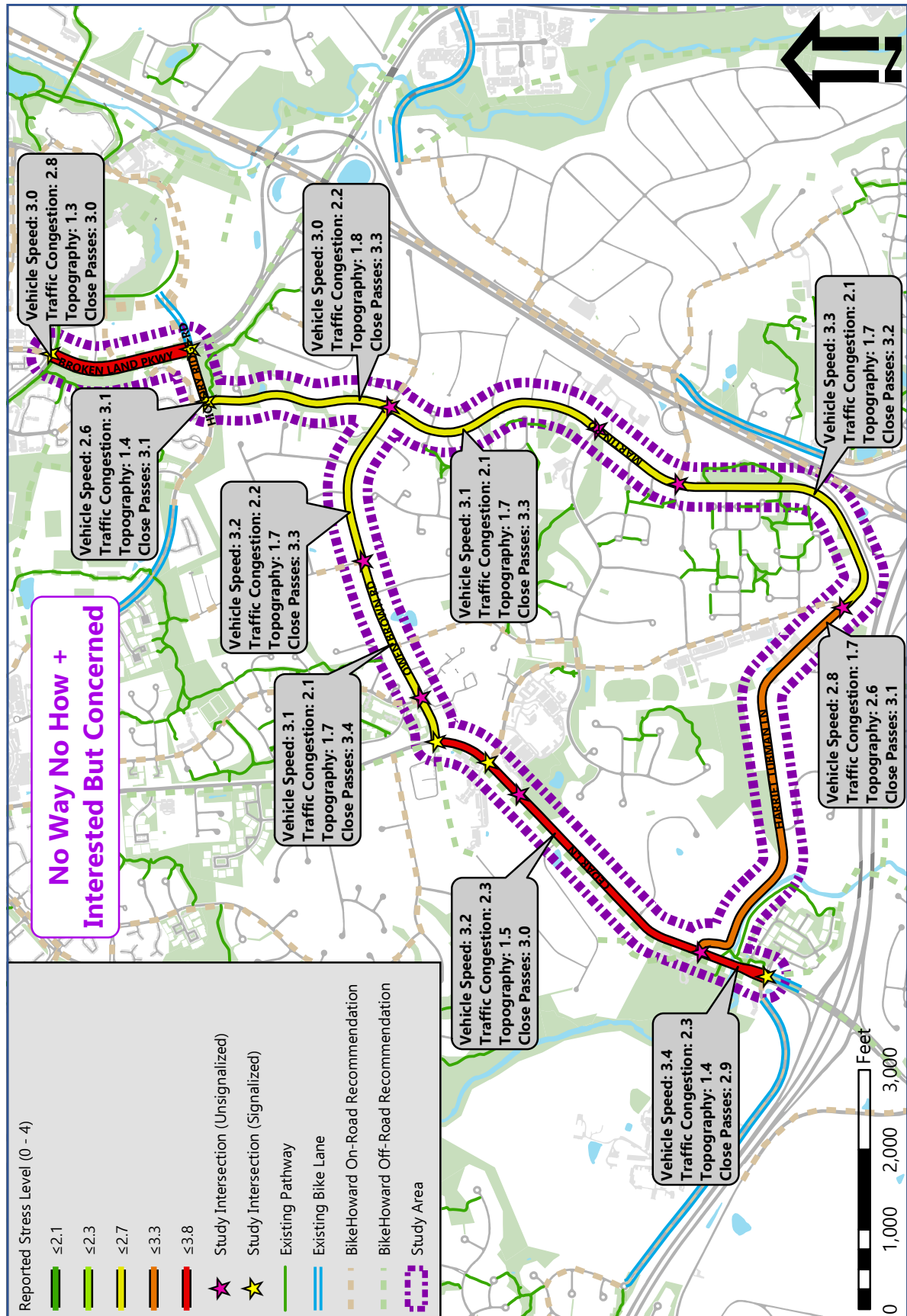
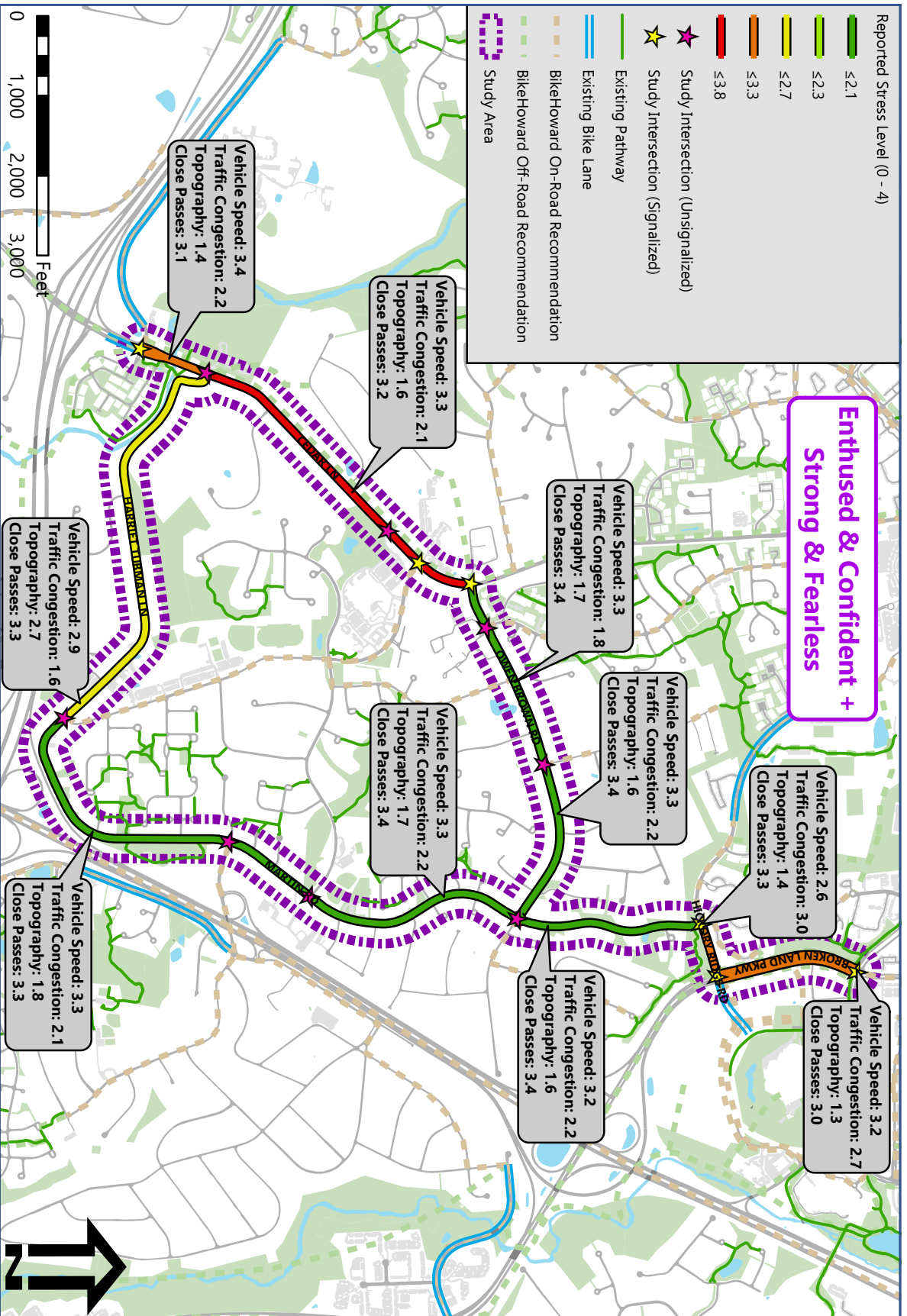


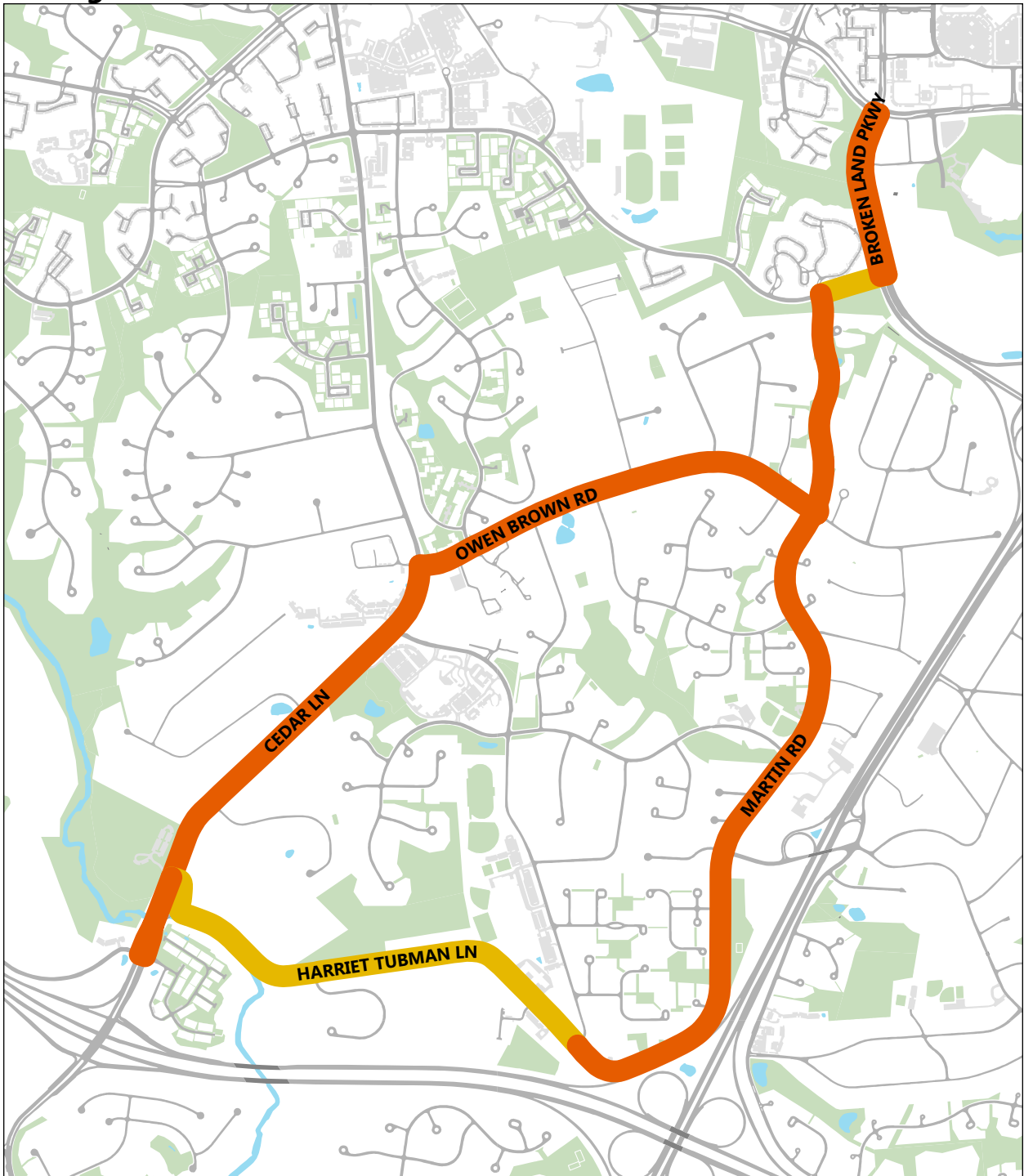
Figure 10: Enthusied and Confident/Strong and Fearless Summary



5. Detailed Maps

Map Set 1: All Responses - Vehicle Speed

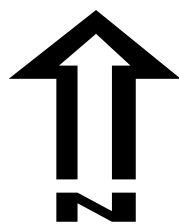
Average Contribution to Stress



Contribution

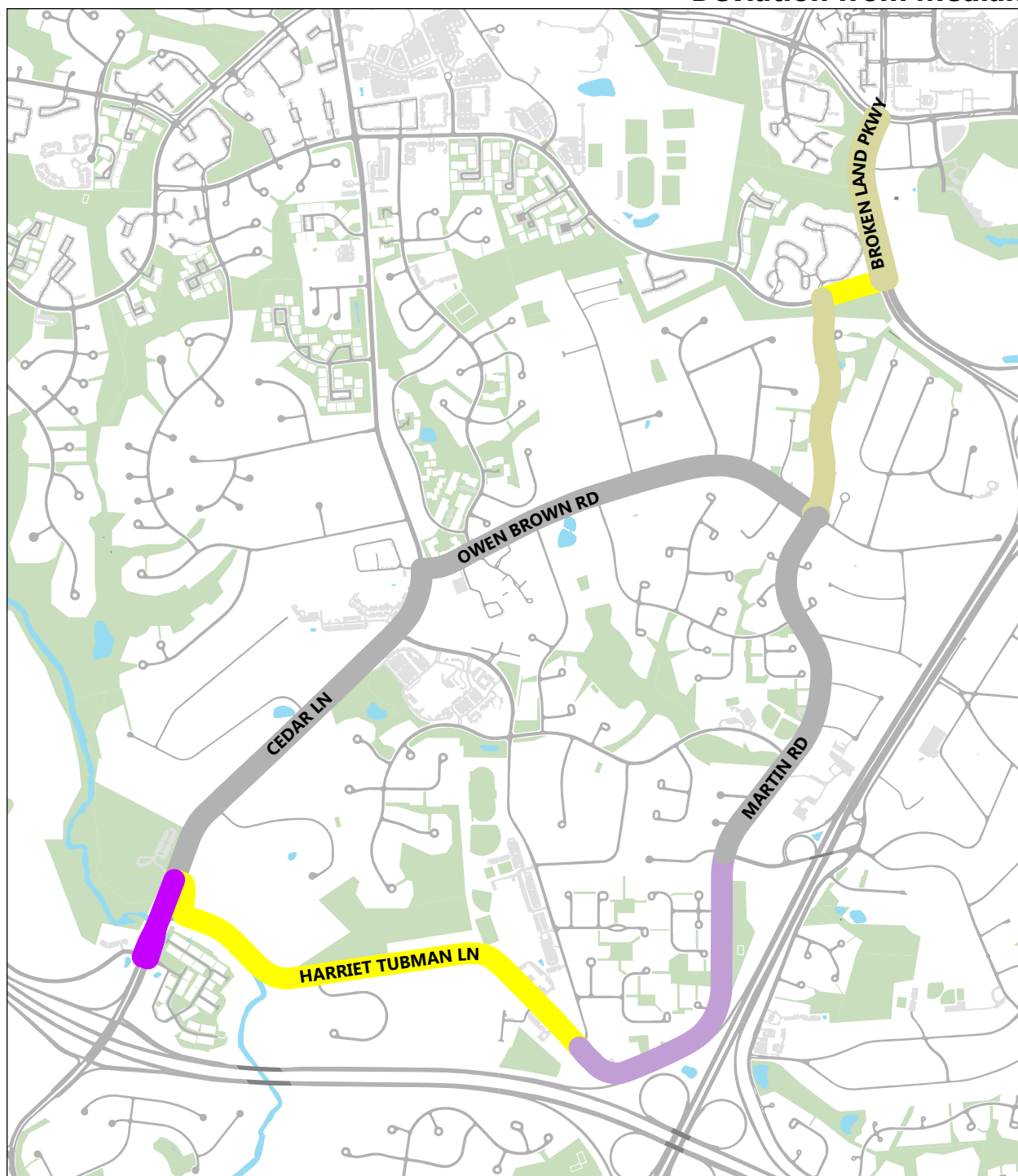


Miles 0 0.25 0.5

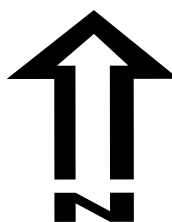


These maps show the stressor's average ranked contribution to bicycling stress for each segment (left map) and how each segment deviated from the median rank for this stressor across all road segments (right map; medians are shown in the data tables on Pages 7 to 9).

Deviation from Median



0 0.25 0.5 Miles

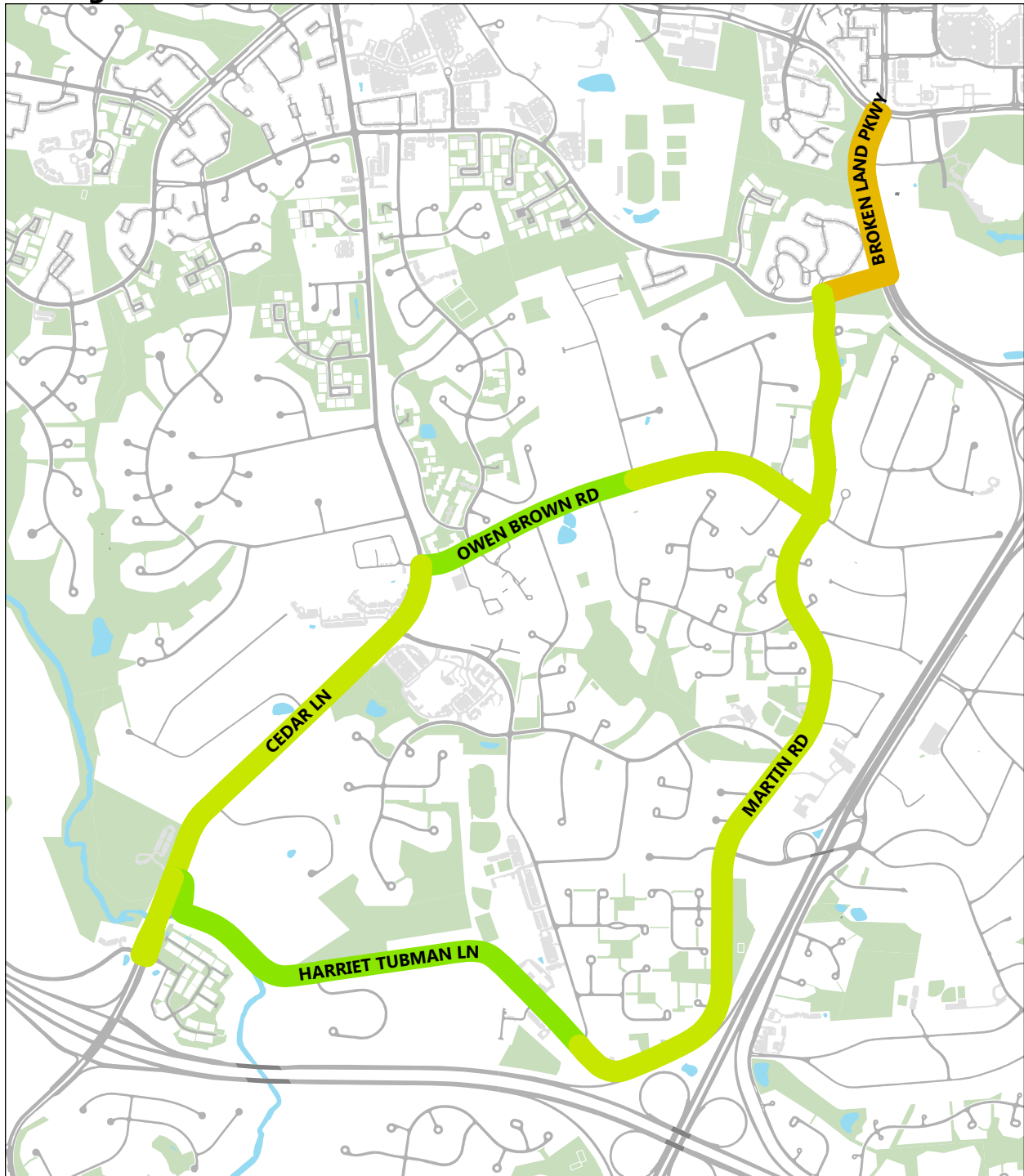


Deviation

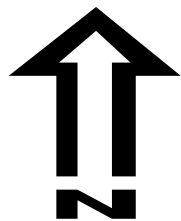
- Farthest Below
- Median
- Farthest Above
- Farthest Above

Map Set 2: All Responses - Traffic Congestion


Average Contribution to Stress



Contribution

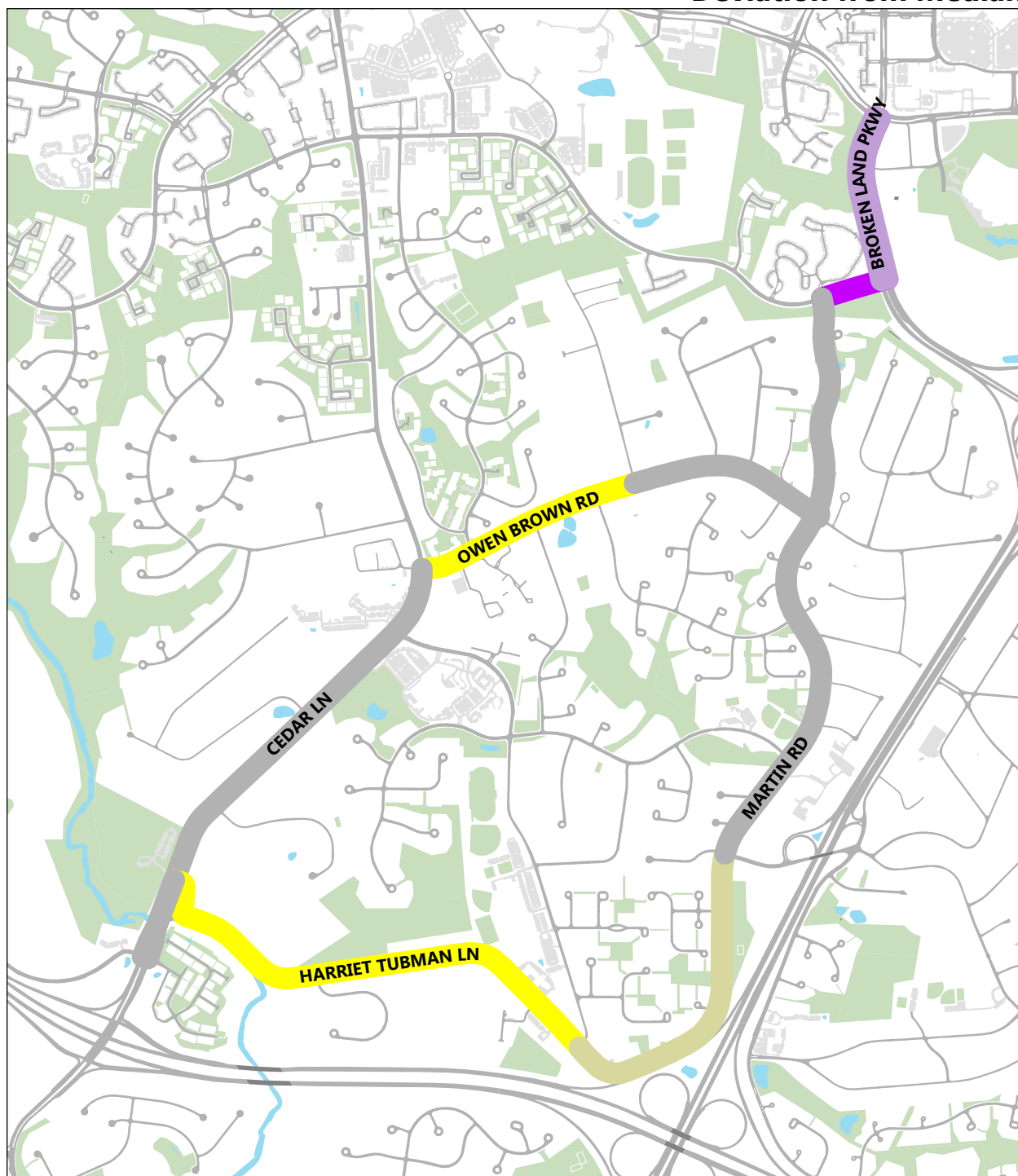


Miles 0 0.25 0.5

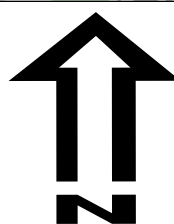


These maps show the stressor's average ranked contribution to bicycling stress for each segment (left map) and how each segment deviated from the median rank for this stressor across all road segments (right map; medians are shown in the data tables on Pages 7 to 9).

Deviation from Median



0 0.25 0.5 Miles

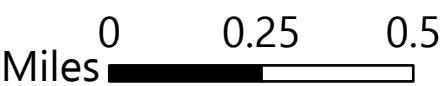
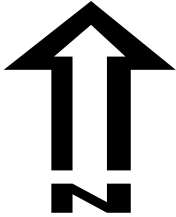
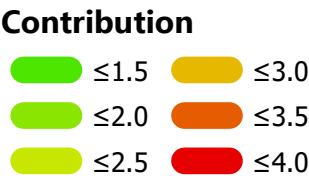
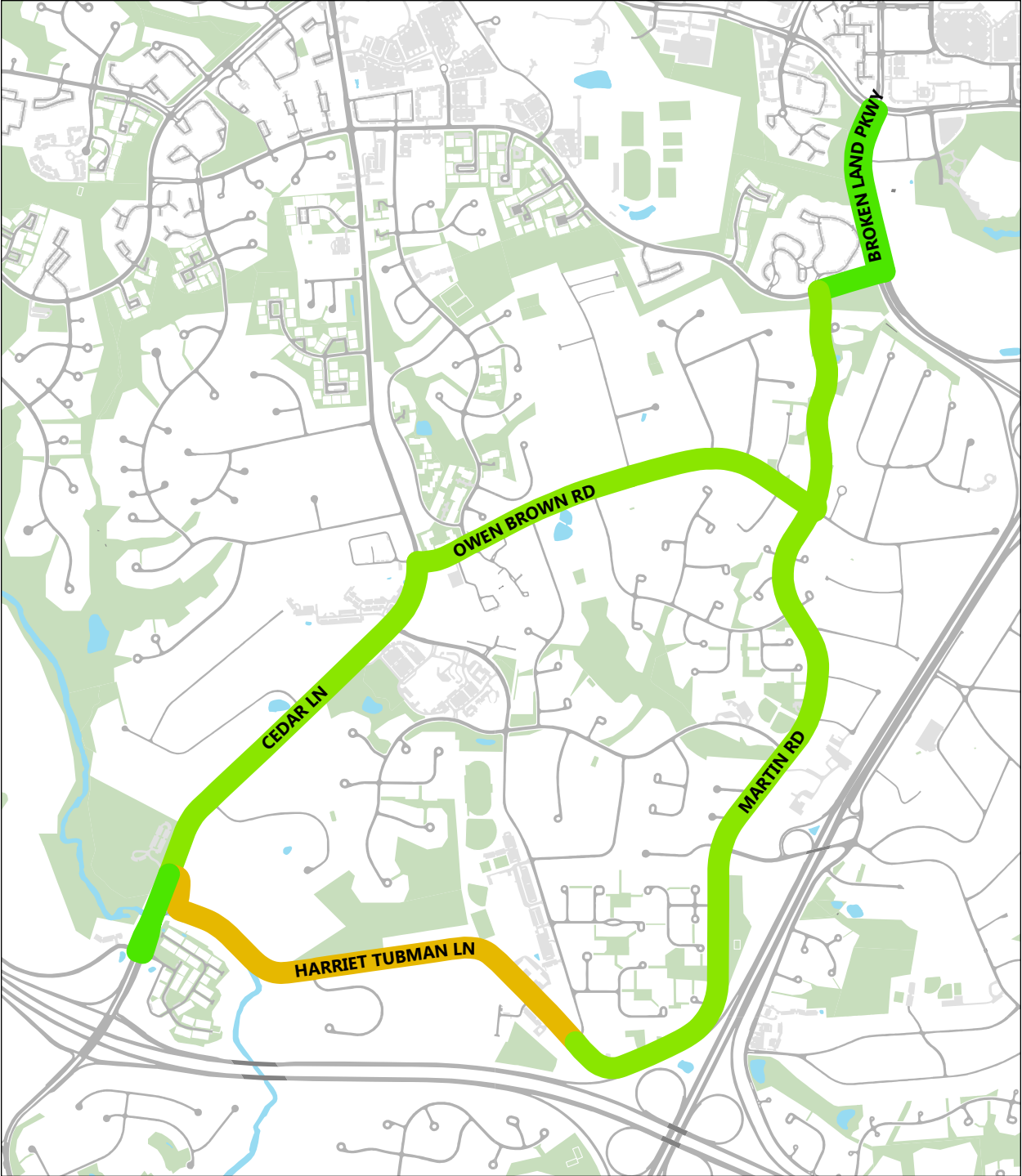


Deviation

- Farthest Below
- Median
- Farthest Above

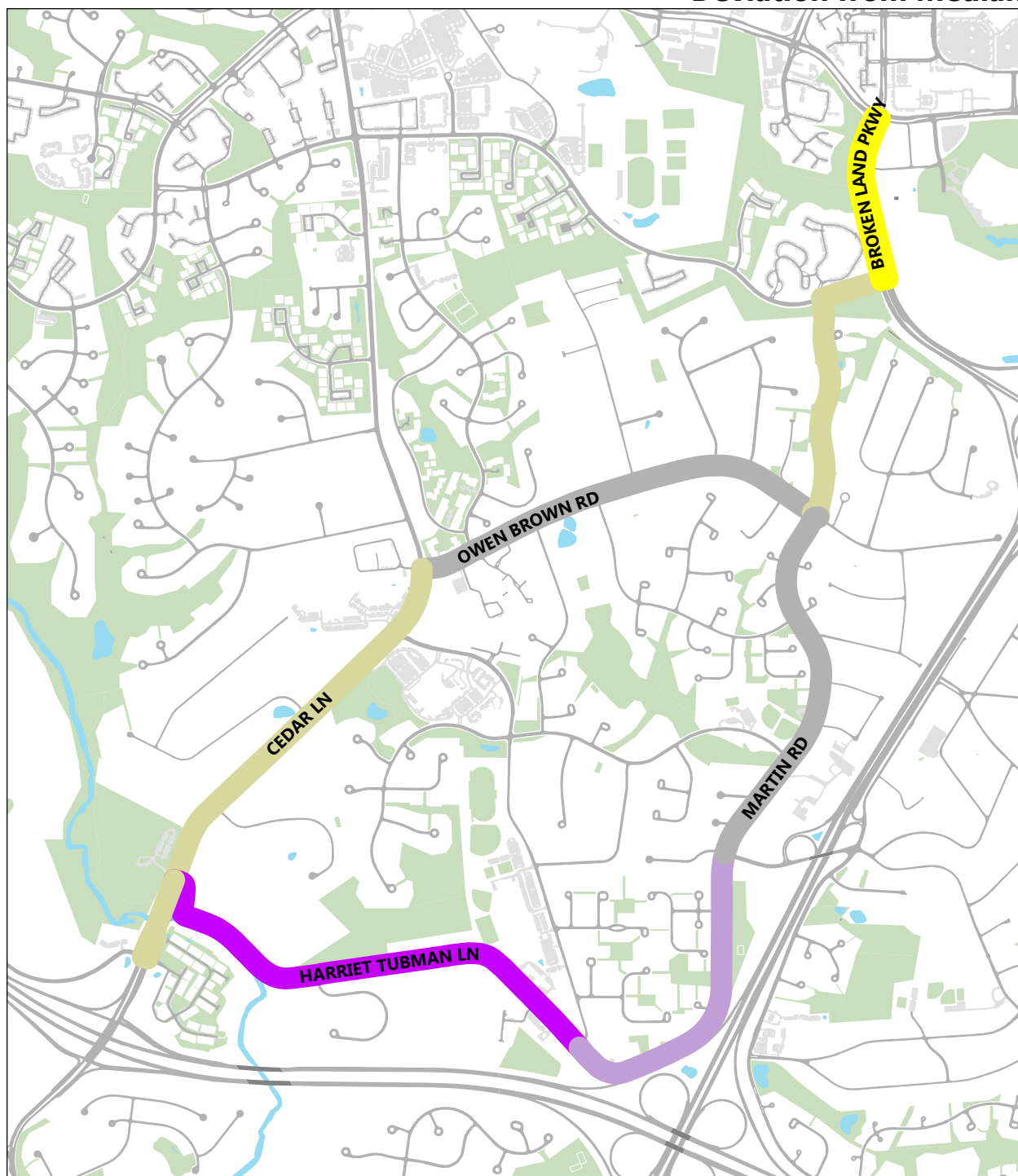
Map Set 3: All Responses - Topography (Hills)

Average Contribution to Stress

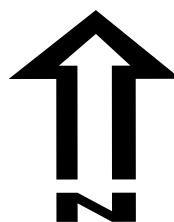


These maps show the stressor's average ranked contribution to bicycling stress for each segment (left map) and how each segment deviated from the median rank for this stressor across all road segments (right map; medians are shown in the data tables on Pages 7 to 9).

Deviation from Median



0 0.25 0.5 Miles

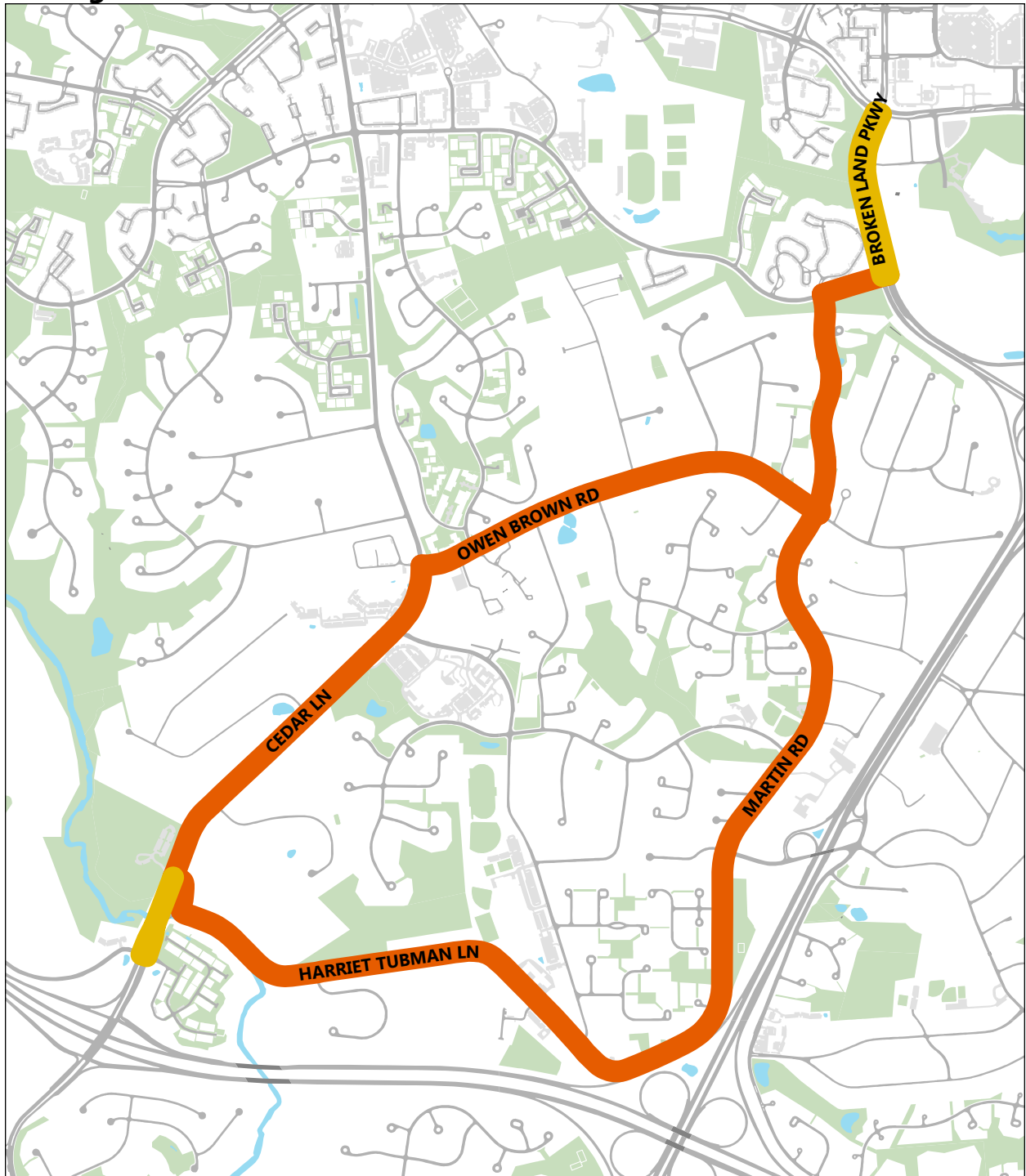


Deviation

- Farthest Below
- Median
- Farthest Above

Map Set 4: All Responses - Close Passes

Average Contribution to Stress



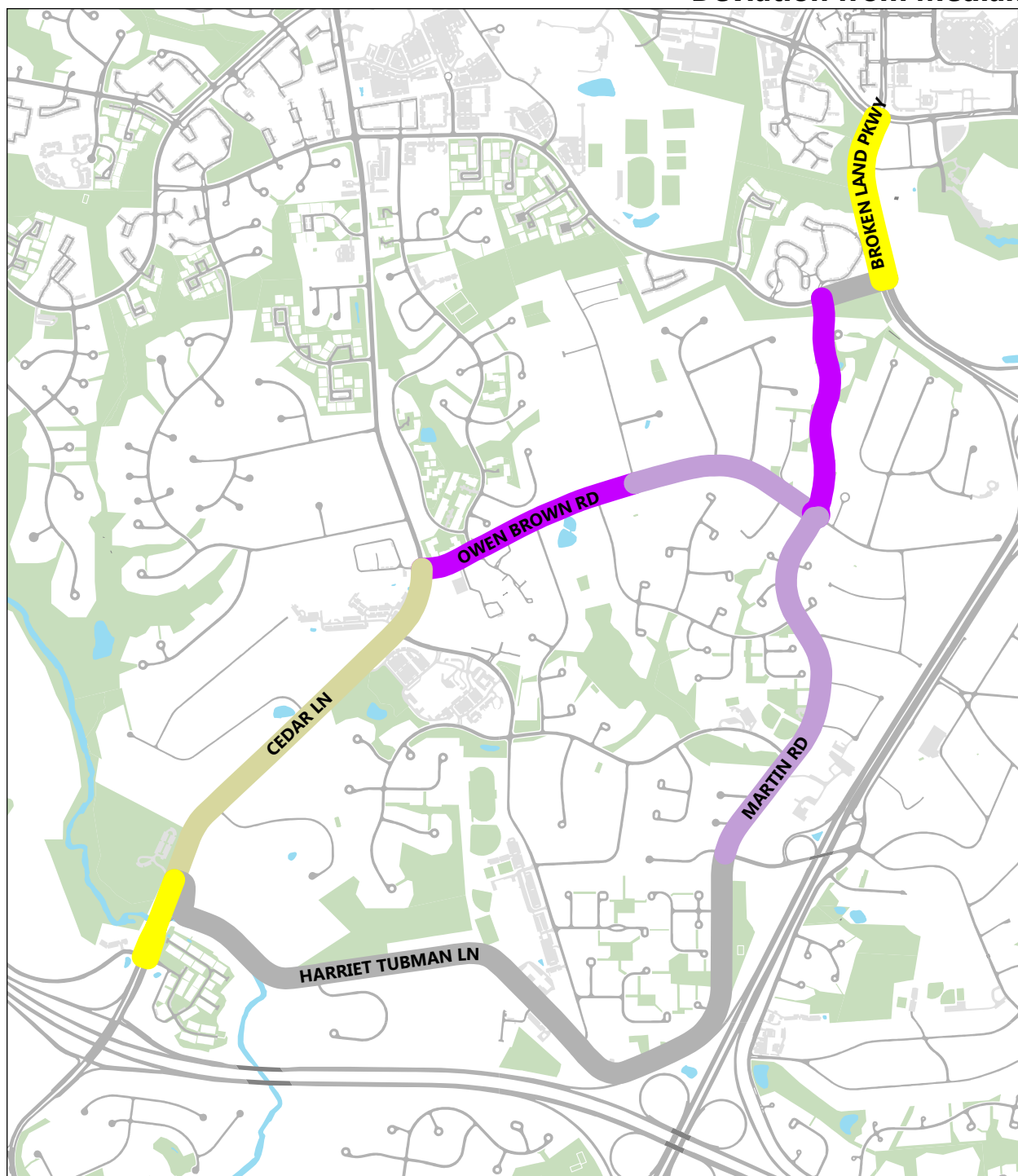
Contribution



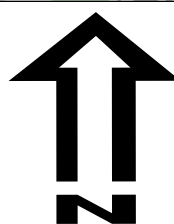
Miles 0 0.25 0.5

These maps show the stressor's average ranked contribution to bicycling stress for each segment (left map) and how each segment deviated from the median rank for this stressor across all road segments (right map; medians are shown in the data tables on Pages 7 to 9).

Deviation from Median



0 0.25 0.5 Miles

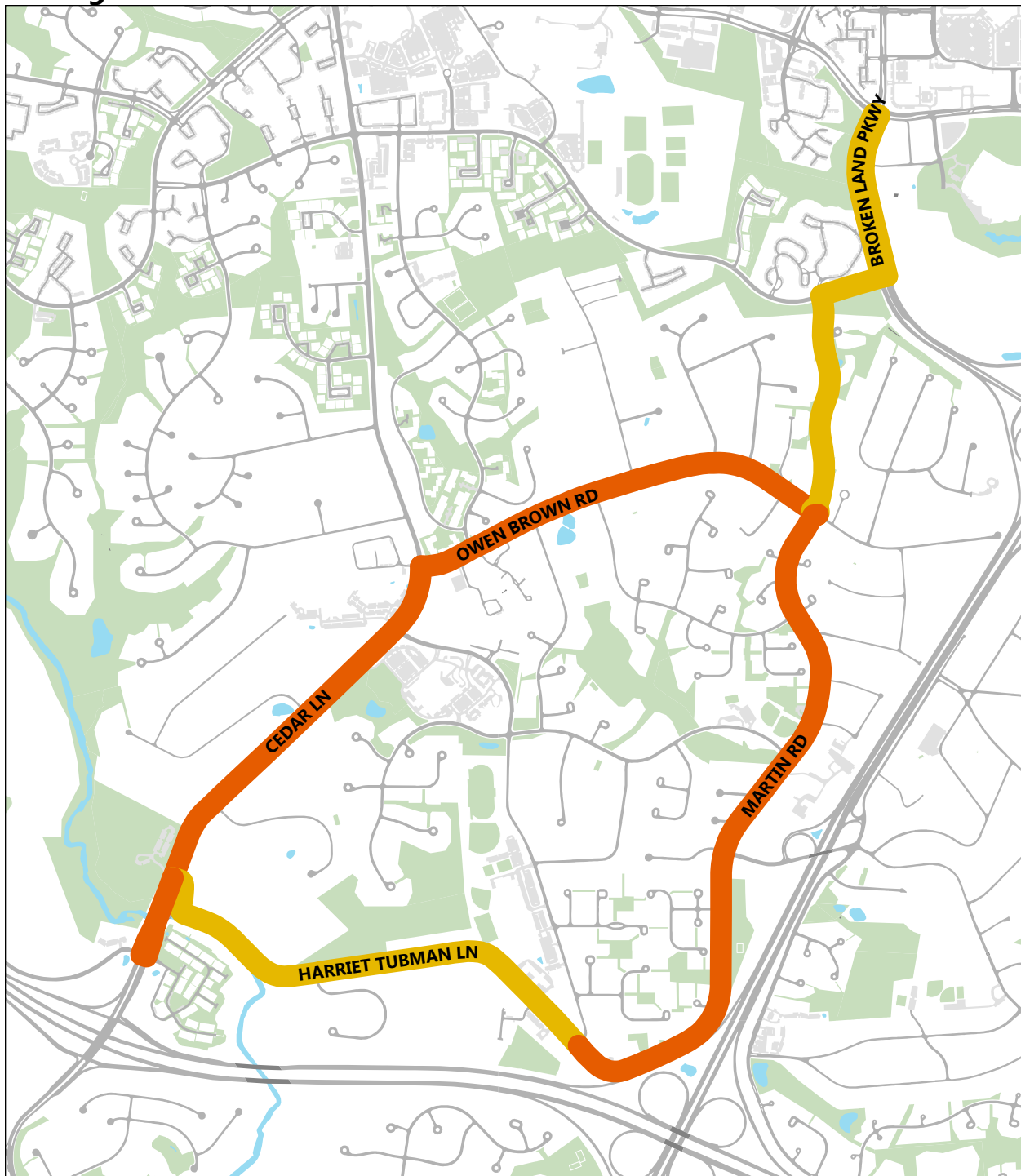


Deviation

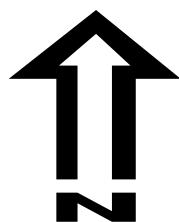
- Farthest Below
- Median
- Farthest Above

Map Set 5: No Way No How/Interested but Concerned - Vehicle Speed


Average Contribution to Stress



Contribution

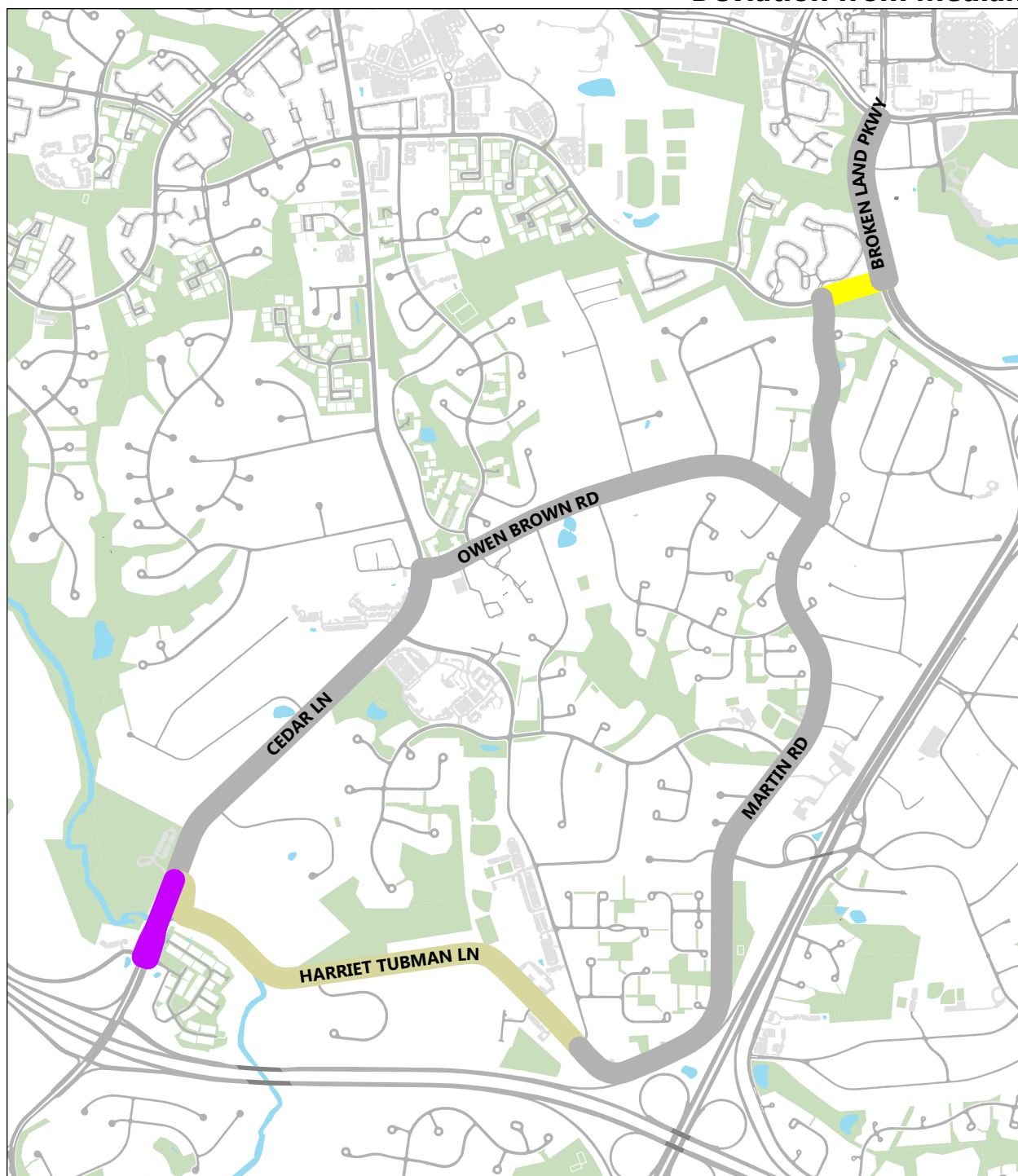


Miles 0 0.25 0.5

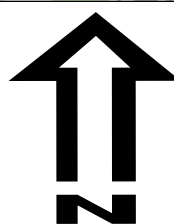


These maps show the stressor's average ranked contribution to bicycling stress for each segment (left map) and how each segment deviated from the median rank for this stressor across all road segments (right map; medians are shown in the data tables on Pages 7 to 9).

Deviation from Median



0 0.25 0.5 Miles

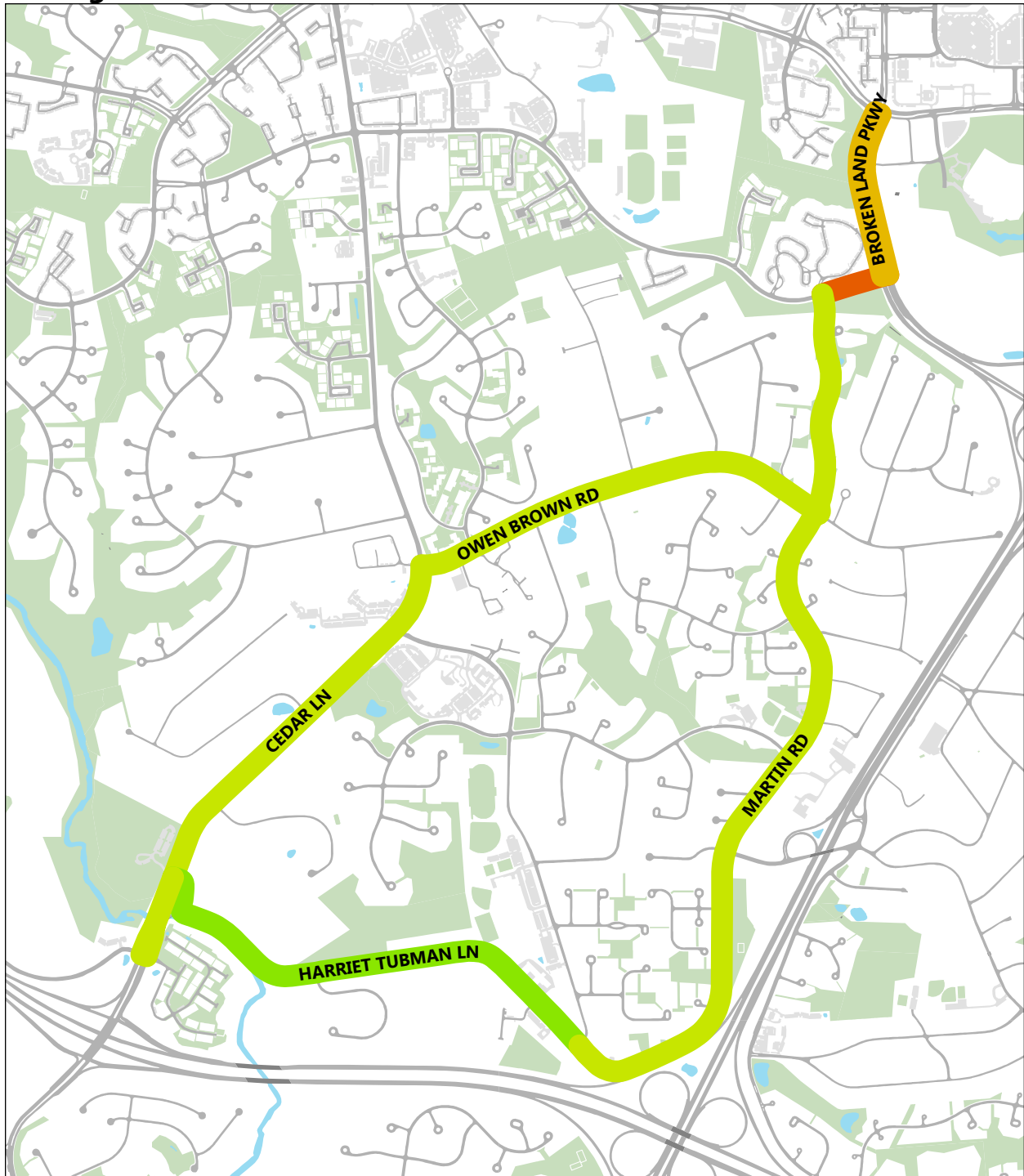


Deviation

- Farthest Below
- Median
- Farthest Above

Map Set 6: No Way No How/Interested but Concerned - Traffic Congestion

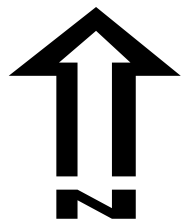
Average Contribution to Stress



Contribution

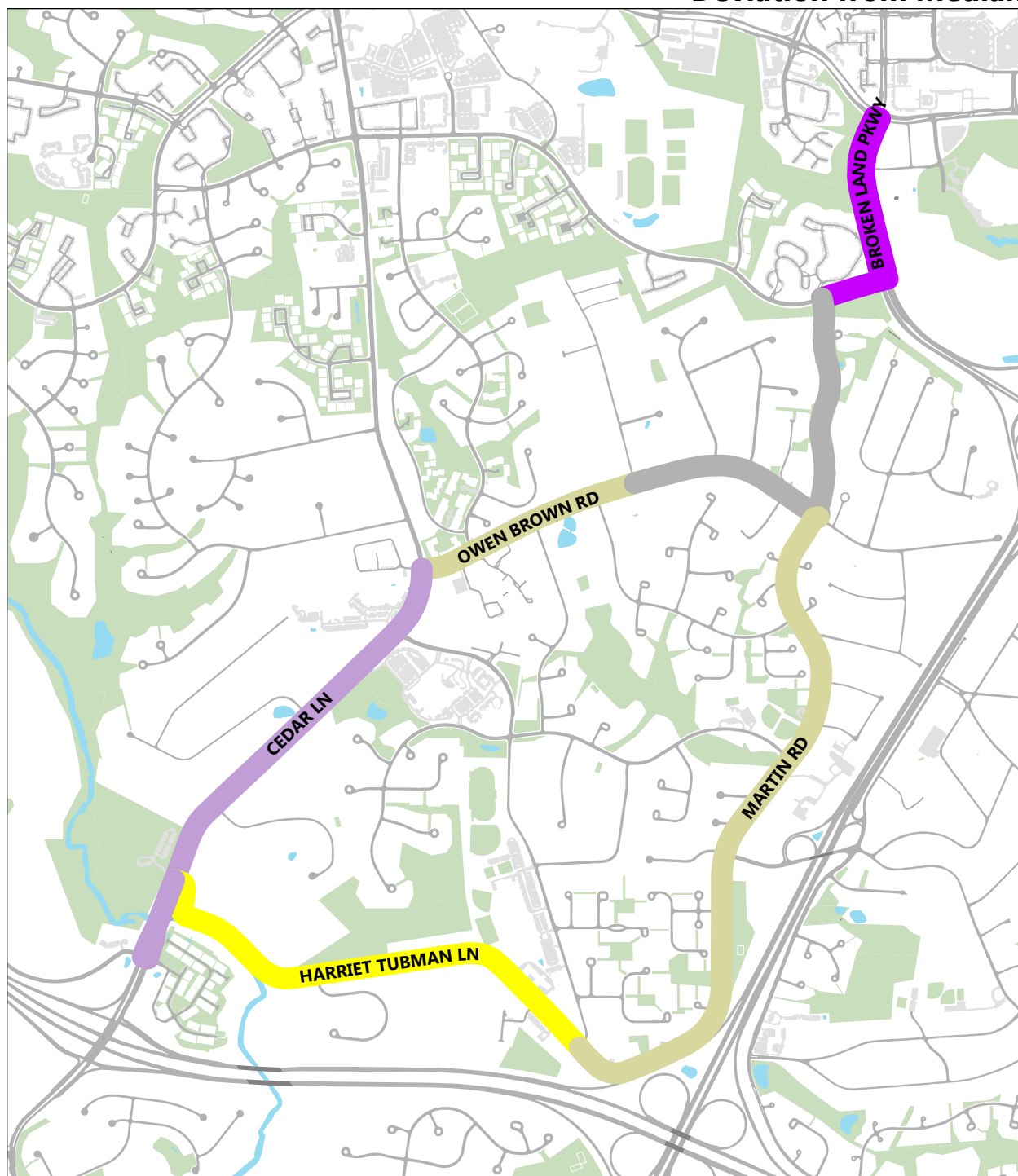


Miles 0 0.25 0.5

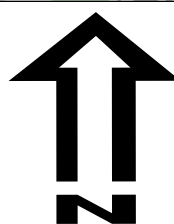


These maps show the stressor's average ranked contribution to bicycling stress for each segment (left map) and how each segment deviated from the median rank for this stressor across all road segments (right map; medians are shown in the data tables on Pages 7 to 9).

Deviation from Median



0 0.25 0.5 Miles

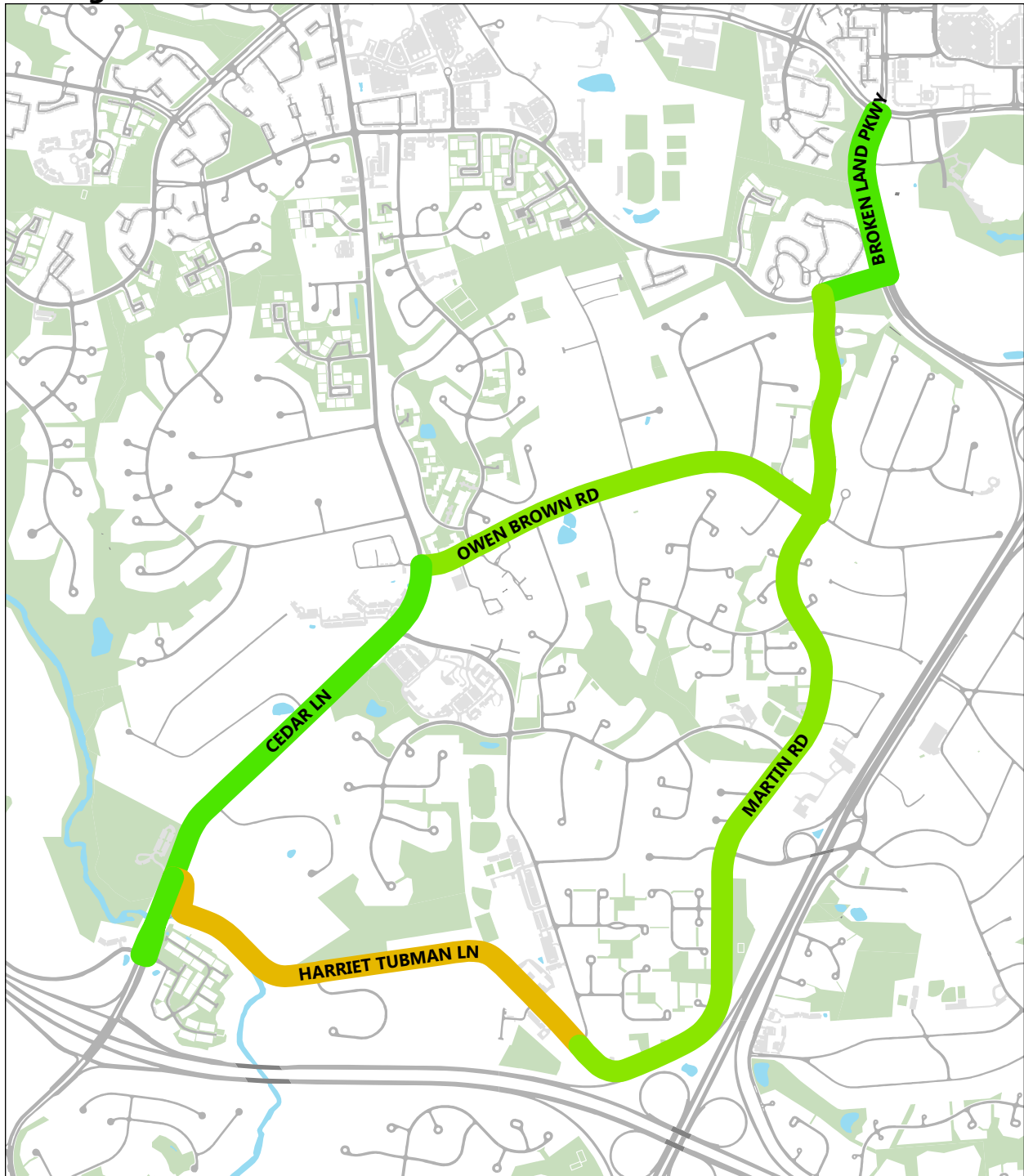


Deviation

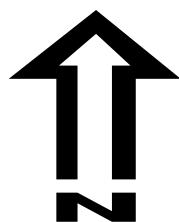
- Farthest Below
- Median
- Farthest Above

Map Set 7: No Way No How/Interested but Concerned - Topography (Hills)


Average Contribution to Stress



Contribution

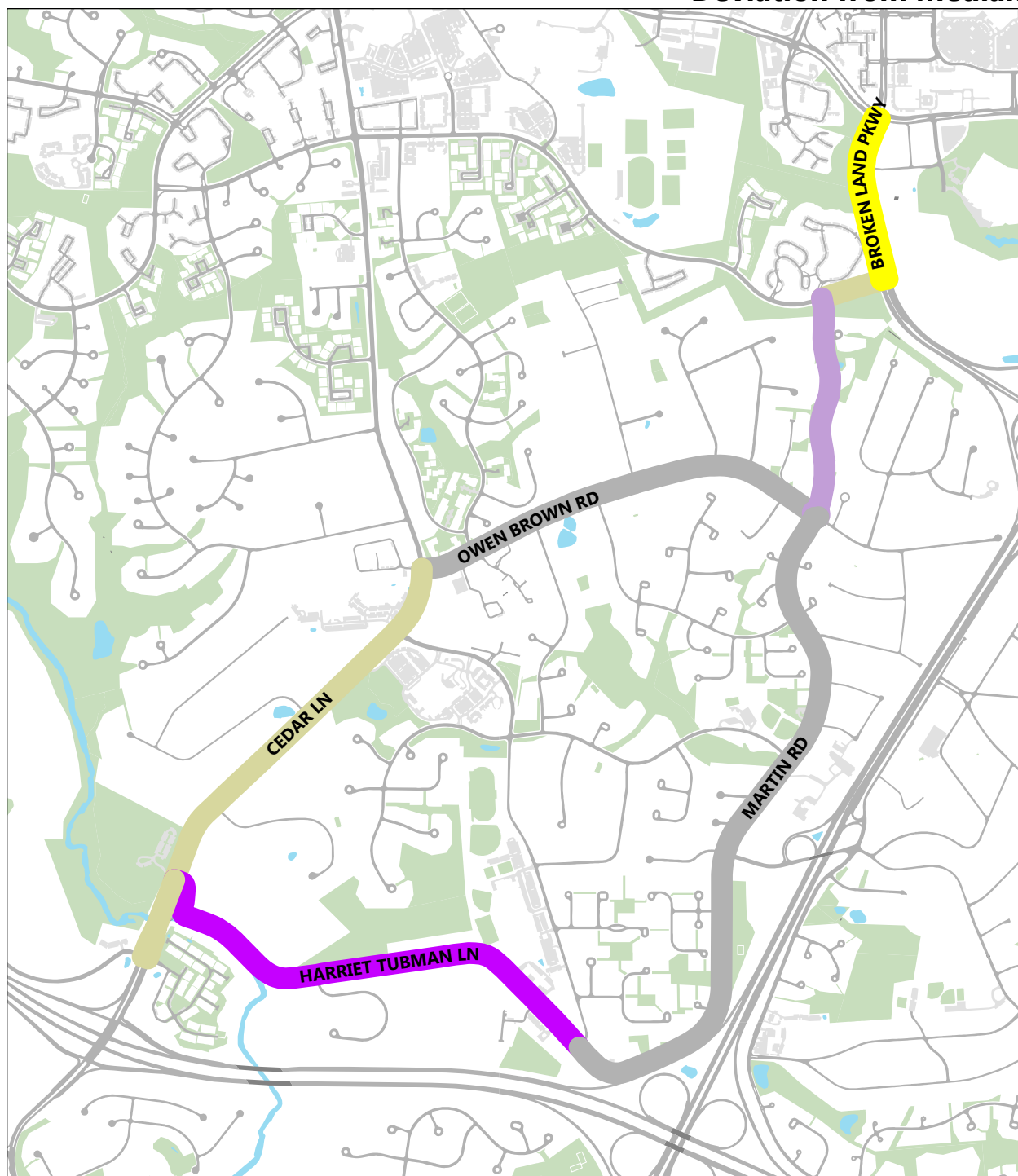


Miles 0 0.25 0.5

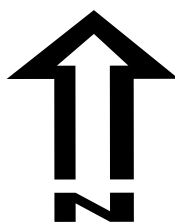


These maps show the stressor's average ranked contribution to bicycling stress for each segment (left map) and how each segment deviated from the median rank for this stressor across all road segments (right map; medians are shown in the data tables on Pages 7 to 9).

Deviation from Median



0 0.25 0.5 Miles

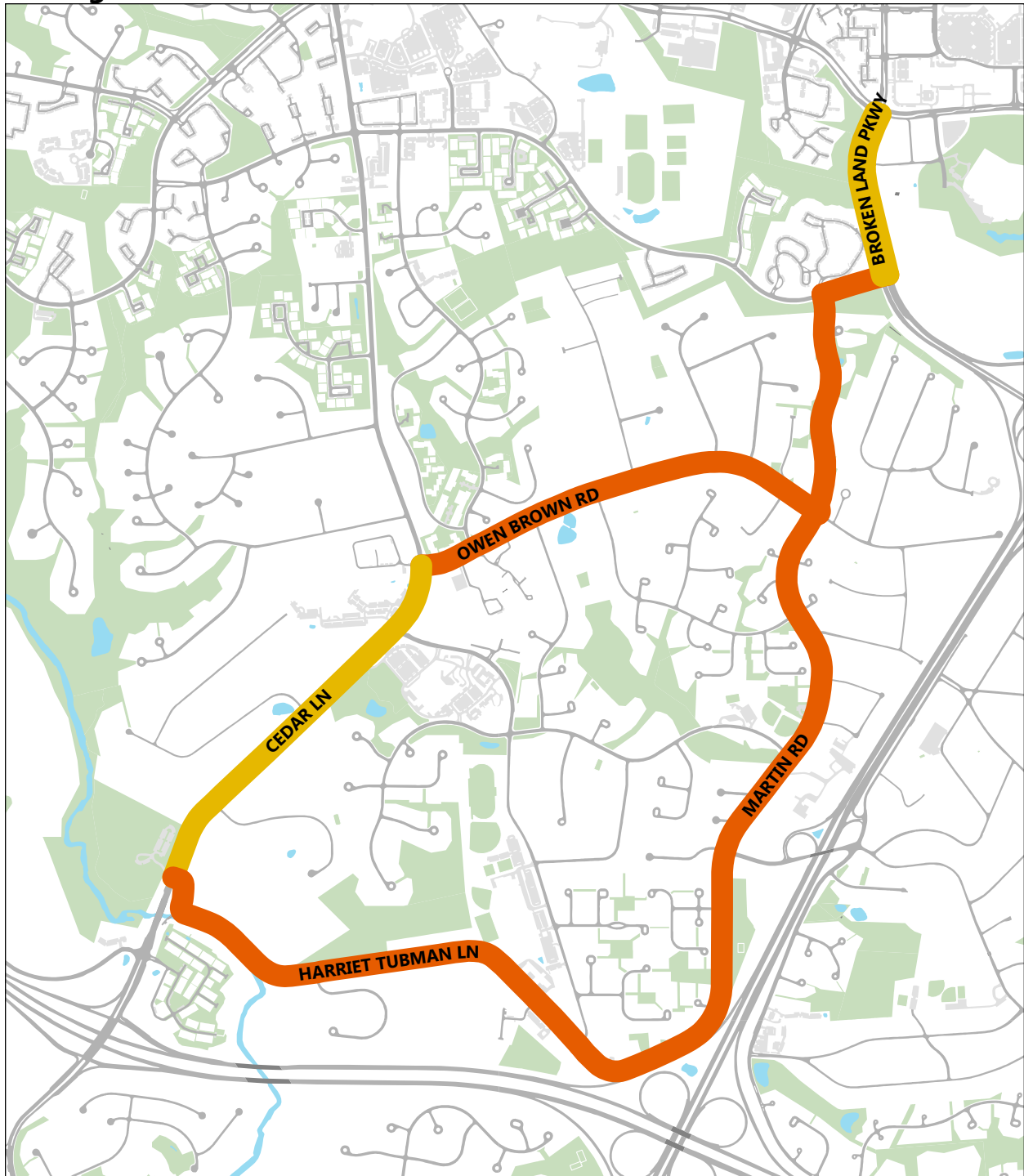


Deviation

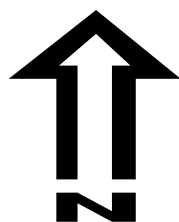
- Farthest Below
- Median
- Farthest Above

Map Set 8: No Way No How/Interested but Concerned - Close Passes


Average Contribution to Stress



Contribution

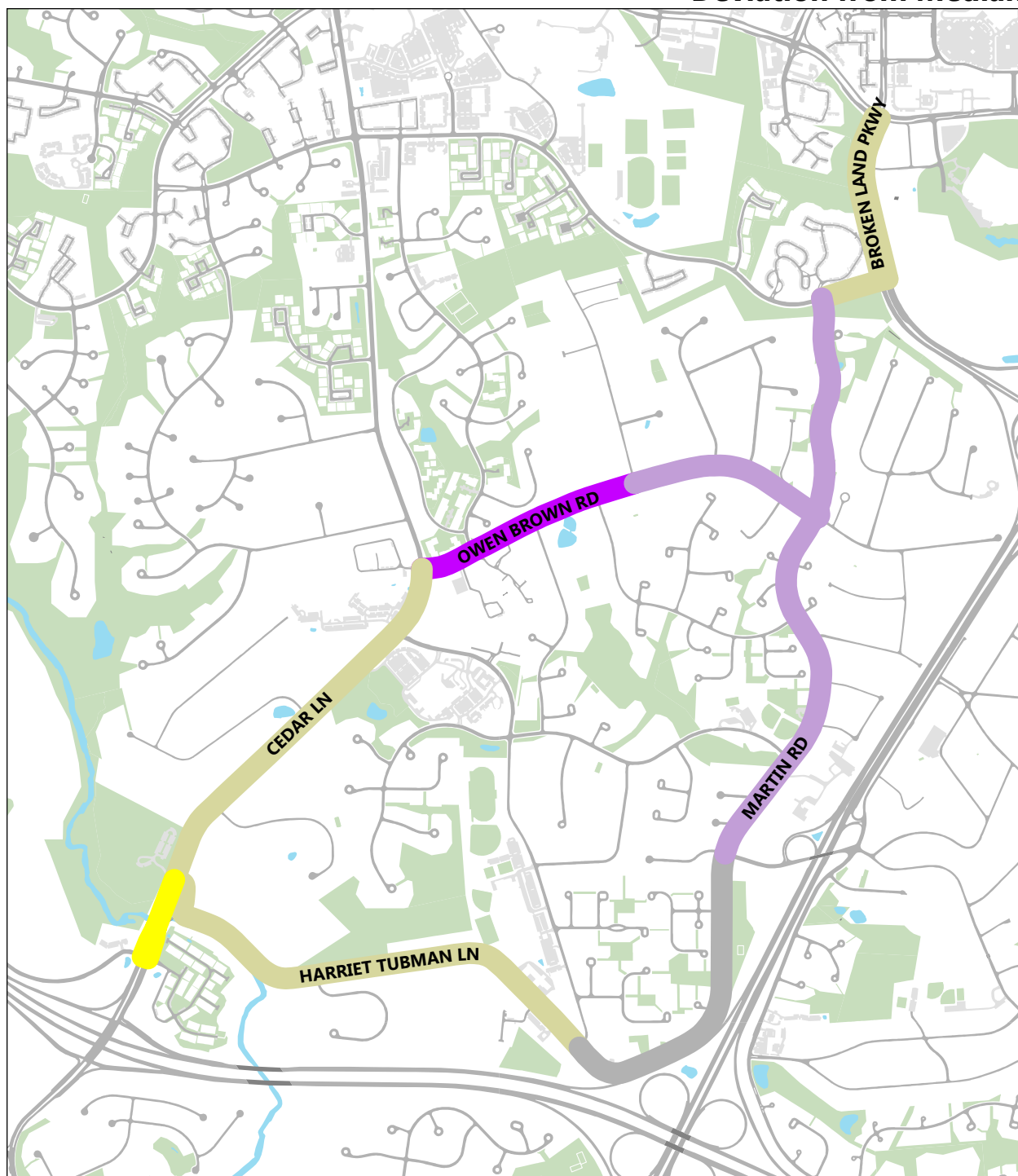


Miles 0 0.25 0.5

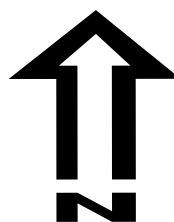


These maps show the stressor's average ranked contribution to bicycling stress for each segment (left map) and how each segment deviated from the median rank for this stressor across all road segments (right map; medians are shown in the data tables on Pages 7 to 9).

Deviation from Median



0 0.25 0.5 Miles

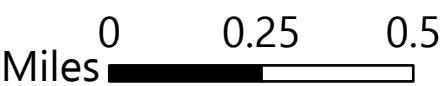
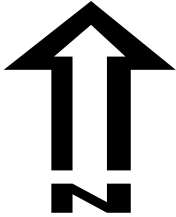
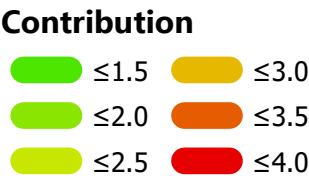
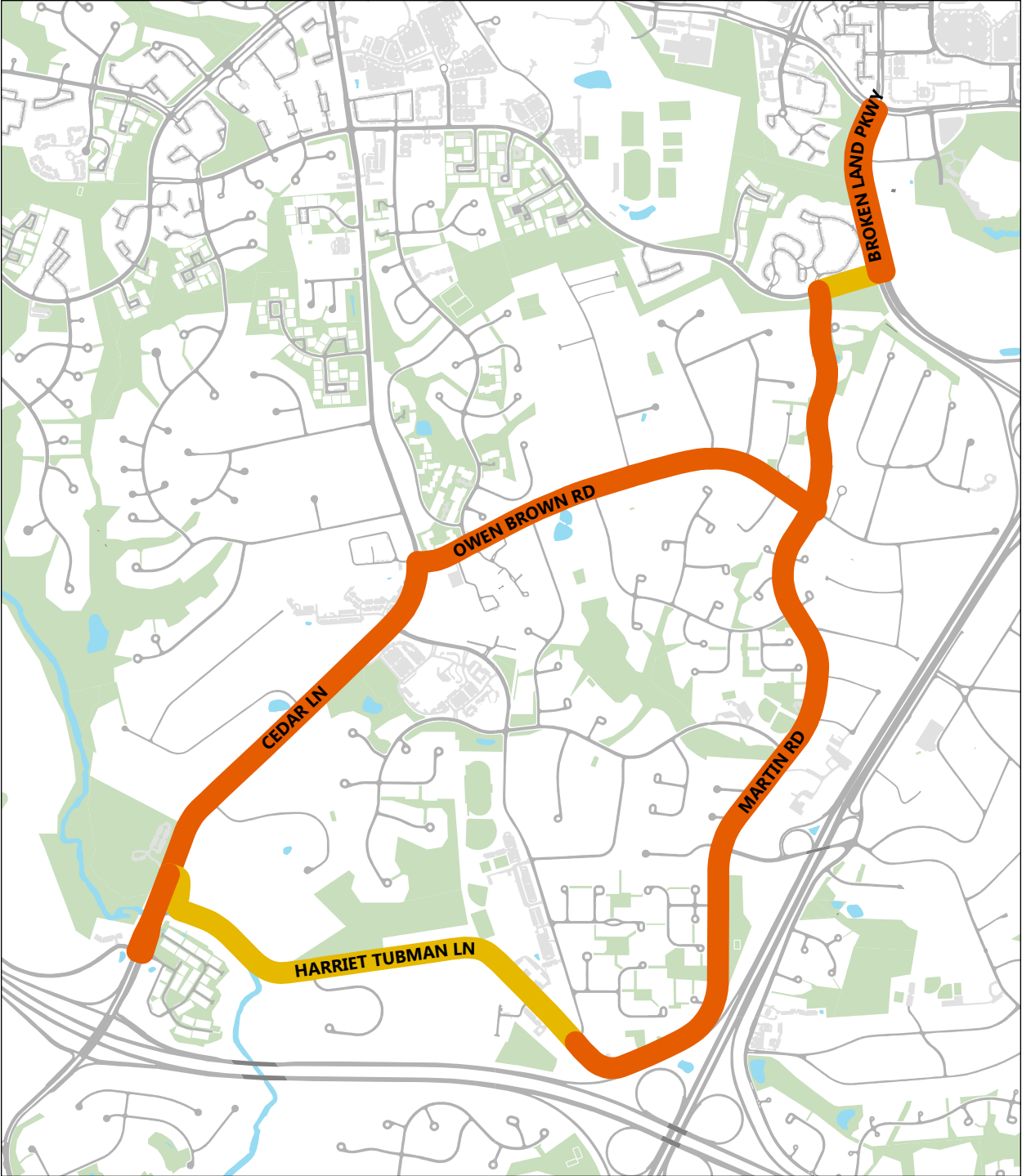


Deviation

- Farthest Below
- Median
- Farthest Above

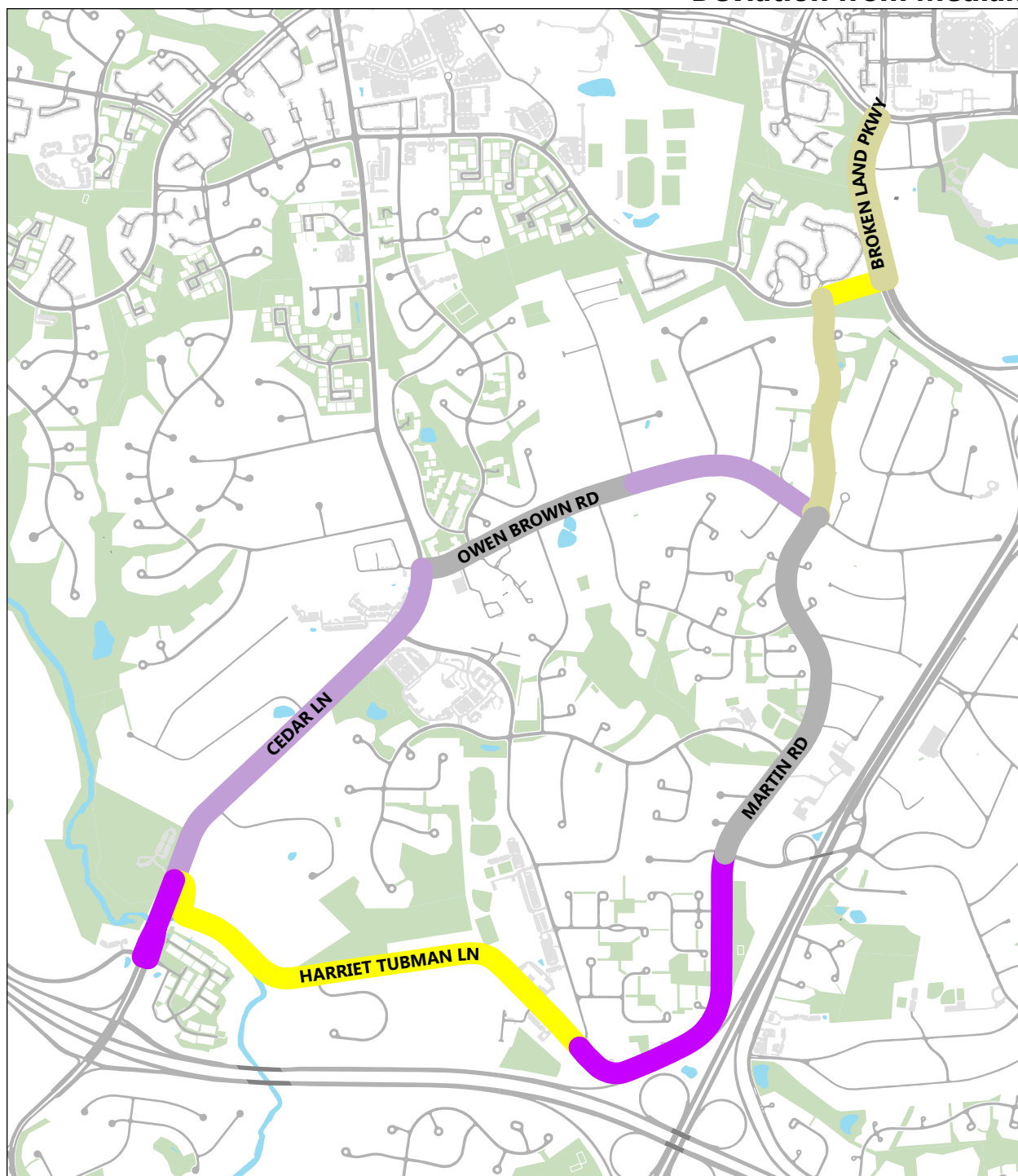
Map Set 9: Enthused and Confident/Strong and Fearless - Vehicle Speed

Average Contribution to Stress

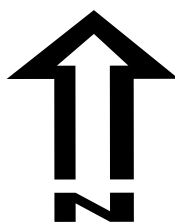


These maps show the stressor's average ranked contribution to bicycling stress for each segment (left map) and how each segment deviated from the median rank for this stressor across all road segments (right map; medians are shown in the data tables on Pages 7 to 9).

Deviation from Median



0 0.25 0.5 Miles

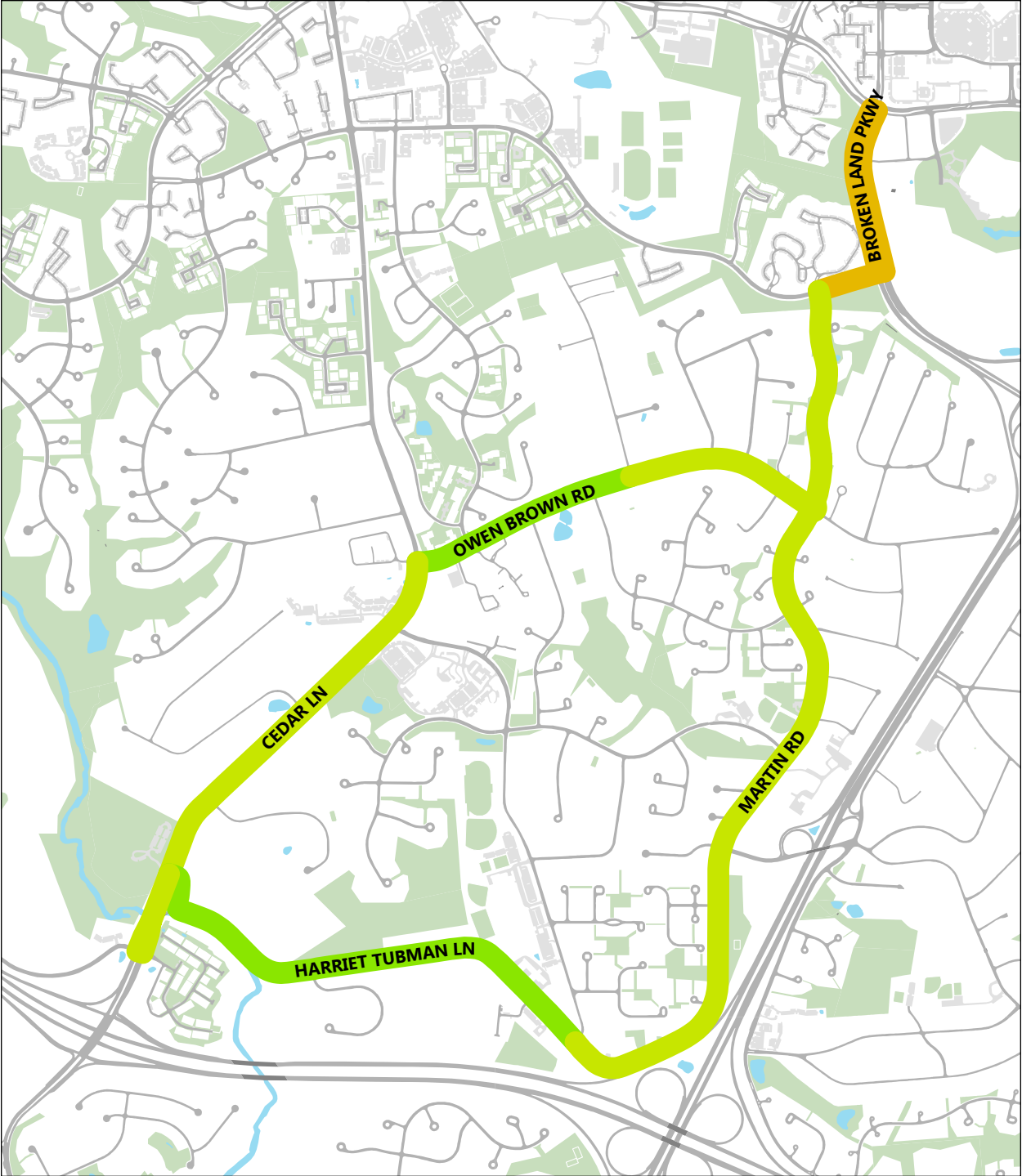


Deviation

- Farthest Below
- Median
- Farthest Above

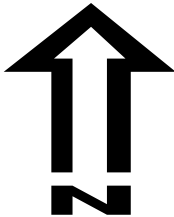
Map Set 10: Enthused and Confident/Strong and Fearless - Traffic Congestion

Average Contribution to Stress




Contribution

- | | |
|--|--|
|  ≤1.5 |  ≤3.0 |
|  ≤2.0 |  ≤3.5 |
|  ≤2.5 |  ≤4.0 |

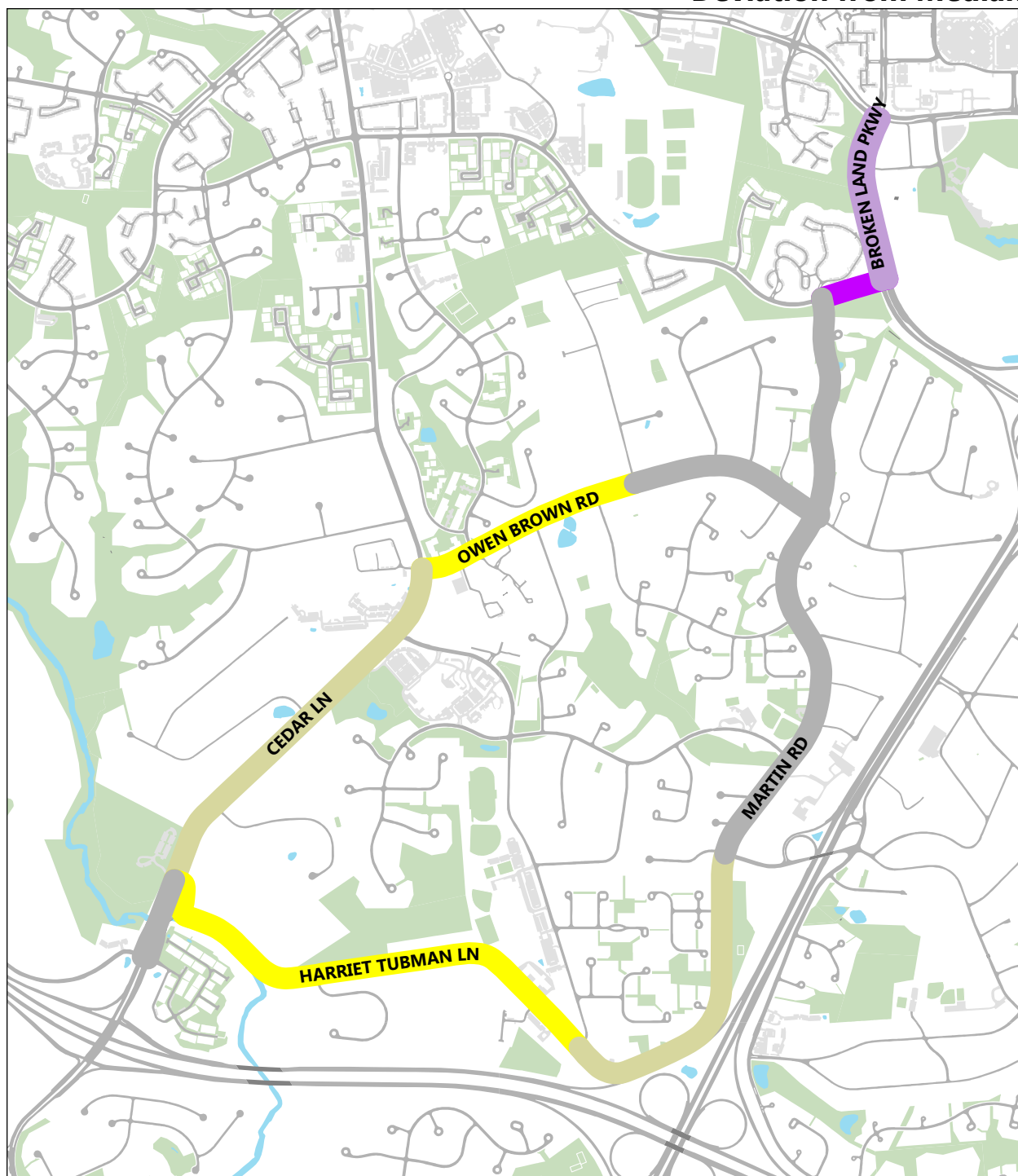


Miles 0 0.25 0.5

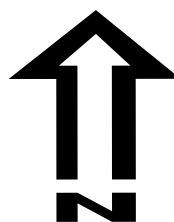


These maps show the stressor's average ranked contribution to bicycling stress for each segment (left map) and how each segment deviated from the median rank for this stressor across all road segments (right map; medians are shown in the data tables on Pages 7 to 9).

Deviation from Median



0 0.25 0.5 Miles

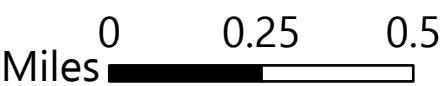
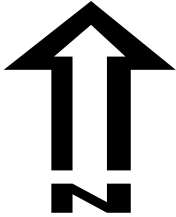
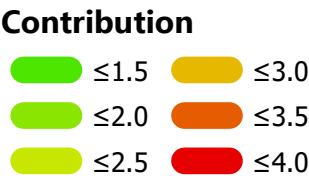
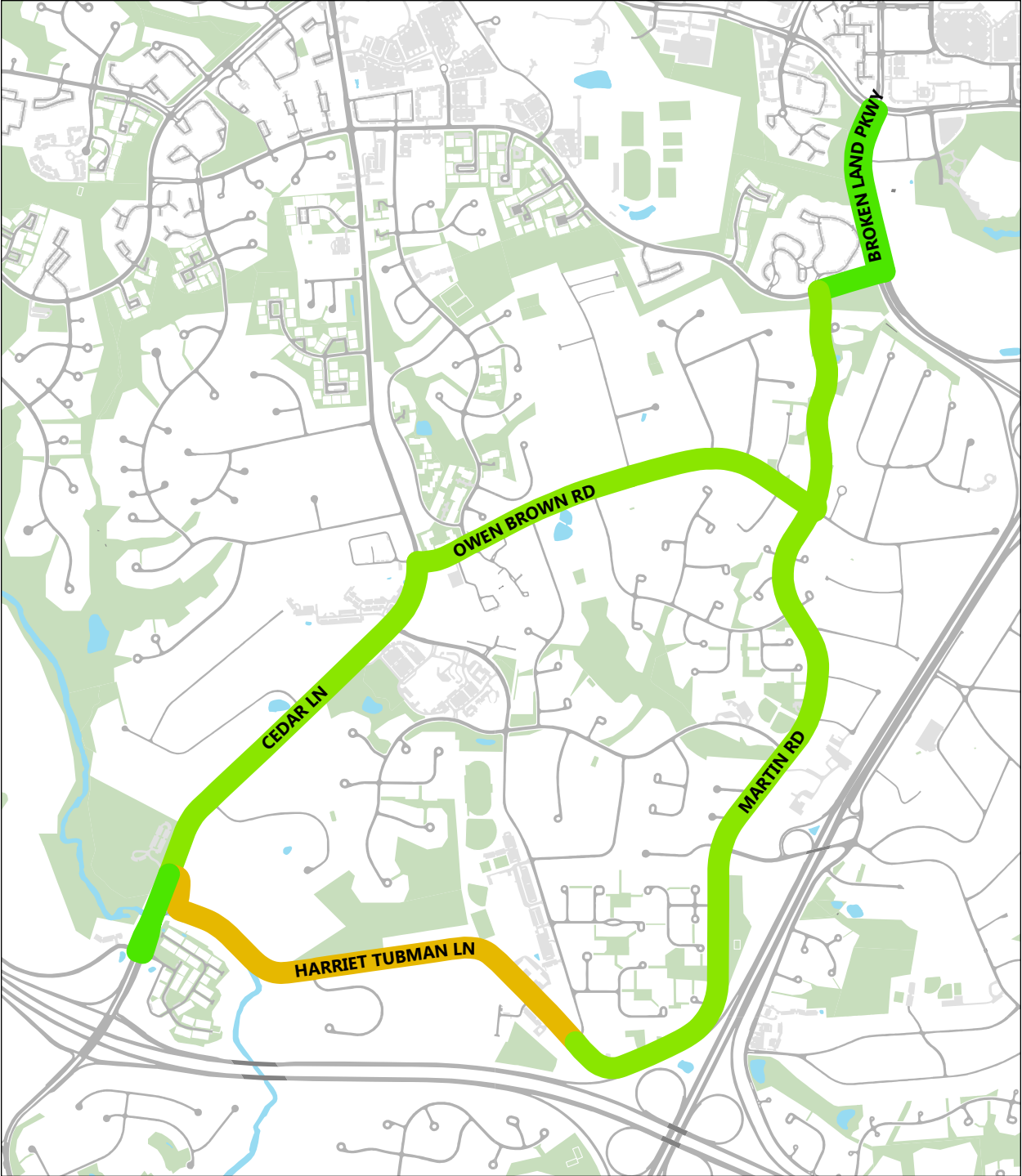


Deviation

- Farthest Below
- Median
- Farthest Above

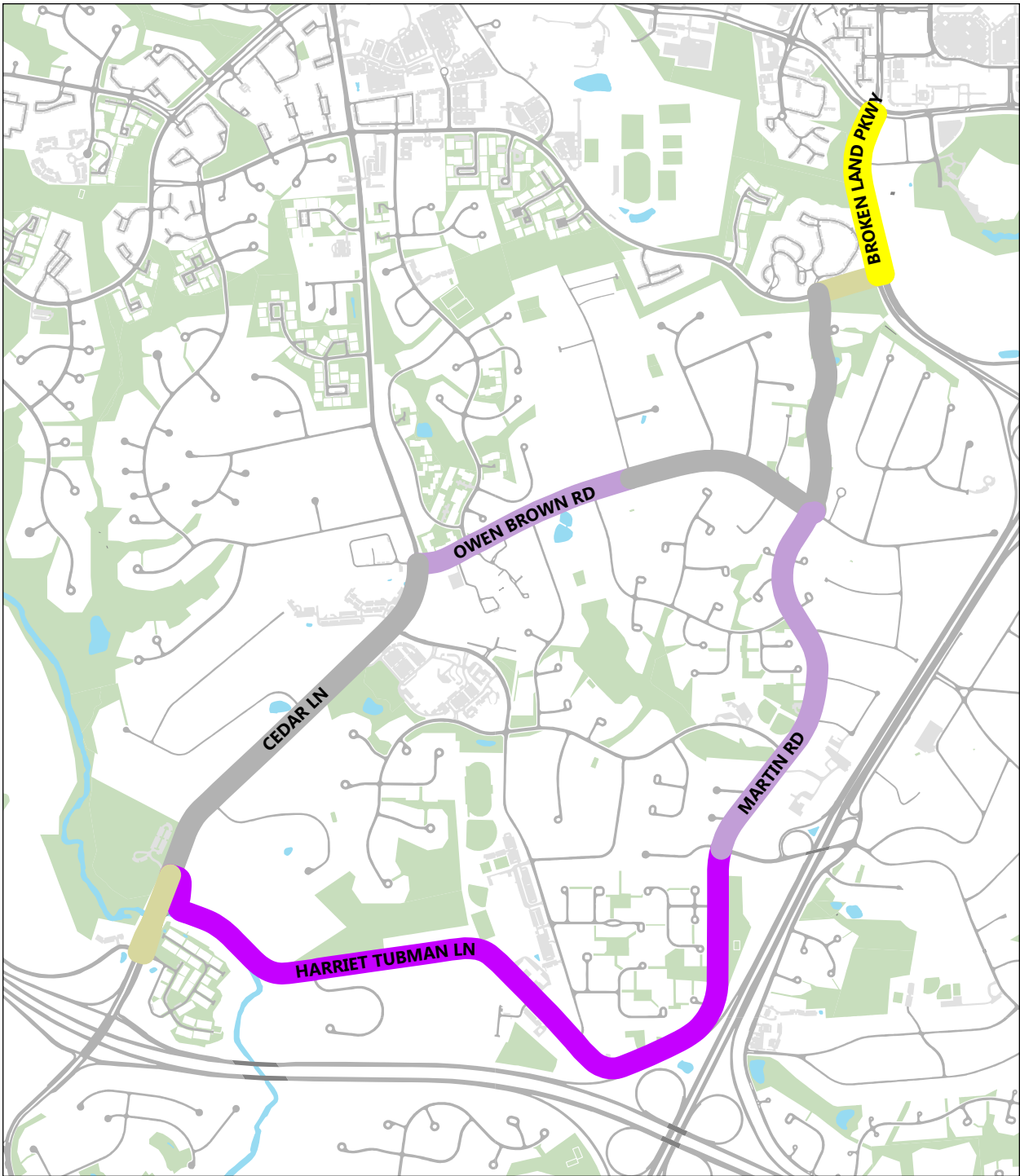
Map Set 11: Enthused and Confident/Strong and Fearless - Topography (Hills)

Average Contribution to Stress

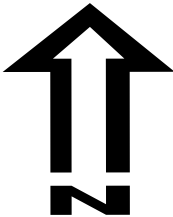


These maps show the stressor's average ranked contribution to bicycling stress for each segment (left map) and how each segment deviated from the median rank for this stressor across all road segments (right map; medians are shown in the data tables on Pages 7 to 9).

Deviation from Median



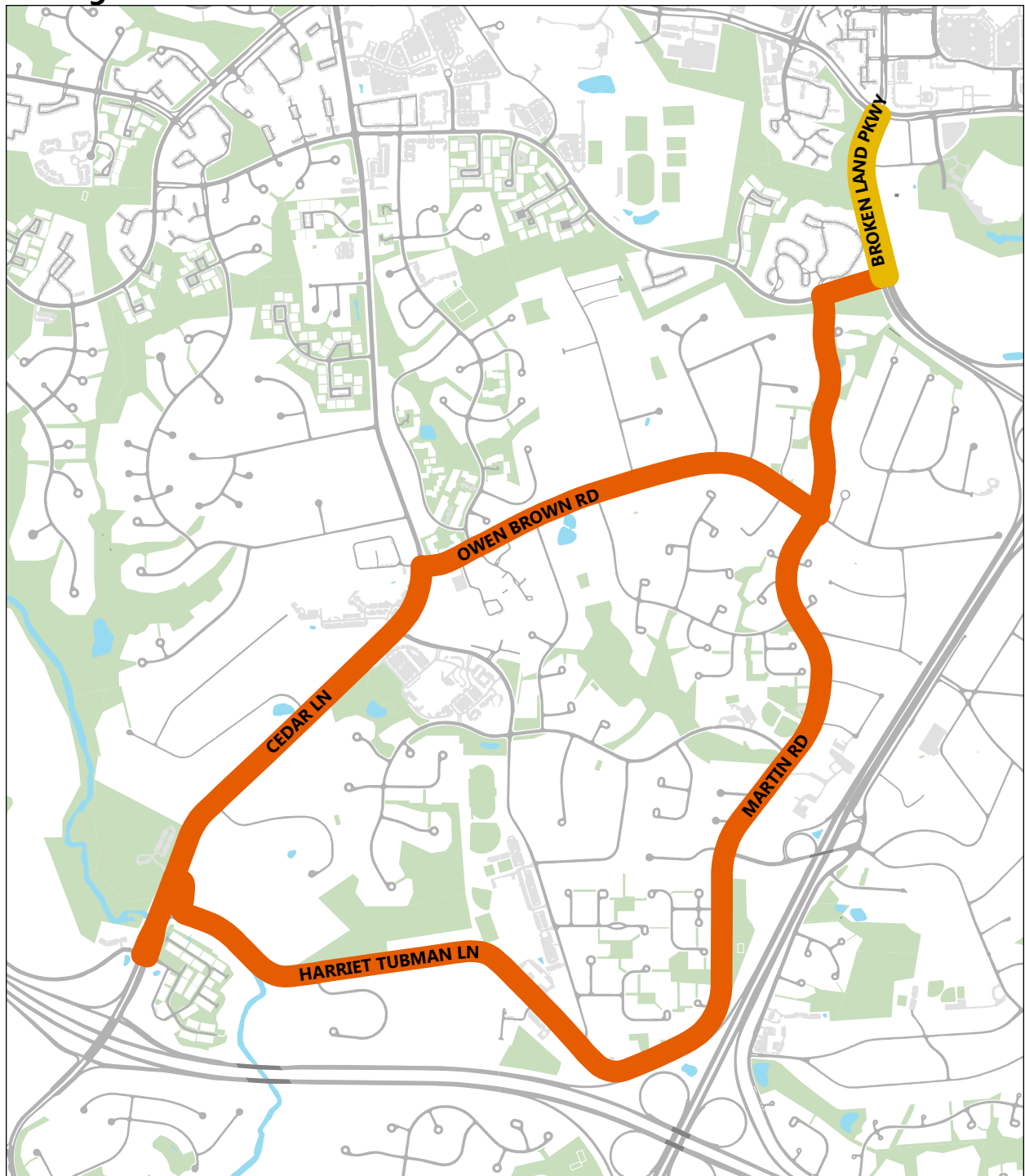
0 0.25 0.5 Miles



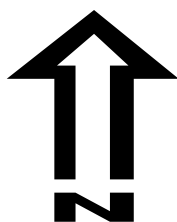
- Deviation**
- Farthest Below
 - Median
 - Farthest Above

Map Set 12: Enthused and Confident/Strong and Fearless - Close Passes

Average Contribution to Stress



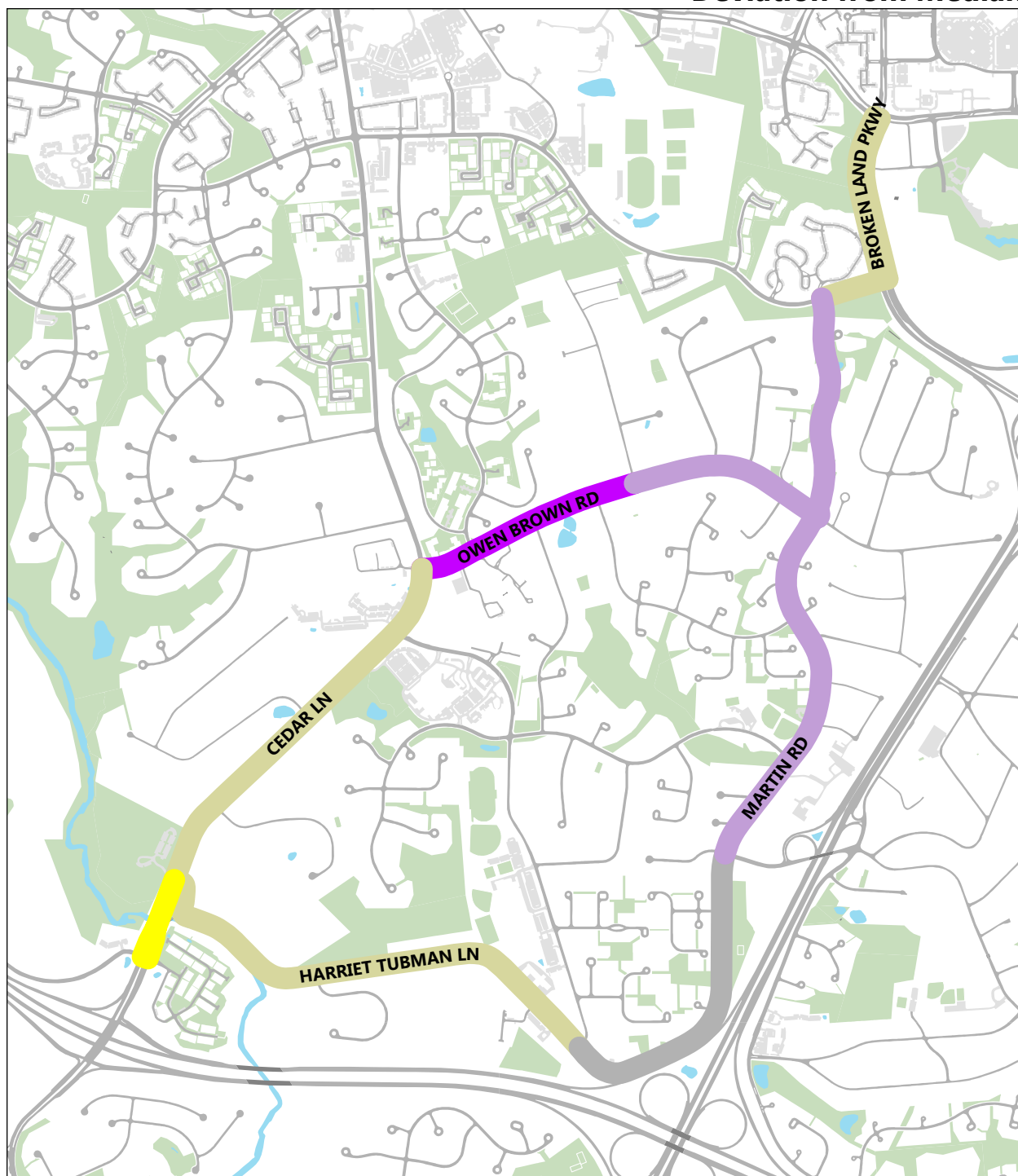
Contribution



Miles 0 0.25 0.5

These maps show the stressor's average ranked contribution to bicycling stress for each segment (left map) and how each segment deviated from the median rank for this stressor across all road segments (right map; medians are shown in the data tables on Pages 7 to 9).

Deviation from Median



0 0.25 0.5 Miles

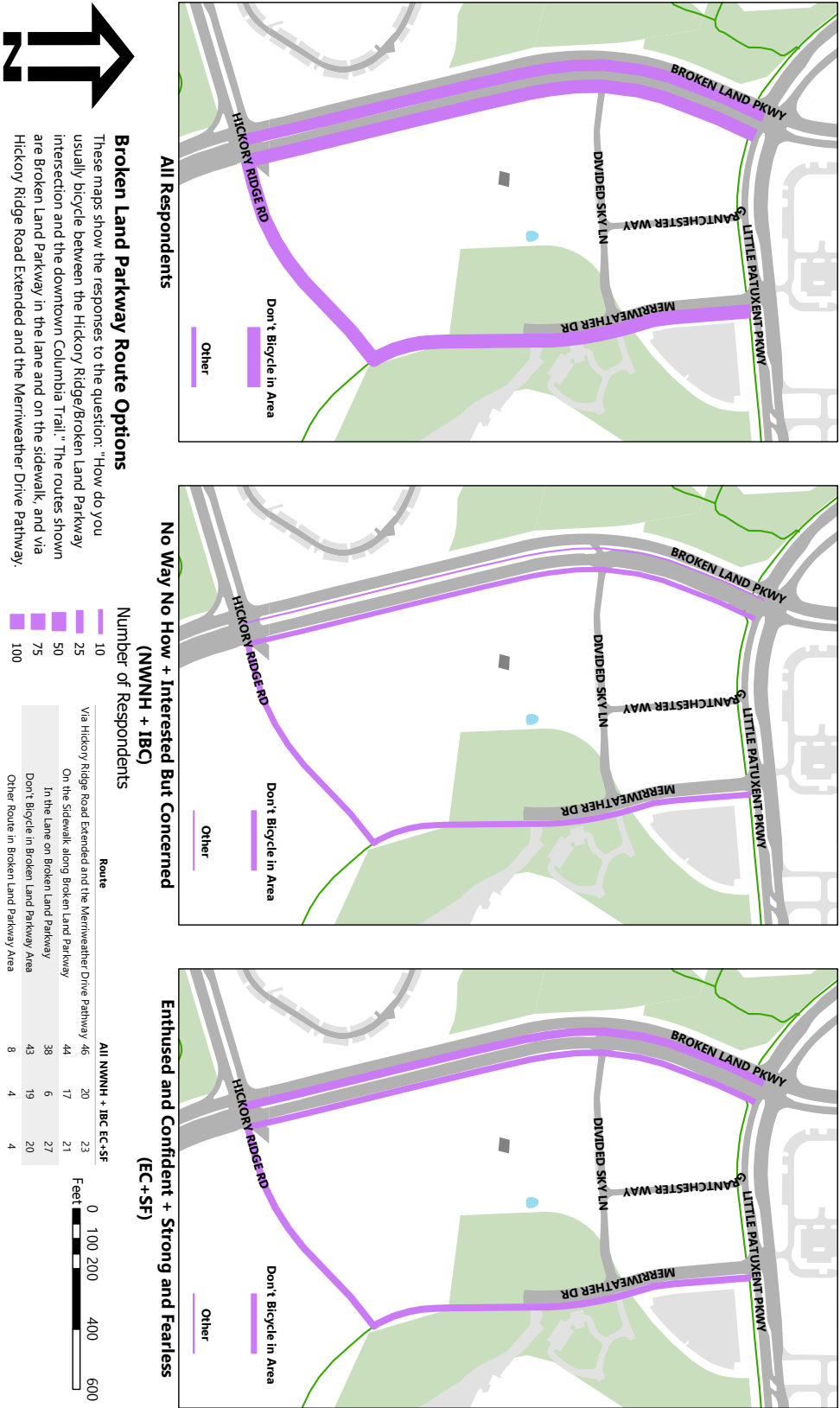
Deviation

- Farthest Below
- Median
- Farthest Above



6. Route Choice Maps

Map Set 13: Route Choices - Broken Land Parkway



Map Set 14: Route Choices - Cedar Lane





Appendix A: Open-Ended Responses

No Way No How

- Would really prefer bicycle paths away from the roads - that is less stressful for everyone. Traffic in Hickory Ridge is only going to increase in the coming years - let's not put bicyclists in harm's way and let's not decrease the available lanes for cars because that's not good for anyone.
- Question 23 is a very leading question - you did not allow for concerned, wary or flat out scared but still continue to bike. nor do you allow for days of the week or time of day. any "half serious biker" really has to be very careful in knowing when to bike. The question is - to what extent does being "bike friendly" community enter into a decision to buy a home in the Hickory Ridge area-and the answer is very few.
- My husband and I are runners. There were 2 times in the past year that we almost got hit by a bicyclist, while we run across the crosswalk. One time on the one on Sunny Spring, and the other time on the one on Bright Plume. The bicyclist always travels over the speed limit. They are quiet, and they think they do not need to stop for pedestrians in the crosswalk. We look left and right before we cross, but you cannot see or hear the bicyclist coming. It is beyond me why the bicyclists think they do not have to stop for pedestrians in the crosswalk, and why they think they do not have to obey the speed limit.

Interested But Concerned

- Cedar Lane is death. Not even safe for cars. It would be nice if the path at the end of Jerry's Drive was paved. Small segment is not. Is this CA Property? County Property? Private Property? I like the path through HCC from Hickory to LPP, although I would like to see HCC permit 24/7 access.
- I am very appreciative of the bike trail along Little Patuxent and because it exists, I now bike to work sometimes. It is much more pleasant and safe to have a lane than to try to bike on the road or on a sidewalk. I would love to see this network of safe bike lanes expanded. Thank you!
- would like a better way to get there from east Columbia than the Seneca Rt 29 bridge.
- The speed limit is not enforced and people drive way too fast. It is not safe for bikers and that should be addressed before any bike paths, lanes, or sharrows are made
- I would rather take a longer path and not have cars around, than take a shorter path with cars. I prefer having trails for bikes rather than bike lanes on roads.

Interested But Concerned cont'd

- I am not comfortable riding in a lane next to traffic, unless it is separated from the main traffic by grass or a curb. There is just too much traffic, drivers passing too fast, and little continuity of paths to be able to get anywhere. I only bicycle where there is a sidewalk or a dedicated path to bicycle on. The current "bike lanes" painted on the roadway are usually useless, because they just come and go, often disappearing when you most need them (e.g. at intersections). Please check out how Hilton Head Island in SC has built their bike pathways - well separated from traffic lanes.
- Speed on Owen Brown Rd is too high and Cedar Lane is poorly designed and dangerous to bicycle and also for pedestrian traffic.
- Love cycling. Do worry about getting hit. Thank you!
- There should be an extension of the Downtown Pathway from the hospital to the Robinson Nature Center. Make biking more accessible along this corridor.
- This survey covers almost all of my bike commute, so I'm happy to see interest in this area. If I felt safer, I'd ride this way far more frequently. Vehicle speed is my primary concern, especially on Cedar Lane, where the posted speed limit is ignored completely. Any improvement would be welcome. Most drivers leave plenty of space and are rarely aggressive, but even friendly drivers goes so fast it still feels dangerous. I average two angry drivers per summer of commuting. It's difficult to keep my speed up on the hills, but the sidewalks are absolutely terrible. I tend to take a lane southbound and the sidewalk northbound.
- Lack of space on key roads for bikes. Drivers have no patience for cyclists.
- Please make dedicated bike lanes buffered from traffic. I've got a 5 and 3 told with me and this is a major impediment to me feeling safe with them.
- I have been cut off by motor vehicles on Martin Road just south of Hickory Ridge road at the traffic calming islands. I had to stop completely in the shoulder. These islands that force me off the shoulder and into traffic are really unnerving. I understand they slow down motor vehicles, but they make it nerve wracking to bike on Martin Road in this area. I do not bike on Broken Land Parkway or on Cedar Lane because I do not feel safe there. I would love to bike more especially to be able to get to Robinson Nature Center by bike.
- Our family would love dedicated bike lanes with buffers, to feel more comfortable biking to downtown, and connecting with the path system. We live on Cardinal Lane.

Interested But Concerned cont'd

- I am thrilled about the crosswalk and signage on Hickory Ridge Rd connecting Howard Community College (by the athletic fields) and the pathway that goes to Hawthorne park. I also noticed that "bike lanes" were painted on Hickory Ridge Rd. I understand budget limitations, but paint is not infrastructure! Separated, protected bike lanes are necessary for the majority of people to feel comfortable biking near traffic. Thank you for developing this survey and your continued work to create a safer Columbia for people who walk and bike!
- I love biking in this area but I would really love to see more paths and modifications to make biking safer, especially with young kids - it would definitely make my family and I bike more often and to more places. I especially love the paths and think those should be prioritized even if they are much more expensive, as they are far more enjoyable, are multi-purpose, interconnect neighborhoods, and cars tend to ignore the bike lanes on the roads and it still often feels scary and unsafe, particularly with kids. Thanks for working to make biking awesome in our area!
- It is great you are doing this - there are lots of families who want to bike to downtown but there is not an easy safe route to bike with children - thank you
- Cedar lane between Simpson Mill and Hickory Ridge Road is terrifying for bicyclists as well as walkers. The speeds people drive with extremely narrow sidewalks up against the roads is like taking your life into your hands. It is horrible and impedes people's ability to safely access the area any way but by car.
- I am happy you are trying to improve bicycling in our area. I do not feel that Columbia is very bicycle friendly. I bike daily to work and with my kids to various activities. I wish there were more bike lanes on the busy roads rather than just the various trails. I don't like to bike along cedar lane due to traffic. Also people in cars and even other cyclists are ignorant of the laws. Oakland Mills has more bike lanes than Hickory Ridge.
- I am most interested in a safer route parallel to Cedar lane between Owen Brown and Grace drive. The alternate route I take to avoid that area is 3 times as long and has a significant hill climb with some blind spots for on coming traffic. I still think it is currently safer than biking down the segment of Cedar Lane mentioned above.
- i have done less cycling in the past year because of the traffic. people don't pay attention to their surroundings and are in a hurry and impatient.
- A good connection could be from Harriet Tubman (near Caravan Court) through the woods

Interested But Concerned cont'd

(along the existing sewer line) connecting to the existing trails between Quarterstaff & Harpoon Hill. This would save the cost of building bike lanes all the way up the Harriet Tubman Hill and would be a great connection between River Hill and Downtown

- Please make as many safety improvements as you can. Make the road environment conducive to casual and novice cyclists, please.
- Cedar Lane is extremely narrow and concerning as both a biker and a runner, as well as a parent of children who like to bike. It's extremely dangerous whether on the road or sidewalk.
- I don't bike much in Columbia because of the traffic, and choose to bike elsewhere when I can (Western HoCo). However, my 10 year old child bikes a lot around our neighborhood and Owen Brown is a very dangerous road due to the speed and carelessness of many drivers. Specifically, the section between Martin and Cedar Lane. Even with the large shoulders, it is not safe.
- Too many fragmented and dead end pathways. Good for neighborhoods, but no clear main path for bikes in the area.
- Vehicle speed and how close cars are to bikes on our area roads is my biggest deterrent to biking more in Columbia. More speed humps or calming areas need to be added to side streets like Martin Rd, Owen Brown Rd, Sebring Dr., as well as cross streets.
- Yes, please explain the HR Rd bike lane markers and signs. There are white lines marking different widths, solid or dashed or dotted, etc. Bike lanes just end or the lines gradually move to the curb. Too complex.
- All of the CA paths end into high curbs and roadways with no easy access to the roadway
- Overall the biking is great! Near the bigger roads we could use wider lanes or separate lanes
- Cedar Lane by hickory ridge village center could use a protected bike path. Especially during rush hour. If you want to get over towards the hospital you have to trek up a giant hill on Harriet Tubman with very little shoulder and always debris or risk traffic on cedar which the drivers do not give 3 feet of space
- I do not bike on the road or allow my kids to do it except for on residential side streets. Roads are too narrow and drivers are too distracted and don't give enough space to cyclists.
- Having bike lanes that are not separate from the cars is not really a solution, certainly not in high traffic lanes. If we truly want to encourage bike riding as a means of transportation, we need safe bike options on the majority of roads. Now it's a road here and there where

Interested But Concerned cont'd

it's comfortable, but not a true network. I'm from the Netherlands, and would love to trade my car for a bike as a main means of transportation but there no way that's a safe and comfortable option in Columbia.

- We just moved to Hickory Ridge and we are a younger family. We would like to see more biking paths available in this area. I am a stay at home wife and get around by bike. Also, if the Hickory Ridge village center becomes redeveloped I would like to see more bike paths. We intend to be here the next 15 years. I think this would really help the community (especially for high schoolers getting around). I see many biking through my neighborhood on the road (Hawthorn neighborhood). There are many health conscious young people moving into our community (medical professionals, military) that enjoy and do pay for these biking trails due to the Columbia association. We hope you take this comment into interest. Some of these areas I do not feel presently comfortable biking. There are many apartment homes off across the Howard Community College. I think if actual biking paths were established towards Hickory Ridge more younger college individuals would bike this way. This would help Hickory Ridge. Also if the redevelopment passes there may be younger professionals moving in to the residential apartments that will be located near the Giant grocery store.
- Bravo for taking a serious look at, with action to follow, for making our community more bikable! Thank you.
- Like walking in the neighborhood, bicycling is stressful as there are no crosswalks if you try not to be a car, not enough trails, and people drive too fast with no respect for cyclists to be in the road. The speed limit in own brown is to high and people go 10 - 15mph over it. The traffic circle and traffic calming area are particularly bad since there is no shoulder and cars don't like to have to go slowly.
- We have terrific trails, but the frequent disconnects between trails are troubling. My son has increasingly biked with me, and it really highlights how dangerous the setup is for less experienced riders. People fly down a lot of the roads and just aren't looking for bikes, I don't think that will change so we need to set up more separation for bikes. It seems to me that with all the push for density the county is pursuing requiring people to drive is nonsensical.
- I would really like a stress-free (or at least a much less stressful) way of riding over to the lake Kittamaqundi so that I could more easily and safely do the lake to lake trail as well as other

Interested But Concerned cont'd

trails that connect from there.

- Please consider lanes to include scooters, manual and electric too. Thanks.

Enthusied and Confident

- Cedar problematic, other roads piece of cake
- I am a confident rider myself, but it is very important that roads such as these are more comfortable for less experienced and brave cyclists. I consider my wife and my 12 year old daughter to be the standard by which the comfort of these roads should be measured.
- I don't bike in Hickory Ridge. I do bike often (commute) outside of Columbia. When will you work on those roads???
- add seneca dr from martin to shaker to the study area -
- I come from Clarksville and would love to avoid Cedar Lane to get to work. Would be great to cut through the MPEA to LPP.
- Being able to make from Downtown Columbia to JHU APL (Sanner Road) would be amazing. I've wanted a safe route for years, and I know many other people working there would take full advantage of such a route. Cedar is an awful road to cycle, it's incredibly dangerous. I commute it every day, and come across cyclists that nearly get hit or cause a traffic jam.
- I'm very grateful for any and all work done to make cycling safer and more enjoyable in Howard County. Thank you!
- We really need a safe way to ride on Cedar Lane between Grace Drive and Freetown Rd. Harriet Tubman Rd is too steep and narrow.
- I bike from Bradley Lane to downtown regularly and find the route along hickory ridge between Martin and broken land the hardest part of the ride. There is only a sidewalk so I'm forced to ride on the road, and crossing brokenland to get to mwrrriweather is stressful. A pedestrian bridge or tunnel across broken land would be ideal to connect hickory ridge to downtown. Otherwise it feels very disconnected.
- There are so many possibilities for improvement. Many of the roads discussed in this are very wide and could easily contain a separated bike path. Most of these places, a bike path adjacent traffic would not be reasonable because of the volume and speed of traffic. Cedar Lane is especially dangerous but also necessary. We often try to ride to Robinson nature center but feel like we are risking our lives.
- More protected and convenient bike routes!

Enthusied and Confident cont'd

- When will you be doing surveys like this for places other than Columbia? Why are bike improvements only in Columbia? People ride bikes in all parts of Howard County.
- Need more east west pathways.
- use pathways as much as possible vs. roads
- would like a roundabout at martin & seneca
- Usually don't cycle in that area, but when I did, I avoided Harriet Tubman due to the hill. There already seems to be alot of side road connections to Columbia trails in this area. Not sure, why we need to add lanes on more heavily traveled roads, when less traveled side streets with connections are in this area.
- Cedar Lane is my #1 biggest concern far and away. Riding up cedar Lane, especially during rush hour is exceedingly dangerous. This is a necessary route for commuting.
- Cedar lane is horrible! It barely feels safe to drive during heavy traffic and it's only going to get worse with all the new development. It's such a critical connector. I only ride it on off traffic times (for the side of the road I'm on). Not only is there no shoulder, the lanes are very narrow, people speed and the side of the road (at least south bound) has some bad sections around the grates that seem a bit dangerous to ride over - I tend to ride around. The light at Grace Dr. to cross over Cedar isn't always responsive to bike traffic. The section of Martin Rd next to the park can be a bit worrisome because of all the cars parked along the road - I worry that someone will pull out suddenly or swing their door open. I tend to ride close to the middle when the cars are parked and this has generally been ok b/c of low traffic. Of course I always am extra careful crossing major intersections. The new bike path that allows you to avoid Broken Land is very helpful. I used to use the sidewalk.
- I think keeping bike lanes on shoulder is preferable to completely separate paths like near downtown. Moving between these types of lanes and street seem less natural and dangerous. Bike traffic should be predictable to motorists and vice versa.
- I am very interested in the planned improvements for this area. My husband and I have recently began biking 1-2 times per week in this area. Prior to that we were traveling to Anne Arundel Co to bike the B&A trail because of the stress of biking in Columbia. We would love to stay and bike in our own community.
- I have young children that I would love to be able to bike safely with!
- Drivers are very aggressive on Cedar. I used to regularly commute by bicycle on Cedar. At

Enthusied and Confident cont'd

least once a week I would get honked at or yelled at.

- Not sure if it's still Hickory Ridge, but a crosswalk by the Hospital to connect the path from the lake front to the other side of Cedar lane so it connects with the path of the Little Patuxent side.
- Corridors are not considerate of cyclists, also pedestrians in cases
- I use a trike so sidewalks are fine for me. To me, this area is fairly safe to ride compared to other areas of HoCo - (like ElkrIDGE's Montgomery road)
- Why are you asking about such low traffic areas where paths are available? Bicycling in Hickory Ridge has more pressing needs. 1. Put a wide path on both sides of Cedar lane. 2. Create a bridge or tunnel to cross Cedar lane to connect all of the Village together. 3. Connect Hickory Ridge to River Hill and not via the Cedar lane corridor. Kings Contrivance has bridges over the Middle Patuxent river. Why do we not have a path crossing in the woods? I have no interest in riding on the street. I want an alternative to riding on the street.
- There needs to be a cross walk at the intersection of cedar lane and little patuxent to get to the bike path in front of the hospital and HCC.
- We need a more complete bike lane on Hickory Ridge road between cedar and broken land. There is a lot of high speed traffic on that road.
- Just like everywhere else in HoCo there are hardly any bike lanes; usually it's the debris-laden shoulder. Major roads like Cedar Lane are death traps to us cyclists.
- Focus bike lanes on roads that dont already have a side walk. Stevens Forrest Road would be a perfect example of a road that didnt need a bike lane
- i bike earlier in the morning on weekends when there is less traffic
- Bike lanes would be preferred where space is available. On bigger roads with little traffic like Cedar Lane or Owen Brown, the bike lane should be separated from traffic with more than just a line. On roads with high traffic like Hickory Ridge or Brokeland, no kind of bike lane could convince me to drive on the road. In those areas the best way would be to establish a bike lane on the sidewalk (widen it if necessary).
- Need better connection from Sebring Neighborhood to downtown Columbia. Create path from CA trail to corner of Hickory Ridge Road and Brokenland. Current CA path goes right by this insection but then loops back onto Martin. Need direct path over ~100 foot area. Then need to strongly consider the bike traffic at the intersection of Brokenland and Hickory Ridge

Enthused and Confident cont'd

getting into Merriwether District and then onto Mall/Lake.

- Although I ranked the stretch of road along Harriet Tubman rd as not stressful, I do not feel it is suitable as a bikeway connection. The gradient of the hill is too severe for all but the very strong cyclists and will deter more casual use. The section along cedar lane between Harriet Tubman and Freetown or Owen brown is far more approachable with its longer but less steep hill. I would love to see cycling improvements made to this stretch of road as I think it would get far more use. Even better would be to extend that all the way to the hospital, community college, and existing downtown bike path.
- Need bike lanes that are separate from roads. Painted lanes on roads do not help--they are not continuous.
- I prefer wide breakdown lanes like the one in the picture to marked bicycle lanes because they are often abused by cars and if a cyclist has to come out of it, they are then at the mercy of the cars. The worst combination anywhere, like along Cedar Lane up to Hickory Ridge, is two lanes in which cars drive fast and there is no width on the right side for bikes to ride, and there is a hard curb.
- Making more pathways that are wide to compliment the CA pathways would definitely enhance biking in and around this area.
- I prefer to stay on a specified path instead of on the road with cars. I typically stick to the sidewalk if one is available. There are many areas listed in the survey that have sidewalks that are right next to the road and in terrible repair, or that end abruptly. In the case of Owen brown rd, the sidewalk is obstructed frequently with mailboxes. And I had a near accident hitting one of those elevated storm drains. The pathways and sidewalk areas in the CA areas are definitely preferable to most of the roads in this survey. Would love to bicycle more in this area, but I avoid it because it is stressful. Thanks for doing the study.
- For me, the biggest area of concern for safety is Cedar Lane.
- Please try to preserve parking area on shoulder for residents on Martin rd (between hickory ridge and Owen brown)
- I'd like to see more bicycle lanes on the roads. I would also like to see a better bicycle connection at the path at the end of Jerry's Drive up to Hickory Ridge Road at HCC.
- Time of day and day of the week are major factors in conditions. I only ride on Broken Land segment in question on weekends when traffic is minimal. Otherwise I use safer routes.

Enthusied and Confident cont'd

- The sidewalks could use more setbacks, especially on the southern end of Cedar Lane. That would give children more confidence biking there. I feel the lanes on the southern end of Cedar Lane are too narrow to allow confidence when biking. I often avoid as much of Cedar Lane as possible by biking Freetown Rd to Harriet Tubman and picking up Cedar Lane across from Grace Drive. I avoid biking on Broken Land Parkway altogether. The bike lane east of Broken Land, across from Hickory Ridge Road, has been a welcome addition. However, we need something to help when you turn right onto Broken Land from eastbound on Little Patuxent Parkway.
- This area is not very bicycle friendly. Would love to see that change! Seneca to Martin to Owen Brown to Broken Land to LPP is a major through route for me. I don't use Cedar Lane at all because it's too dangerous.
- I love the multi-use trail from the intersection of Cedar Lane and LLP past the hospital and HCC down to Lake Kittamaqundi. However, there is no crosswalk to get to the beginning of the trail at the intersection of Cedar Lane and LPP.
- Make cedar Lane 2 Lanes with a middle turn lane and add a dedicated bike lane from Harpers Farm Rd to Grace Dr
- I would love to have a path to downtown from my neighborhood that doesn't involve getting on Cedar Lane, Hickory Ridge Road, Little Patuxent Parkway, and Broken Land Parkway.
- I think that Seneca Lane to Martin to Harriet Tubman to Grace Rd is a popular route to get to western Howard County. However, there is really no safe way to get to western Howard County. You either have to go down Old Columbia Rd and by APL through some dangerous traffic circles OR you need to take the Seneca to Martin to Harriet Tubman to Grace route. Many times you are choosing the lesser of two evils. Both routes are very hilly and are not very safe.
- The speed of the cars having to get so close because of the turns is stressful as a rider.
- More signage/road markings stating that bicycles can take the full lane. Vehicle speed calming is needed in areas where bicycles have no room.
- Overall, Hickory Ridge is a great place to ride a bicycle as the traffic is low and there's a nice 5 mile loop (Hickory Ridge Rd, Martin, Freetown, Cedar Lane or Sunny Spring). The new markings on Hickory Ridge Rd are an improvement. In my dream scenario, there would be dedicated bike lanes everywhere. The problem in HoCo is that there are limited bike lanes

Enthusied and Confident cont'd

and they usually don't last for long... so not super helpful.

- vehicle speed is the most significant issue. People treat Cedar Lane like it is an interstate with no speed limit.
- A more bicycle friendly route to cross 29 would be biggest improvement - to connect to other trails along the river.
- Its really about the absence of dedicated lanes and the disregard by motorists. You fix one, the other is very difficult. If you fix the lane issue, there will be more biking and likely then a gradual acceptance by motorists.
- I prefer as much separation between motor vehicles and bicycles as is feasible.

Strong and Fearless

- Cars drive way over the speed limit because the lanes are a mile wide. No biker OR pedestrian truly feels safe here because their safety is not taken seriously. Safety means narrowing car lanes, and providing protected bike lanes.
- Thanks for asking. I ride ~2500 miles/year, and almost daily in Hickory Ridge. The areas needing most attention in my opinion are the left turn from Hickory Ridge Road to Martin (speeding cars, poor sight lines, hard to get over to the left), Cedar Lane from Sanner Rd. to Owen Brown (Should be road dieted to a center turn lane, one traffic lane each way, and bike lanes), and the Cedar Lane/Route 32 intersection--fixing it to connect better to Grace Drive will help, but what about folks trying to get to JHU/APL?
- I enjoy biking in the neighborhood, I don't perceive Cedar Lane below Freetown as safe and I don't like my spouse riding there. I am not sure if I could make it up Harriet Tubman or Cedar Lane due to exercise induced asthma. So I haven't attempted those hills.
- On some of these, direction is very important. Westbound on Hickory Ridge from Broken Land to Martin is challenging. Eastbound from Martin to Broken Land is not. Southbound Cedar Lane in the vicinity of Robinson Nature Center is easy. Northbound is more stressful because it is uphill so the speed differential is bigger.
- Several individual roads are bicycle-friendly or have bicycle-friendly infrastructure, but there is no coherent overall plan for cyclists to several get from place to place. There need to be connected routes throughout Hickory Ridge (and beyond) in order to facilitate safe cycling throughout the area and to get all the way from origin to destination.
- I routinely ride downhill on Cedar Lane but not uphill.

Strong and Fearless cont'd

- Repair the traffic lights on Hickory Ridge Road, but to the way they were before the summer road construction work. It's a problem cycling and driving.
- I don't feel safe biking to work because of overspeeding cars, aggressive drivers, and drivers whom pass me too closely when I ride my bike on the road. I live in the Little Patuxent circle and use Hickory Ridge, Cedar, and then Sanner to go to work. I was yelled at by drivers to use the side walk and on another occasion, was thrown food at, when I was riding my bike on Cedar Ln.
- Love biking around Howard County; many Columbia roads are a bit congested with few bike lanes. We try to take side roads when we can.
- I don't really bicycle on Cedar Lane, I will use Sunny Spring to go around Cedar Lane. Owen Brown Rd is fine but narrow shoulders. Biking on Cedar Lane to Rt32 looks like a nightmare to me. The lanes are narrow so you are blocking an entire lane no matter how far over you are to the right. Plus the sidewalk is narrow and right against the road. New bike lanes on Hickory Ridge road are nice

Approach to Bicycling Not Indicated

- I wish there was a sidewalk on the south side of Hickory Ridge Road between Martin Road and Broken Land Parkway. And I wish there were crosswalks on all sides of the intersection of Broken Land Parkway and Hickory Ridge Road.

Appendix B: Survey Form



Hickory Ridge Bike Corridor

Welcome

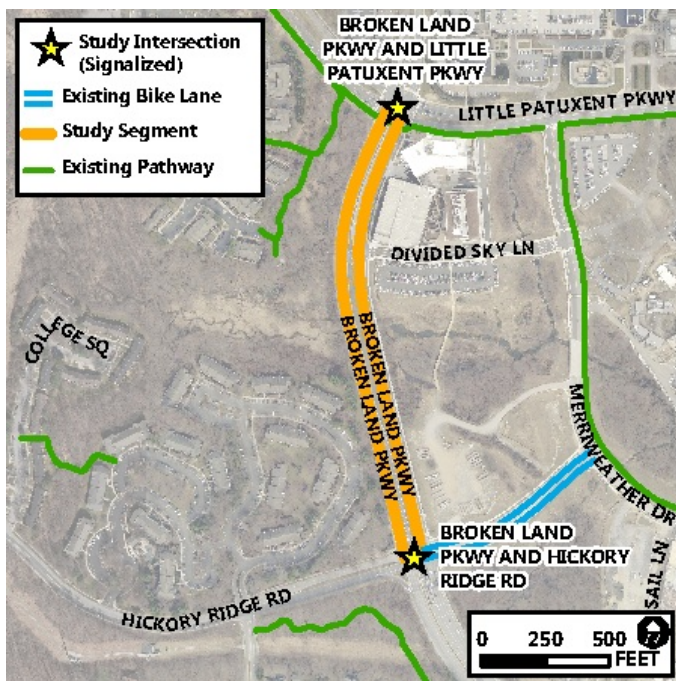
Howard County is assessing the bicycle corridor between Grace Drive and Downtown Columbia, through Hickory Ridge. The purpose of this survey is to gather input from people who bicycle in the area about the challenges and opportunities associated with specific road segments in and near Hickory Ridge.

The survey will show you a sequence of road segments in and near Hickory Ridge, asking two to three questions about each segment.









The survey should take less than ten minutes.

Hickory Ridge Bike Corridor

Broken Land Parkway between the Downtown Columbia Trail and Hickory Ridge Road



1. For the segment shown, please rank the following four factors in order of importance to your level of stress while bicycling on the road segment.


	 Vehicle Speed	<input type="checkbox"/> N/A
	 Traffic Congestion	<input type="checkbox"/> N/A
	 Topography (i.e. hills)	<input type="checkbox"/> N/A
	 "Close passes" by vehicles	<input type="checkbox"/> N/A


2. How do you usually bicycle between the Hickory Ridge/Broken Land Parkway intersection and the Downtown Columbia Trail?

- ☐ In the lane on Broken Land Parkway
- ☐ On the sidewalk along Broken Land Parkway
- ☐ Via Hickory Ridge Road Extended and the Merriweather Drive Pathway
- ☐ I do not bicycle in this area
- ☐ Other (please specify)

3. For you, how stressful is bicycling along this segment?

1 (Not Stressful)



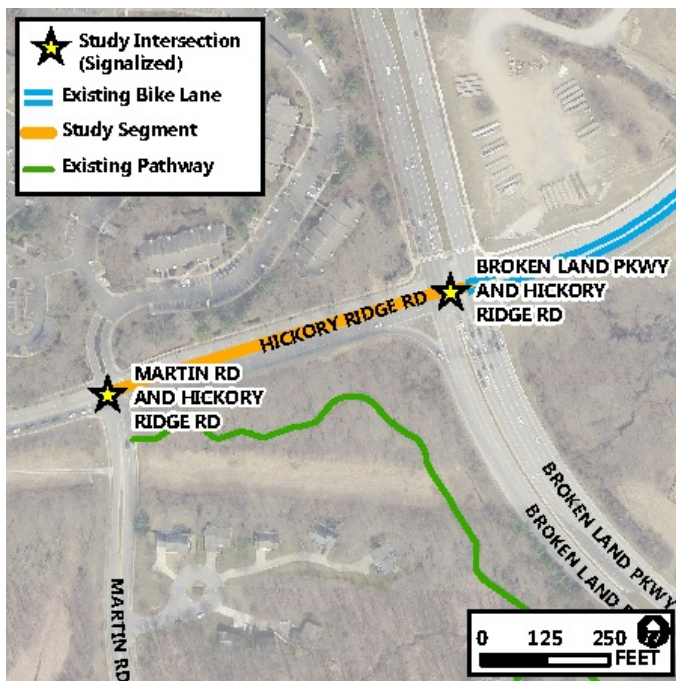


4 (Highly Stressful)











Hickory Ridge Bike Corridor

Hickory Ridge Road between Broken Land Parkway and Martin Road

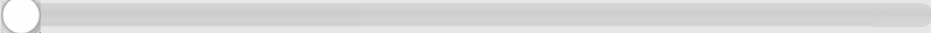


4. For the segment shown, please rank the following four factors in order of importance to your level of stress while bicycling on the road segment.

	 Vehicle Speed	<input type="checkbox"/> N/A
	 Traffic Congestion	<input type="checkbox"/> N/A
	 Topography (i.e. hills)	<input type="checkbox"/> N/A
	 "Close passes" by vehicles	<input type="checkbox"/> N/A

5. For you, how stressful is bicycling along this segment?

1 (Not Stressful) 4 (Highly Stressful)













Hickory Ridge Bike Corridor

Martin Road between Hickory Ridge Road and Owen Brown Road

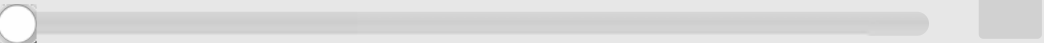


6. For the segment shown, please rank the following four factors in order of importance to your level of stress while bicycling on the road segment.

	 Vehicle Speed	<input type="checkbox"/> N/A
	 Traffic Congestion	<input type="checkbox"/> N/A
	 Topography (i.e. hills)	<input type="checkbox"/> N/A
	 "Close passes" by vehicles	<input type="checkbox"/> N/A

7. For you, how stressful is bicycling along this segment?

1 (Not Stressful) 4 (Highly Stressful)













Hickory Ridge Bike Corridor



Owen Brown Road between Martin Road and Jerrys Drive



8. For the segment shown, please rank the following four factors in order of importance to your level of stress while bicycling on the road segment.

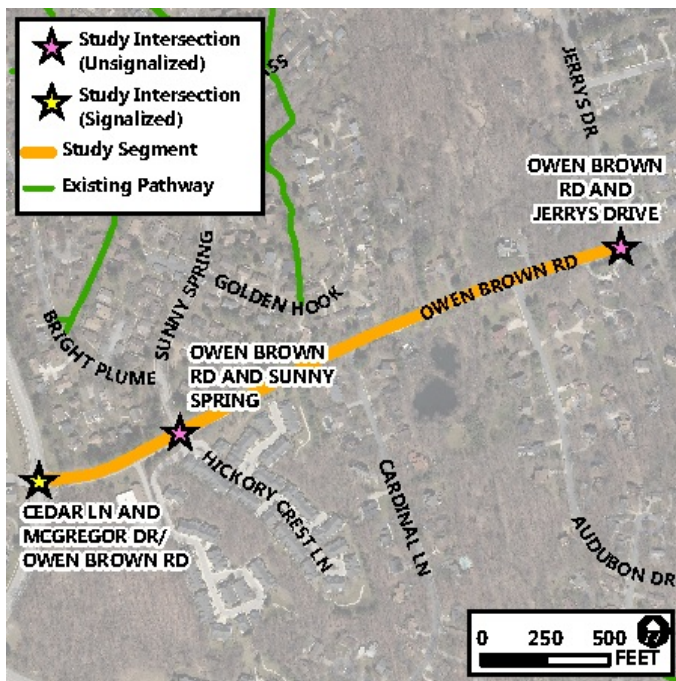
	 Vehicle Speed	<input type="checkbox"/> N/A
	 Traffic Congestion	<input type="checkbox"/> N/A
	 Topography (i.e. hills)	<input type="checkbox"/> N/A
	 "Close passes" by vehicles	<input type="checkbox"/> N/A

9. For you, how stressful is bicycling along this segment?









1 (Not Stressful)	4 (Highly Stressful)
	

Hickory Ridge Bike Corridor

Owen Brown Road between Jerrys Drive and Cedar Lane

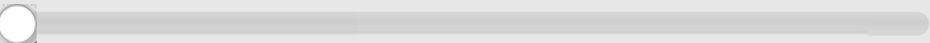


10. For the segment shown, please rank the following four factors in order of importance to your level of stress while bicycling on the road segment.

	 Vehicle Speed	<input type="checkbox"/> N/A
	 Traffic Congestion	<input type="checkbox"/> N/A
	 Topography (i.e. hills)	<input type="checkbox"/> N/A
	 "Close passes" by vehicles	<input type="checkbox"/> N/A

11. For you, how stressful is bicycling along this segment?

1 (Not Stressful) 4 (Highly Stressful)













Hickory Ridge Bike Corridor



Cedar Lane between Owen Brown Road and Harriet Tubman Lane



12. For the segment shown, please rank the following four factors in order of importance to your level of stress while bicycling on the road segment.

	 Vehicle Speed	<input type="checkbox"/> N/A
	 Traffic Congestion	<input type="checkbox"/> N/A
	 Topography (i.e. hills)	<input type="checkbox"/> N/A
	 "Close passes" by vehicles	<input type="checkbox"/> N/A

13. For you, how stressful is bicycling along this segment?

1 (Not Stressful)	4 (Highly Stressful)
	











Hickory Ridge Bike Corridor


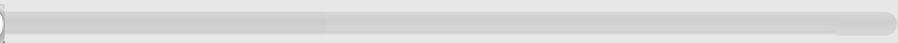
Martin Road between Owen Brown Road and Seneca Drive



14. For the segment shown, please rank the following four factors in order of importance to your level of stress while bicycling on the road segment.

	 Vehicle Speed	<input type="checkbox"/> N/A
	 Traffic Congestion	<input type="checkbox"/> N/A
	 Topography (i.e. hills)	<input type="checkbox"/> N/A
	 "Close passes" by vehicles	<input type="checkbox"/> N/A

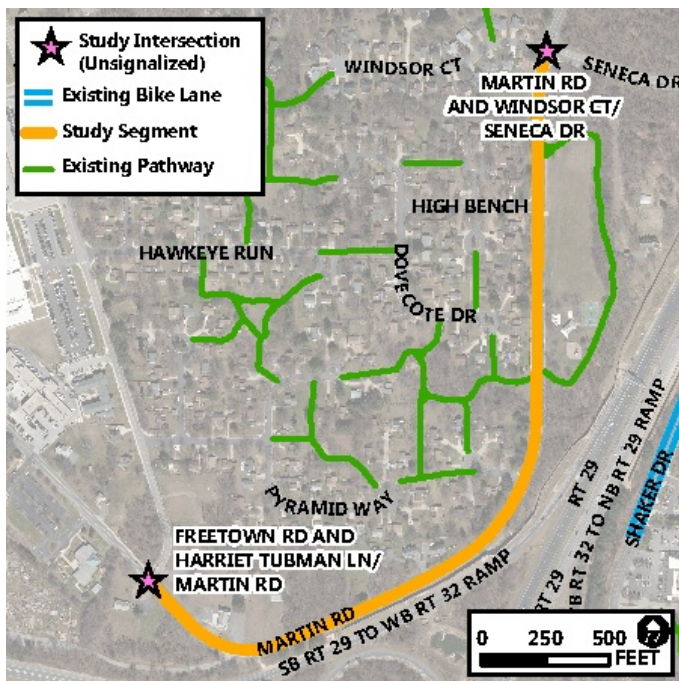
15. For you, how stressful is bicycling along this segment?

1 (Not Stressful)	4 (Highly Stressful)
	











Hickory Ridge Bike Corridor


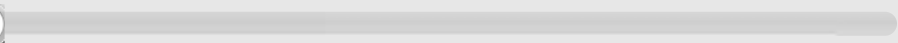

Martin Road between Seneca Drive and Freetown Road



16. For the segment shown, please rank the following four factors in order of importance to your level of stress while bicycling on the road segment.

	 Vehicle Speed	<input type="checkbox"/> N/A
	 Traffic Congestion	<input type="checkbox"/> N/A
	 Topography (i.e. hills)	<input type="checkbox"/> N/A
	 "Close passes" by vehicles	<input type="checkbox"/> N/A

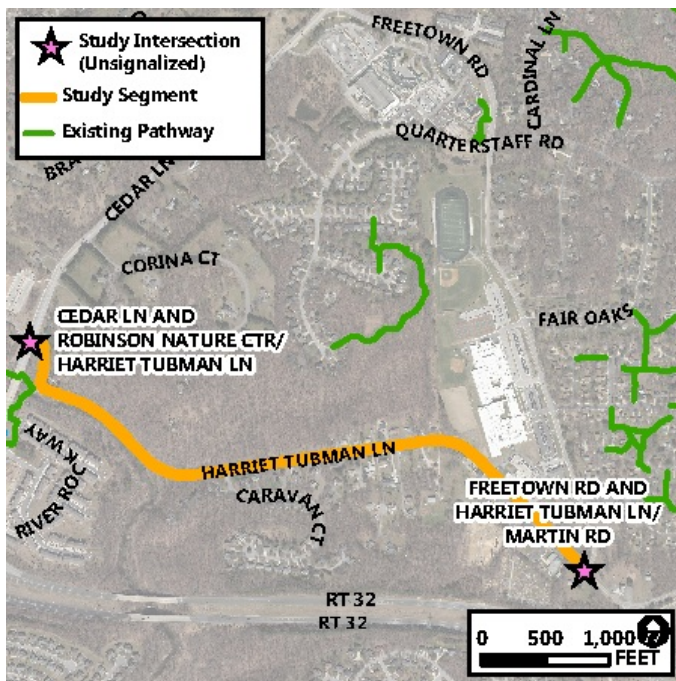
17. For you, how stressful is bicycling along this segment?

1 (Not Stressful)	4 (Highly Stressful)	
		











Hickory Ridge Bike Corridor



Harriet Tubman Lane between Freetown Road and Cedar Lane



18. For the segment shown, please rank the following four factors in order of importance to your level of stress while bicycling on the road segment.

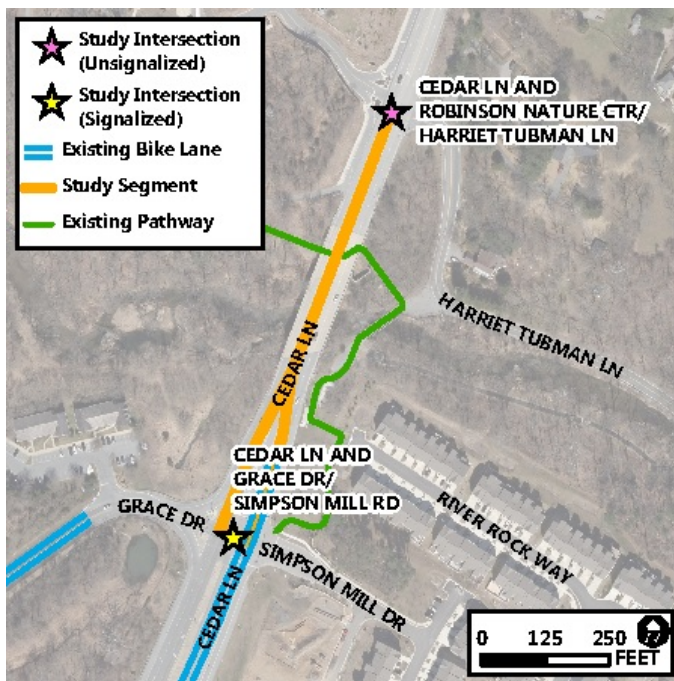
	 Vehicle Speed	<input type="checkbox"/> N/A
	 Traffic Congestion	<input type="checkbox"/> N/A
	 Topography (i.e. hills)	<input type="checkbox"/> N/A
	 "Close passes" by vehicles	<input type="checkbox"/> N/A

19. For you, how stressful is bicycling along this segment?









1 (Not Stressful)	4 (Highly Stressful)
	

Hickory Ridge Bike Corridor

Cedar Lane between Harriet Tubman Lane and Grace Drive



20. For the segment shown, please rank the following four factors in order of importance to your level of stress while bicycling on the road segment.

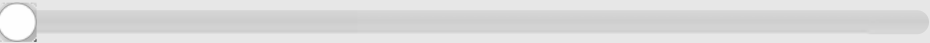
	 Vehicle Speed	<input type="checkbox"/> N/A
	 Traffic Congestion	<input type="checkbox"/> N/A
	 Topography (i.e. hills)	<input type="checkbox"/> N/A
	 "Close passes" by vehicles	<input type="checkbox"/> N/A

21. How do you usually bicycle between Grace Drive and Harriet Tubman Lane?


- ☐ In the lane on Cedar Lane
- ☐ Via the Simpson Mill pathway and the old bridge
- ☐ I do not bicycle in this area
- ☐ Other (please specify)

22. For you, how stressful is bicycling along this segment?

1 (Not Stressful)



4 (Highly Stressful)





Hickory Ridge Bike Corridor

Additional Comments

23. Overall, how would you describe your approach to bicycling?

- ☐ No way no how
- ☐ Interested but concerned
- ☐ Enthused and confident
- ☐ Strong and fearless

24. Do you have any additional comments about bicycling in Hickory Ridge?



Hickory Ridge Bike Corridor

Contact Information

Optionally, please enter the information indicated below. If you supply an email address, you will be added to a list to receive email updates about the Hickory Ridge Bike Corridor study.

25. Address

Name

Address

City/Town

State/Province

ZIP/Postal Code

Email Address

Thank you for participating! To submit your responses, press "Done" below.

Howard County

Office of Transportation

bikehoward.com/projects/hickory-ridge-bike-corridor

transportation@howardcountymd.gov

(410) 313-4312

