

Purpose of the US 29 Mobility and Reliability Study

To identify improvement(s) on US 29 to complement the investment in US 29 FLASH from Tech Road to the Silver Spring Transit Center.

- Improve corridor travel time and reliability
- Increase pedestrian and bicycle access and safety

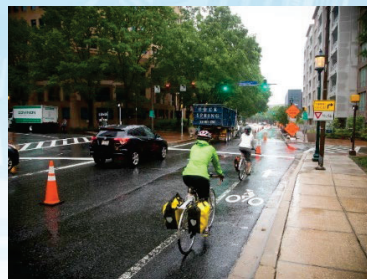


Alternatives Evaluated

- **Full-time Dedicated Median Bus Lane:** Tech Road to Sligo Creek Parkway
- **Rush-hour Managed Bus/ HOV Lanes:** Musgrove Road to Spring Street and **Bus on shoulder** north of Musgrove Road
- **Intersection Improvements:** Select congested intersections/ interchanges
- **Transportation System Management / Transportation Demand Management** measures to reduce non-recurring congestion and encourage carpooling
- **Pedestrian and Bicycle** improvements and new connections for station access, increased walk and bike sheds (Silver Spring to Tech Road)

Study Measures of Performance

- Person throughput
- Travel time by mode
- Intersection/Segment Level of Service and Delay
- Impact to neighborhoods/ traffic management
- Cost



Summary of Results

Comparison of Alternatives

	No Build	Median Bus Lane	Managed Lane
Number of Intersections LOS E/F AM(PM)	12(9)	12(13)	7(4)
Number of Segments LOS E/F AM(PM)	19(12)	20(12)	15(8)
Person Throughput AM(PM)	3800(4250)	3800(3950)	4550(4650)
Travel Time Auto in Minutes AM(PM)	46(32)	45(40)	35(19)
Travel Time HOV in Minutes AM(PM)	n/a	n/a	19(18)
Travel Time BRT in Minutes AM(PM)	43(32)	25(33)	23(25)
Right-of-Way	n/a	9.8 acres	2.2 acres
Cost	n/a	\$105-110M	\$40-50M

Priority Intersection Improvements

- Identified through an assessment of over 30 improvements
 - Greencastle Road Intersection Improvements
 - Tech Road Intersection Improvements
 - Stewart Lane Intersection Improvements
 - MD 650 Interchange Improvements
 - US 29 Southbound Exit Ramp to Westbound I-495 Improvements
 - Sligo Creek Intersection Improvements

Transportation Systems / Demand Management

- Cost: \$1-5M
- Provide real-time travel time information from the county line to I-495 and Silver Spring
- Travel Demand Management (TDM) incentive programs to encourage carpool, transit, and bicycle use
- Develop Integrated Corridor Management Plans (US 29/I-95/US 1/MD 295)
- Increase incident response patrols
- Implement smart signal technology for demand-responsive timing plans
- Provide real-time commuter park and ride space availability



Pedestrian and Bicycle Improvements

Over 200 individual walking and biking recommendations between Silver Spring and Tech Road (Cost \$15-20M*)

- New and widened sidewalks
- ADA compliance updates
- Bike routes/lanes
- US 29 crossing upgrades
- Bike parking/shares

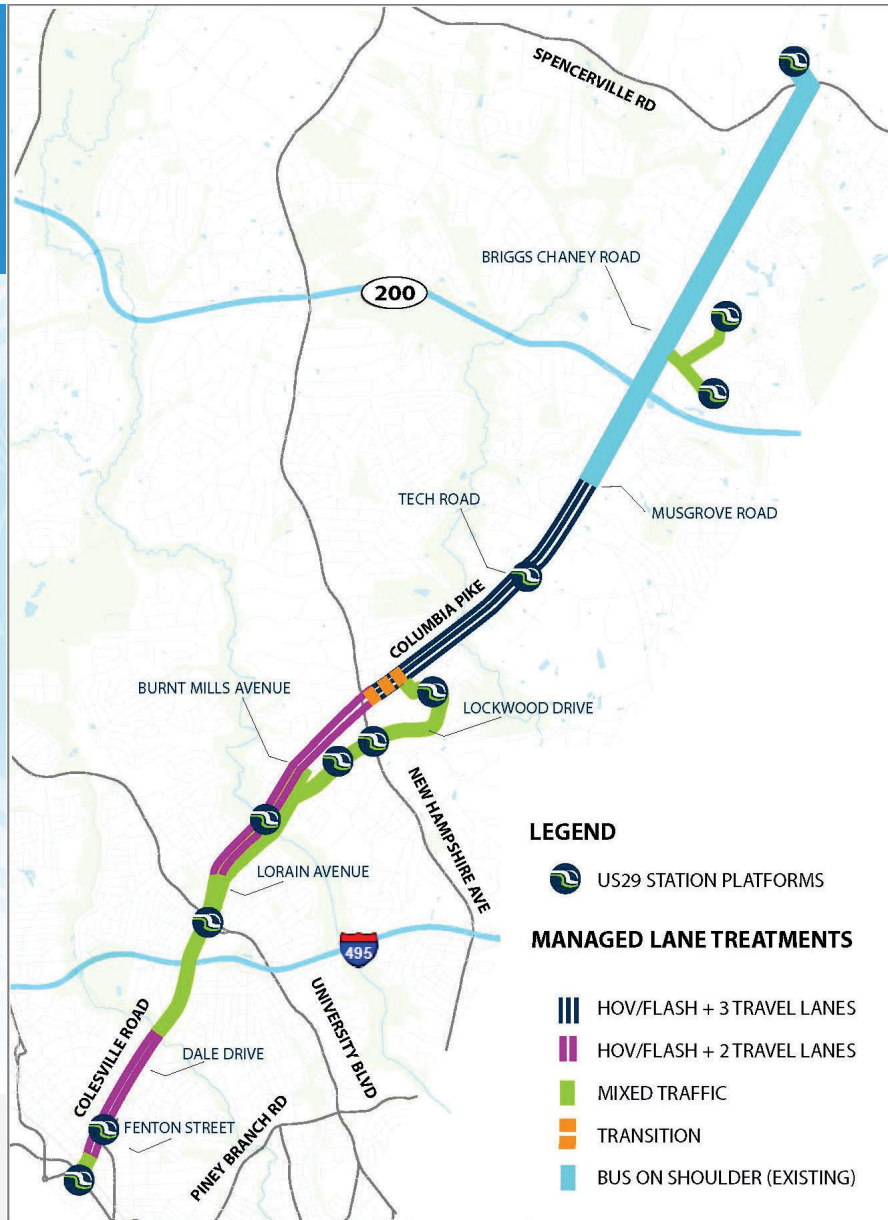
*Cost excludes sidepaths and bridges

US 29 Mobility and Reliability Study



Proposed Recommendations

- Advance managed lane concept (\$40-50M)
 - **Musgrove Road to Stewart Lane** – Peak Period/Direction HOV + Bus Managed Lane with Hard Running Shoulder
 - **MD 650 to Southwood/Burnt Mills** – Peak Period/Direction HOV + Bus Managed Lane
 - **Sligo Creek Parkway to Spring Street** – Peak Period/Direction HOV + Bus Managed Lane



Proposed Recommendations

Continued

- Advance intersection/interchange improvements (\$20-25M)
 - Greencastle Road intersection improvements
 - Tech Road intersection improvements
 - Stewart Lane intersection improvements
 - MD 650 interchange improvements
 - I-495 interchange improvements (US 29 SB)
 - Sligo Creek intersection improvements
- Advance station access (bike/ped) improvements (\$15-20M)

Project Status

- Briefed Planning Board (October 15, 2020)
 - Comments regarding assessment of the Median Bus Lane
 - Supported Bus/HOV lane as an interim solution*
 - Requested we identify bike/ped projects for stations north of Tech Road
 - Requested we work with Planning staff to prioritize bike/ped improvements
- Briefed County Council Transportation & Environment (T&E) Committee (January 27, 2021)
 - Requested additional assessment of the Median Bus Lane alternative
- MCDOT has a proposal for additional work to conclude the alternatives analysis and then start advancing design that will be discussed with T&E on February 24, 2021
- No additional funding has been programmed to advance any other alternatives at this time

Project: C0353-TRANSIT CENTER

Description

A project for site selection, design and construction of a transit center. The center will serve as a hub for existing, and planned, local and regional transit, services including Regional Transit Agency (RTA) and Maryland Transit Administration (MTA) services, bike share as well as future downtown circulator and bus rapid transit services. The center is envisioned as part of mixed-use development including affordable housing to be provided by Howard County Housing Commission.

Justification

The 2010 Downtown Columbia Plan (pages 43-44) calls for a transit center as part of downtown transportation demand management where passengers could transfer between lines in a comfortable, attractive and interesting environment.

Remarks

The Downtown Columbia plans Community Enhancements, Programs and Public Amenities (CEPPA) #14 as amended in FY 2018 requires the master developer to provide a location at no or nominal cost for a transit center prior to issuance of a building permit for 3.2M SF of development (anticipated to occur by FY2025). The Office of Transportation completed a location and site selection study in FY2018. The preferred site is at the east end of Columbia Mall Circle north and west of Little Patuxent Parkway.

Project Schedule

FY21-24 - Identify whether a temporary transit center site will be needed, as identified in the location and site selection study, and/or improvements at the current transit center are needed to address transit vehicle congestion. Explore potential grant opportunities for the transit center.

FY25-Preliminary Design

FY26-Design 65%

FY27-Design 65%

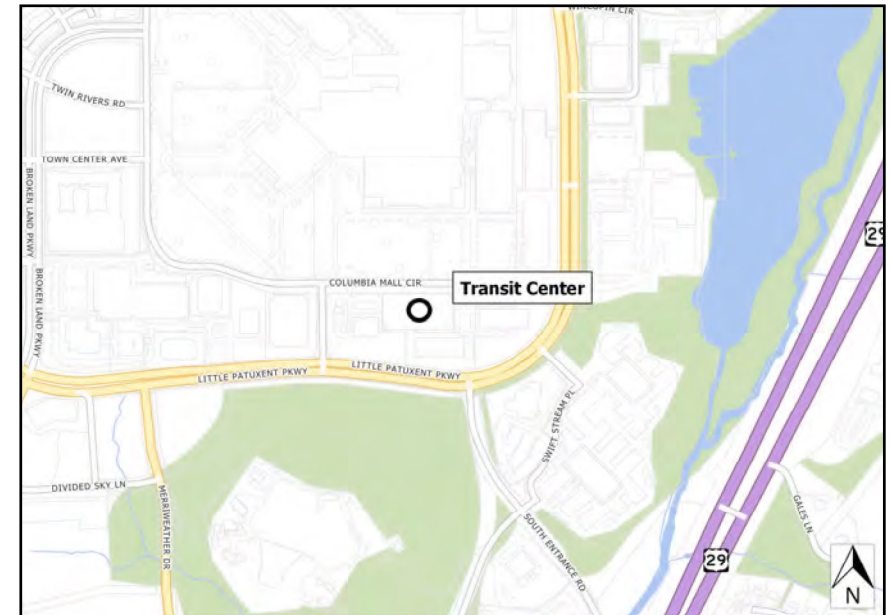
FY28-Design Final

FY29-FY30-Construction

Operating Budget Impact

Zero. Design and construction funding envisioned to come from additional revenue generated from Tax Increment Financing investment in downtown Columbia.

FY2022 Bonds - Annual Debt Service Payment	0
FY2022 Bonds - 20-Year Total Debt Service Payment	0
Total Project Bonds - Annual Debt Service Payment	0
Total Project Bonds - 20-Year Total Debt Service Payment	0



Fiscal 2022 Capital Budget

GENERAL COUNTY PROJECTS

Project: C0353-TRANSIT CENTER

(In Thousands)	Five Year Capital Program									Master Plan				
	Prior Appr.	FY2022 Budget	Appr. Total	Fiscal 2023	Fiscal 2024	Fiscal 2025	Fiscal 2026	Fiscal 2027	Sub Total	Fiscal 2028	Fiscal 2029	Fiscal 2030	Fiscal 2031	Total Project
PLANS & ENGINEERING	0	0	0	0	0	0	250	500	750	1,400	1,500	750	0	4,400
Total Expenditures	0	0	0	0	0	0	250	500	750	1,400	1,500	750	0	4,400
TIF BONDS	0	0	0	0	0	0	250	500	750	1,400	1,500	750	0	4,400
Total Funding	0	0	0	0	0	0	250	500	750	1,400	1,500	750	0	4,400

\$0 spent and encumbered through February 2021

\$0 spent and encumbered through February 2020

Project Status Analysis and site selection and preliminary cost estimates complete. Advance bus rapid transit planning.

FY 2021 Budget	0	0	0	250	500	1,400	1,500	5,150	8,800	0	0	0		8,800
Difference 2021 / 2022	0	0	0	(250)	(500)	(1,400)	(1,250)	(4,650)	(8,050)	1,400	1,500	750	0	(4,400)

Funding aligns with Downtown Columbia Plan and CEPA.

Downtown Columbia Transit Center – Location and Site Analysis Study

October 2017

Prepared by:

Howard County Office of Transportation



And:



<https://live-hoco-d9.pantheonsite.io/sites/default/files/media/2017-10/Columbia%20Transit%20Center%20Report-October%2026%202017.pdf>

Figure 8 – Alternative Sites



Executive Summary

The Howard County Office of Transportation (OoT) initiated this Location and Site Analysis Study (Study) for the relocation, expansion, and reconfiguration of the existing Downtown Columbia Transit Center to serve as the central hub for future county and regional transit services. The purpose of this Study was to:

- Identify a preferred site, size and location for the new transit center;
- Estimate the number of bus bays that the transit center would need, including those to accommodate future BRT service;
- Develop site and transit center concepts to meet future needs;
- Provide estimates of improvement costs.

The existing Downtown Columbia Transit Center is located close to the Columbia Mall, in downtown Columbia on land owned by General Growth Properties (GGP). The transit center serves eight local Regional Transportation Agency (RTA) routes. The Maryland Transit Administration (MTA) operates six commuter and express routes at a separate location by the Mall's southwestern parking areas. The Columbia Transit Center has no commuter parking associated for RTA routes; however, the MTA has existing parking agreements with GGP for commuter customers.

Numerous studies, documents, and adjacent projects affect the future transit center including:

- Downtown Columbia Plan
- Development Rights and Responsibilities Agreement (DRRA)
- Downtown Columbia Development Memorandum of Understanding (MOU)
- Downtown Columbia Downtown Transit Center and Circulator Shuttle Feasibility Study
- Central Maryland Transit Development Plan
- US 29 Bus Rapid Transit
- Howard County Bikeshare Pilot Program
- Columbia Mall Redevelopment
- MTA Commuter Bus Growth and Investment Plan

The key implications of these past studies and other input into this Study for the transit center location and design are as follows:

- The Downtown Columbia Plan requires GGP¹ to provide a location for the transit center prior to issuance of a building permit for the 1.3 millionth square foot of development, which is expected by the end of 2017.
- The transit center needs to be in a central location, convenient to multiple transportation modes including local bus, regional bus, car, ridesharing services, biking, and walking.
- The center location, design, and layout need to consider future bus rapid transit.
- The transit center site will ultimately be developed by the Howard County Housing Commission as mixed use, mixed-income residential project. County Council expectations for the center are for it to be a part of a state-of-the art, well-designed, mixed-use development.
- The transit center portion of the project is intended to be funded from the Downtown Columbia property tax increment, not by the TIF. The residential component is intended to be funded by the

¹ References in the Downtown Plan to General Growth Properties now refer to Howard Hughes Corporation.

Housing Commission, utilizing Low Income Housing Tax Credits and other traditional sources of mixed income housing finance. A public parking component of the project is anticipated to be funded with TIF proceeds.

- Timing of the transit center needs to take into consideration longevity of the existing transit center, initiation of BRT service, Howard Hughes master development plans, Housing Commission interests and capacity, and availability of County funding.

The Study finds that the transit center will need the following accommodations to meet current and long-term needs:

- 14 bus bays
 - 8 bays for existing RTA routes
 - 2 bays for future RTA routes
 - 2 bays for MTA routes
 - 2 bays for BRT routes
- Sheltered waiting areas
- Bicycle parking facilities
- Transit information booth
- Break time accommodations for transit operators including restrooms
- Real-time service information (screens, audio)
- Commuter parking for MTA routes, as applicable

The Study included an alternatives analysis to determine the best location options for the transit center. The Study evaluated 10 sites using the following criteria: landowner; existing use; future use of location/surrounding land; location; parcel size; type of adjoining properties; proximity to activity centers; north/south of Little Patuxent Parkway; transit operating access to/from regional road network, including BRT; vehicular/pedestrian impacts; developer input.

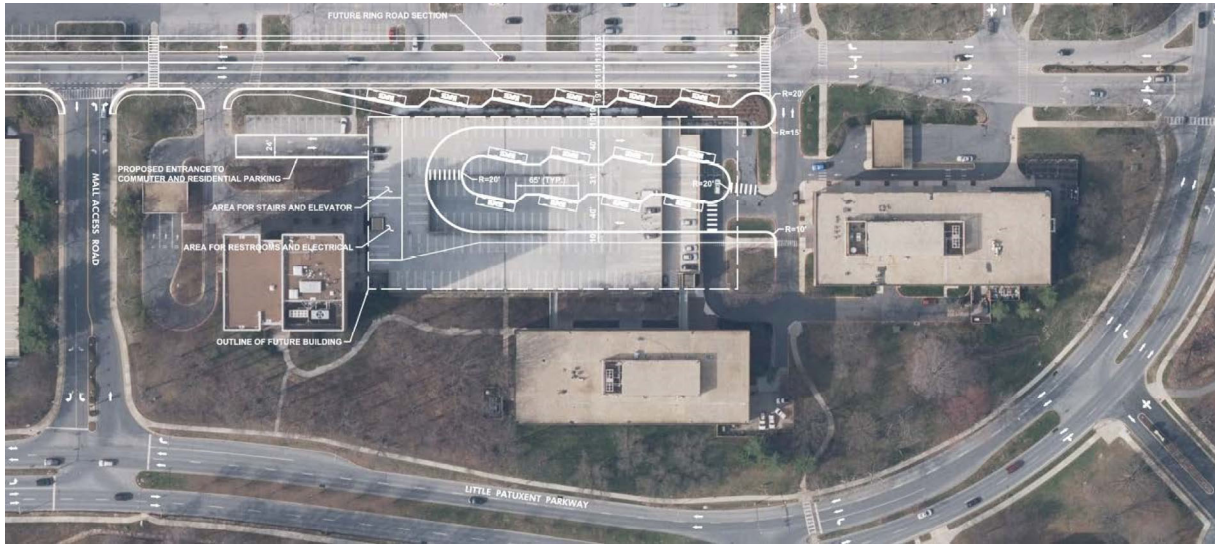
From the Alternatives Analysis, sites 3 and 5 were selected for further investigation with conceptual designs. Site 3 is on the south side of the Mall Ring Road along Little Patuxent Parkway (near Union Jacks pub/restaurant) and is the recommended long-term, permanent site. This recommendation is consistent with the DRRA and the MOU. Site 5, along the Mall ring road, is a potential shorter-term alternative should the need for a Transit Center become great before Site 3 becomes available.

Two design concept options were developed for Site 3. The area of land needed for the transit center would be approximately 87,500 square feet under Option A and approximately 58,100 square feet under Option B. Option C is a concept for Site 5.

Conceptual cost estimates were prepared for the options. Since the nature of the redevelopment of Site 3 is not known with specificity, assumptions were made in order to develop the estimates. Costs vary widely depending on the option and the assumptions but range from approximately \$2.4 million to \$10.2 million.

The figures on the following page show the conceptual designs- see the Study text for detailed descriptions. The transit center layouts are delineated in white lines.

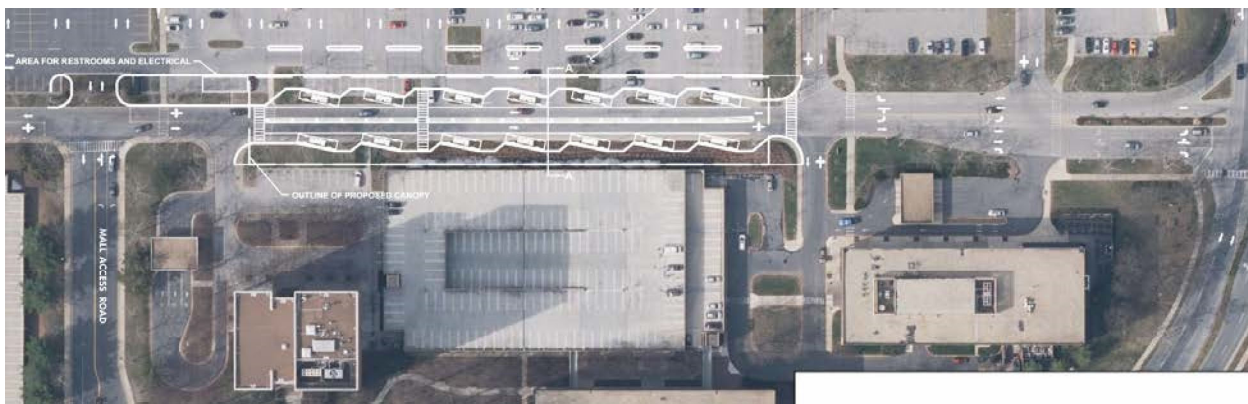
Option A: Long-Term Alternative (Site 3), Preferred



Option B: Long-Term Alternative (Site 3)



Option C: Short-Term Alternative (Site 5)



This Study recognizes that, at this time, for Howard Hughes to provide a location for the transit center prior to issuance of a building permit for the 1.3 millionth square foot of development is not practical and would not advance transit center development planning.

Therefore, to satisfy CEPPA 14², prior to issuance of a building permit for the 1.3 millionth square foot of development, this Study recommends the following:

1. Adjust the timing for CEPPA 14 to be satisfied prior to issuance of a building permit for the 3,200,000th square feet of development.
2. Adjust CEPPA 14 to state that Site 3 in the October 2017 Downtown Columbia Transit Center – Location and Site Analysis Study is the agreed location for the transit center. The specific square footage and configuration shall be determined as part of the planning process for this part of Symphony Woods Overlook (FDP and SDP), and shall address the concepts and considerations in the Location and Site Analysis Study and as depicted in Figures 7 and 8 (Options A and B) for Site 3.
3. Adjust CEPPA 14 to state that should the County determine that a Transit Center is required prior to Site 3 being available or prior to the 10-year window set forth in the MOU, Howard Hughes shall provide a temporary Transit Center site, at a location mutually determined by Howard Hughes and the County (possibly Site 5), until Site 3 is available or an alternative site is provided under the MOU. Howard Hughes and the County shall mutually agree on terms for the County's continued use of the temporary Transit Center site until a permanent Transit Center has been constructed.

Triggers for the County's determination shall include one or more of the following: i) written notice from GGP that it needs the current transit center land by the Mall for redevelopment and therefore is terminating its arrangement with the County for use of such land, ii) lack of capacity at the current transit center to meet RTA transit needs beyond those anticipated in the County's 2017 Transit Development Plan, iii) need for additional land for a bus rapid transit station or iv) written notice from GGP that it needs the current transit center land used by the MTA for redevelopment and therefore is terminating its agreement with MTA for such land by the Mall's southwestern parking areas.

Howard Hughes shall make the temporary site available no more than one year after the County has determined a temporary location is needed.

Next Steps

The Office of Transportation should coordinate its transit center planning with the Howard County Housing Commission, and should also continue to coordinate with Howard Hughes Corporation.

Beginning in 2018 the Office of Transportation should coordinate preliminary engineering investigations for Site 5 (the Ring Road) as a short-term transit center.

The Office of Transportation should investigate a short term downtown station for BRT, possibly at Site 5, as part of the US 29 Bus Rapid Transit Study.

The Office of Transportation should continue to monitor the need for a temporary transit center and Howard Hughes' development plans for Symphony Overlook.

The County should investigate potential grant funding support for the transit center. One promising option is the federal Transportation Investment Generating Economic Recovery (TIGER) program

² Community Enhancement, Program and Public Amenity requirements.

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Fiscal 2022 Capital Budget

GENERAL COUNTY PROJECTS

Project: C0332-FY2014 BUS STOP IMPROVEMENTS

Description

A project to implement a series of systemic improvements to the Regional Transportation Agency (RTA) bus stops. These improvements may include the installation and refurbishment of bus shelters, concrete pads, bus stop signs, connecting sidewalks, curb cuts (consistent with ADA requirements), crosswalks, route map holders, trashcans and other improvements. The Office of Transportation, in conjunction with the Departments of Planning and Zoning and Public Works, will determine the location and extent of these improvements.

Justification

The Central Maryland Transit Development Plan and a field survey of the RTA bus stops for the Pedestrian Master Plan indicates that these improvements are needed for passenger access, safety, and comfort as well as to conform with ADA guidelines. The proposed improvements also seek to increase ridership on the local system by making stops more accessible and convenient.

Remarks

1. Installation of these improvements will comply with the Americans with Disabilities Act (ADA) regulations.
2. Utilizing state capital improvement grant funds for this project through FY 2022.

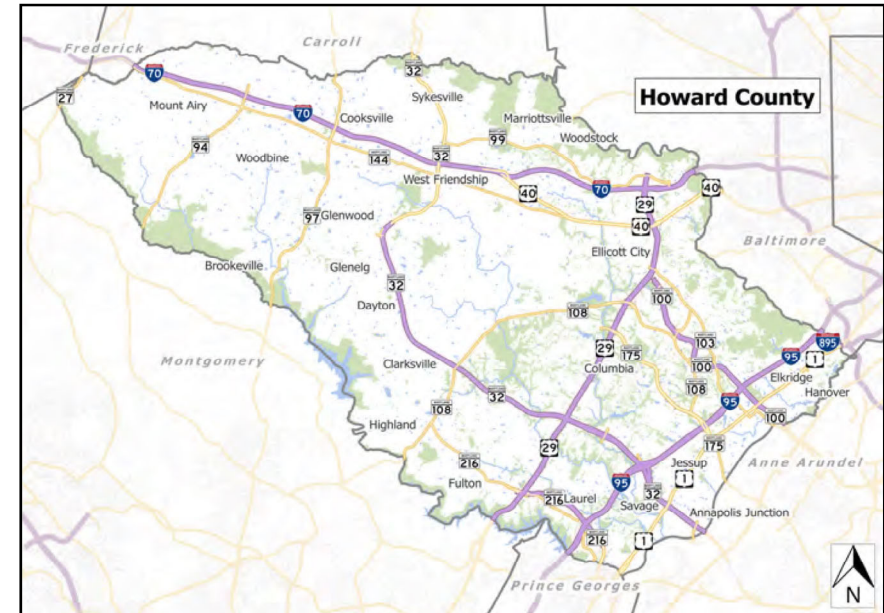
Project Schedule

Ongoing program - Construction and Rehabilitation of bus stops/shelters.

Operating Budget Impact

None

FY2022 Bonds - Annual Debt Service Payment	0
FY2022 Bonds - 20-Year Total Debt Service Payment	0
Total Project Bonds - Annual Debt Service Payment	18,325
Total Project Bonds - 20-Year Total Debt Service Payment	366,503



Explanation of Changes

Reduction in PAYGO due to Statewide Transit innovative Grant (STIG).

Fiscal 2022 Capital Budget

GENERAL COUNTY PROJECTS

Project: C0332-FY2014 BUS STOP IMPROVEMENTS

(In Thousands)	Five Year Capital Program										Master Plan			
	Prior Appr.	FY2022 Budget	Appr. Total	Fiscal 2023	Fiscal 2024	Fiscal 2025	Fiscal 2026	Fiscal 2027	Sub Total	Fiscal 2028	Fiscal 2029	Fiscal 2030	Fiscal 2031	Total Project
PLANS & ENGINEERING	105	0	105	0	0	0	0	0	0	0	0	0	0	105
LAND ACQUISITION	85	0	85	0	0	0	0	0	0	0	0	0	0	85
CONSTRUCTION	1,320	0	1,320	75	75	50	50	0	250	0	0	0	0	1,570
ADMINISTRATION	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Expenditures	1,510	0	1,510	75	75	50	50	0	250	0	0	0	0	1,760
BONDS	240	0	240	0	0	0	0	0	0	0	0	0	0	240
GRANTS	450	0	450	0	0	0	0	0	0	0	0	0	0	450
PAY AS YOU GO	820	0	820	75	75	50	50	0	250	0	0	0	0	1,070
Total Funding	1,510	0	1,510	75	75	50	50	0	250	0	0	0	0	1,760

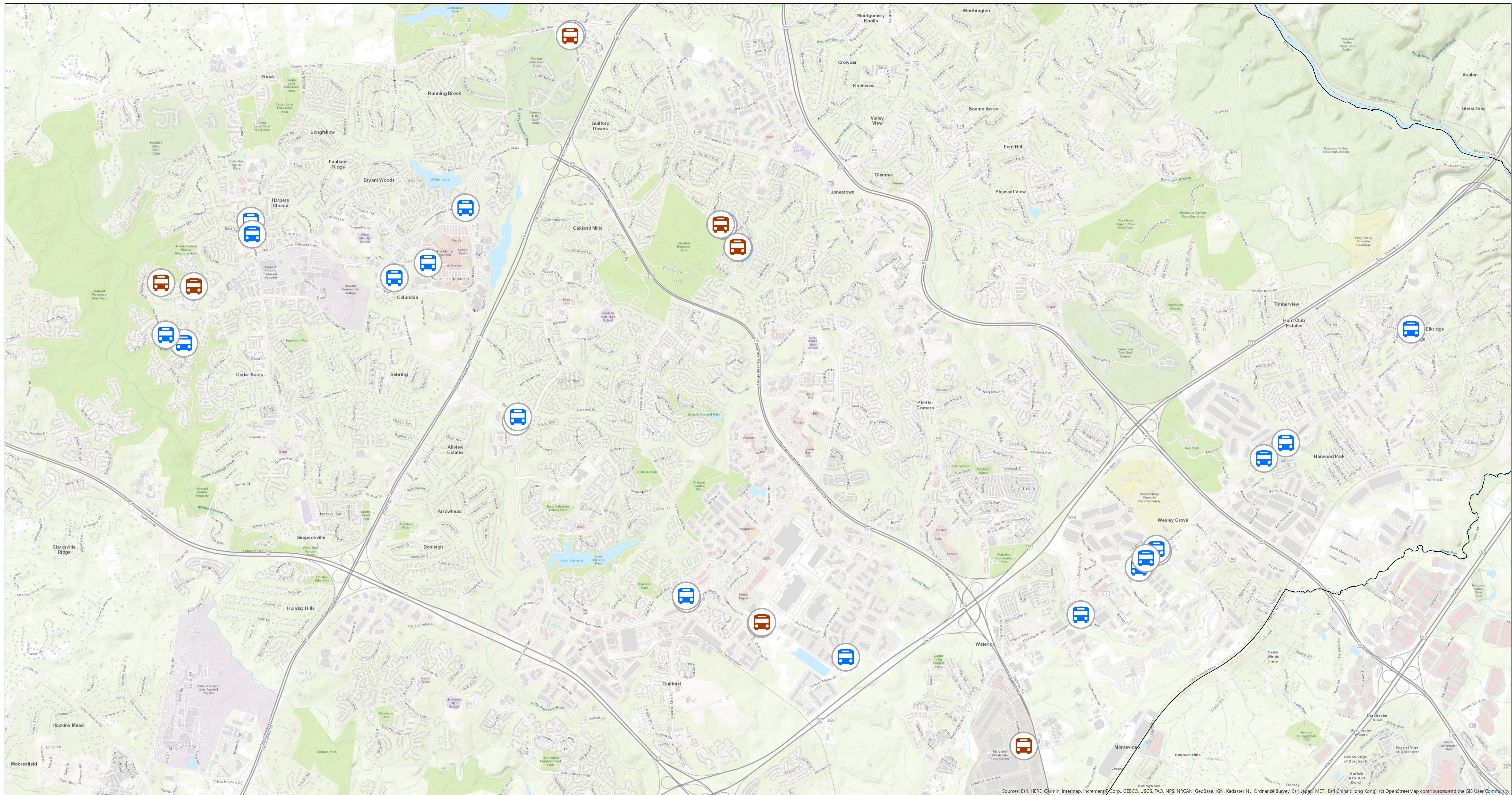
\$993,505 spent and encumbered through February 2021

\$821,754 spent and encumbered through February 2020

Project Status Identification of locations and construction of bus stop improvements. Construction and Rehabilitation of bus stops. Approximately 25-30 projects under design & construction FY 2021 and FY 2022. Improvements will add 14 shelters, 26 ADA pads, 5-10 sidewalk connections in addition to digital message boards at the Columbia mall transit hub.

FY 2021 Budget	1,510	50	1,560	50	50	50	50	0	200	0	0	0		1,760
Difference 2021 / 2022	0	(50)	(50)	25	25	0	0	0	50	0	0	0	0	0

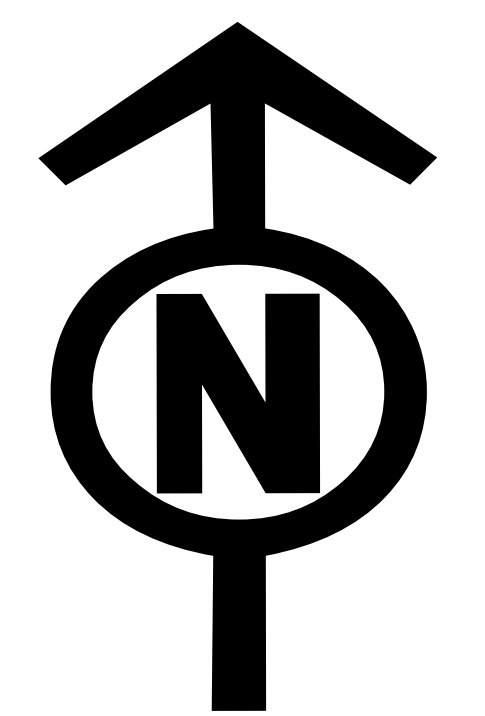
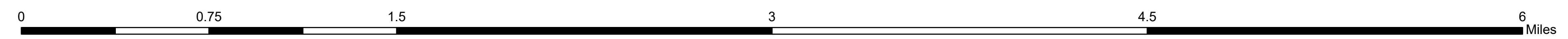
Received grant budget for Statewide Transit Innovative Grant (STIG) as part of state capital improvement projects.



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

STIG-Funded RTA Transit Stop Improvements in Howard County

-  Recently Completed
-  Planned Improvements



RTA Transit Stop Improvements

The RTA System has 683 Bus Stops spread across 3 Member Counties & Laurel

Howard County (63 have shelters): 489

Anne Arundel/PG/City of Laurel: 192

History of Recent Bus Stop Improvements in Howard County

Status	FY17	FY18	FY19	FY20	FY21	FY22	TOTAL
Completed	10	42	54	31	16	0	153
In Planning	-	-	-	-	-	15	15
Total	10	42	54	31	16	15	168

Types of Completed Improvements in Howard County (7/1/16 – 2/29/20)

Improvement Type	Number of Locations	Costs	Average Cost by Type
Emergency Repair	5	\$11,186	\$2,237
Accessibility Improvements <ul style="list-style-type: none"> • ADA Pedestrian Pad • Sidewalk Connections • Curb Ramps 	78	\$407,029	\$5,218
Shelter Improvements <ul style="list-style-type: none"> • New Shelter Installation • Face-lift (panels, painting, etc.) • Non-emergency repairs 	64	\$185,600	\$2,900
TOTAL	137	\$603,815	\$4,407

Notes:

- a) A location may have multiple improvement types. There is some overlap between the Accessibility and the shelter improvements
- b) More recent improvements are not included in table. Table is to give indication of average cost.
- c) The new shelter installations during this period utilized existing surplus shelters. New shelters will cost approximately \$12,000.
- d) The vast majority of stops without shelters represent locations with less than 10 boardings per day

RTA Transit Stop Improvements

BUS STOP LOCATION	TYPE OF IMPROVEMENT	STIG FUNDED?	STATUS AS OF AUGUST 2021
Assateague Dr / Conowingo Dr (1)	ADA landing pad; Sidewalk connection; Curb ramp	YES	COMPLETED
Broken Land Parkway / Cradlerock Way North (Northbound) (1)	ADA landing pad	NO	PLANNING
Broken Land Parkway / Cradlerock Way South (Southbound) (1)	Expand landing pad; Sidewalk connection; Curb ramp	NO	PLANNING
Broken Land Parkway / Gramercy (north of Little Patuxent)	Shelter, Sidewalk connection, Curb ramp	YES	PLANNING
Broken Land Pkwy / Stevens Forest Rd (Southbound)	Shelter, Sidewalk connection, Curb ramp	YES	PLANNING
Cedar Ln / Rock Coast Rd (Northbound)	ADA landing pad; Shelter	YES	PLANNING
Columbia Gateway Dr / Samuel Morse Dr (1)	ADA landing pad	YES	PLANNING
Columbia Rd / Clarksville Pike (Southbound)	ADA landing pad; Shelter; Knee wall	YES	DELETED
Corridor Rd / Bollman Pl (Northbound)	ADA landing pad; Sidewalk connection	NO	PLANNING
Corridor Rd / Junction Dr (Northbound)	ADA landing pad; Knee wall	YES	PLANNING
Corridor Rd / Junction Dr (Southbound)	ADA landing pad; Sidewalk connection; Curb ramp	YES	PLANNING
Little Patuxent Pkwy / Lone Tree Ct (1)	ADA landing pad	YES	PLANNING
Little Patuxent Pkwy / Dark Fire Way	ADA landing pad	YES	PLANNING
Little Patuxent Pkwy / Green Meadow Dr	ADA landing pad; Bench; Sidewalk connection	YES	COMPLETED
Little Patuxent Pkwy / opposite White Cord Way	ADA landing pad	YES	COMPLETED
Little Patuxent Pkwy / White Cord Way (1)	ADA landing pad	YES	COMPLETED
Mall in Columbia	Digital Sign	YES	PLANNING
Mall in Columbia / South Lot (Eastbound)	(2) Shelters	YES	PLANNING
Mall in Columbia / South Lot (Westbound)		YES	PLANNING
Oakland Mills Road / Malindy Circle (Northbound)	ADA landing pad	NO	COMPLETED
Phelps Luck Dr / High Tor Hill	ADA landing pad	NO	COMPLETED

RTA Transit Stop Improvements

BUS STOP LOCATION	TYPE OF IMPROVEMENT	STIG FUNDED?	STATUS AS OF AUGUST 2021
Phelps Luck Dr / Lightspun Ln (1)	ADA landing pad; Sidewalk connection	YES	COMPLETED
Phelps Luck Dr / Sheerock Ct (1)	ADA landing pad	YES	COMPLETED
Phelps Luck Dr / Thurso Ct (both sides) (1)	ADA landing pad; Curb ramp	YES	COMPLETED
Robert Fulton Dr / Lee Deforest Dr (Eastbound)	ADA landing pad; Sidewalk connection; Curb ramp	YES	COMPLETED
Robert Fulton Dr / Lee Deforest Dr (Westbound)	ADA landing pad; Sidewalk connection; Curb ramp	YES	COMPLETED
Snowden River Pkwy / Oakland Mills Rd (Eastbound)(1)	ADA landing pad; Sidewalk connection; Curb ramp; Pedestrian crossing	YES	PLANNING
Stevens Forest Rd / Jacobs Ladder	ADA landing pad	NO	COMPLETED
Stevens Forest Rd / Kilimanjaro Rd (1)	ADA landing pad	NO	COMPLETED
Thunder Hill / Twin Knolls Rd	Expand landing pad	NO	COMPLETED
Towne Centre Laurel	2nd Shelter; Expand sidewalk connection to curb; Landscaping	YES	PLANNING
Twin Rivers Rd / Trumpeter Rd (Westbound)(1)	ADA landing pad	NO	COMPLETED
Washington Blvd / Blue Stream Dr (Southbound)	ADA landing pad; Sidewalk connection; Curb ramp; Shelter	YES	PLANNING
Washington Blvd / Cooney Ln (Southbound)	ADA landing pad;	YES	PLANNING
Washington Blvd / Dorsey Rd (Northbound)	Replace Shelter	NO	COMPLETED
Washington Blvd / Elkridge Corners Shopping Center	Expand landing pad; Shelter	YES	PLANNING
Washington Blvd / Meadowridge Rd	ADA landing pad; Shelter	YES	PLANNING
Washington Blvd / Troy Hill Dr	ADA landing pad; Shelter	YES	PLANNING

(1) Stop co-located with MTA stop

Notes:

- a) Actual Stops to be improved will depend on final designs and cost estimates of improvements. STIG funding from MTA will improve up to 29 stops including stops collocated with MTA.
- b) Several of the stops (approximately 6) will be completed in early FY 2023 (by September 2022)

Development Project Report for the Howard County Multimodal Transportation Board August 24, 2021

The Development Project Report for the Howard County Multimodal Transportation Board for plans going through the county review process.

The report is composed of:

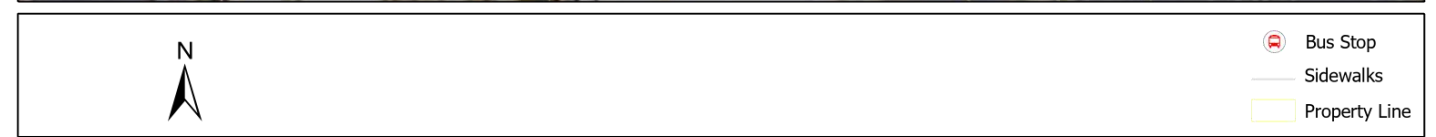
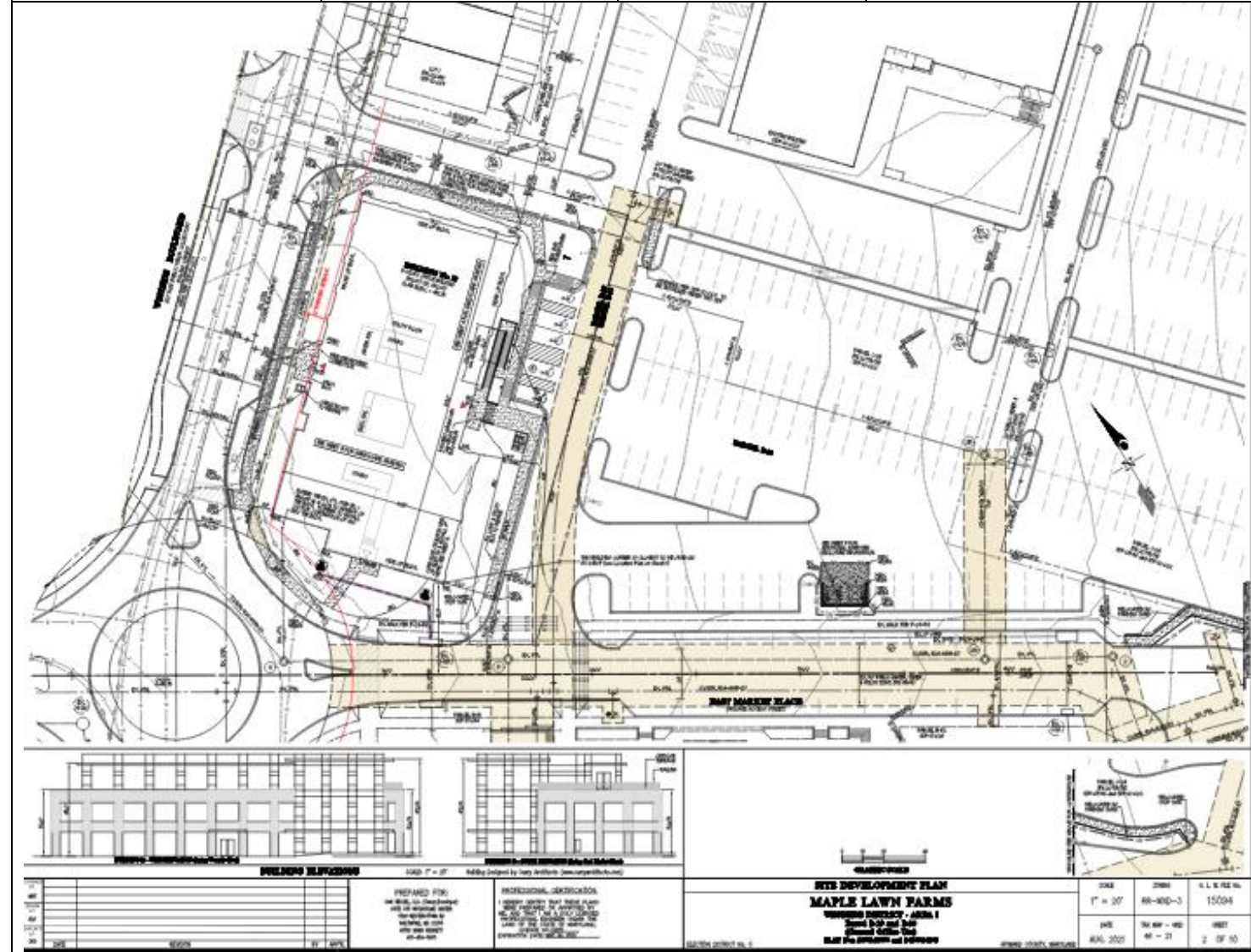
1. Upcoming development related public meetings for projects with transportation impacts.
2. A selection of plans submitted since the last MTB on 7/27/2021 to about one week before the regularly planned MTB meeting on 8/24/2021. This selection is based on staff assessment of plans that might be of interest to the MTB based on transportation impact, size and location.
3. Updates on already previously submitted development projects.

Upcoming Public Meetings

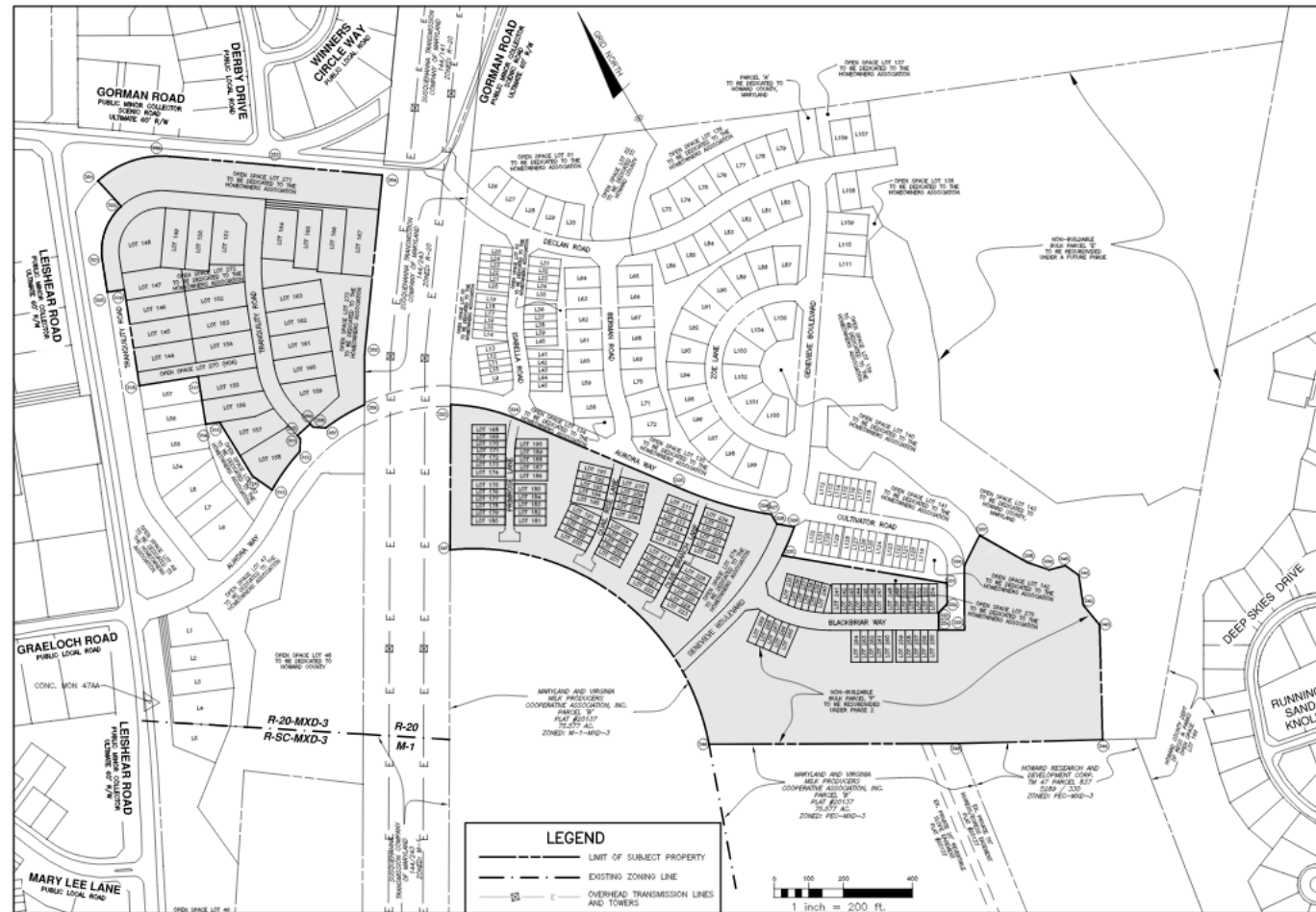
Project	Meeting Date	Meeting Type	Notes
ZB 1126M – Howard County Dept. of Public Works	September 1	Zoning Board	To change the zoning of the former Howard County Courthouse properties totaling approx. 6.19 acres from HO (Historic Office) to HC (Historic Commercial) (8360 Court Avenue, 1 Park Ave. & 3716 Court Place)
Plan No. 21-10, Southlake Medical Office Building	September 1	Design Advisory Panel	Proposed medical office building for the Lakefront neighborhood in Downtown Columbia.
ZB 1118M - Erickson at Limestone Valley ZB 1119M – Hickory Ridge Village Center	September 9	Zoning Board	<ol style="list-style-type: none"> 1. To rezone 62.11 acres from B-2 & RC-DEO to CEF-M for development of a continuing care retirement community and to permit the expansion/relocation and architectural enhancement of the existing Freestate Gasoline Service Station (MD 108, 12170 Clarksville Pike & p/o 5450 Sheppard Lane). 2. Redevelopment of Hickory Ridge Village Center. To amend the Preliminary Development Plan (6430-6470 Freetown Road, Columbia, MD)
BA 775-D - CBI Homes, Inc.	September 30	Board of Appeals	Appeal of Hearing Examiner Decision of school facilities surcharge in excess of 1.32 per sq. ft.

Newly Submitted Development Plans

Plan Name	Plan Number	Units	Description	OOT Comments	Bike/Ped	Transit	Next Steps
Maple Lawn Farms (Buch Property)	SDP-21-053	38,067 sf office building	Westside Blvd and East Market Place	OOT requests the developer include bike parking and include additional sidewalk included on an earlier plan that connects to a previously constructed office building.	Yes	No	Resubmit



Plan Name	Plan Number	Units	Description	OOT Comments	Bike/Ped	Transit	Next Steps
Wellington Farms	F-22-001	250 units of SFD and SFA	Road plan for next phase of Wellington Farms development.	Under review	Yes	No	Under review



Plan Review Updates on Previous Plans presented to the MTB Items in red text are changes/updates since the prior report									
Month entered for MTB	Plan Name	Plan Number	Roads/Streets	Number of Units/Sq. Ft.	Description	Comments	Bike/Ped	Transit	Plan Status / Next Steps

July-21	Corridor Square Parcel B	SDP-21-051	US 1 at Dorsey Road	20 units	Residential and commercial.	Please provide accessible ped signal improvements to/from the US 1 NB stop including curb ramps and crossing ped improvements.	Yes	Yes	Resubmit
June-21	Woodmere Retail	SDP-21-045	9881 Broken Land Parkway	5,000 sq ft	Retail infill on parking lot.	The 10' multi use path along Broken Land Parkway conforms with BikeHoward recommendations. The internal path between building footprints is also good. However, there is no pedestrian connection from the new path to the site. Additionally, DPW suggests that crosswalks make sense on the south and east legs of the intersection, which would connect to existing sidewalk on Cradlerock Way. We would also like to see bike parking on the side. We would like some clarification that the ramps on the plan are indeed ramps and not stairs. In addition, the placement of handicap parking and accessible ramps should be revised to create a shorter distance between them.	Yes	Yes	Resubmit
June-21	Paddock Pointe – Phase 4	SDP-21-037	12201 Laurel Park Blvd, Laurel 20723	368 apartments		OOT would like to see the addition of bicycle parking and pedestrian design improvements.	Yes	No	Resubmit. Applicant has responded, OOT and DPZ are evaluating.
May-21	Enclave at Hines Farm	SDP-21-038	Approximate Address: 10752 Scaggsville Rd, Laurel, MD 20723	63 age restricted, 34 SFD/29 townhomes		Connect the new street to Tipton Drive and Jandy Avenue to create a new through street. Extend sidewalk frontage along entirety of project on Scaggsville Road until the intersection at Jandy Avenue. Bike plan calls for the addition of sharrows.	Yes	No	Resubmit. Developer is speaking to neighbors about an emergency access route.
Apr-21	G&R Maple Lawn	ZB-1127M	Northside of Scaggsville Road near Murphy Road	505	This is a rezoning request to increase the approved number of housing units by 473 in one portion of Maple Lawn.	<p>Bike lanes on the full project frontage, including extending the bike lanes to Maple Lawn Blvd.</p> <p>The entrance road into the community does not appear to have direct driveway access and the traffic study did not reference a proposed classification, the design speed of the road should reflect the county's complete streets policy.</p> <p>The importance of the proposed connection to Federal Street is referenced several times. This connection will provide both redundancy and access; completing this connection is critical to overall operations.</p> <p>The entrance road from MD 216 into the site should include a 10 foot wide shared use pathway. The pathway element should continue along the proposed internal road network to the intersection with Federal Street.</p> <p>The proposed pathway connection to the school site does not provide a high quality connection to and through the school campus, as well as the other phases of Maple Lawn. To ensure this phase integrates with other phases of Maple Lawn, especially the commercial sections, the petitioner should develop, in coordination with the Howard County School System, a visible, lit and well-designed gateway pedestrian and cyclist connection to West Market Place.</p> <p>The petitioner references providing public transit facilities in the business and other districts. Howard County is planning to implement an extension of the Flash transit line from Montgomery County to Downtown Columbia, via Maple Lawn Boulevard and Johns Hopkins Road. This route will require several new stops, including potential stops on Maple Lawn Boulevard at MD 216 and Johns Hopkins Road. The petitioner should coordinate with OOT to locate stops, and contribute funding, to construct bus stops.</p> <p>The petitioner references a Transportation Demand Management Plan. Reviewed by zoning board.</p>	Yes	Yes	DPZ staff report in progress. Went to planning board.

Feb-21	Wellington Farms Phase 1 Section 1 Address/Link: Project 10400-10472 Graeoch Rd, Laurel, MD	F-21-025			This is the road plan for a section of phase 1 of the 395 single family attached and detached development .	Following feedback from DPW related to the capacity at the intersection of Graeoch/Aurora Way. OOT, DPW and DPZ have requested the applicant provide a ped refuge island at the intersection. At this phase of the project, a traffic signal is not warranted by the MUTICD. Additionally, the applicant will widen to the proposed pathway on Leisher to 10 feet.	Yes	No	No update.
February 21	Bethany Glen ARAH	SP-21-002	9844-9898 Longview Dr Ellicott City, MD 21042	154 units of age restricted housing.	Applicant is proposing 154 units of age restricted housing in two areas, north and south of I 70.	OOT has requested the sidewalk segment extend to the firehouse to Postwick Road, sidewalk on internal roads as OOT requested the project extend a sidewalk around the cul de sac to access the future park/rec. facility and also add bike parking for the admin portion of the building. well bike lanes on MD 99.	No	Resubmit.	Applicant pushed back on the request to provide sidewalks on both sides of the road network in the development citing the zoning case material presented to the public which showed sidewalks on one side only. Approval would require a design waiver. The request for bike lanes on MD 99 could be partially fulfilled, however, since it is a state road, state policy does not support mandating a full bike lane if other improvements are not being made. Applicant has made a resubmission and is being reviewed.
October-20	Roberts Property (Elms at Elkridge)	SP-21-001	US 1 near Duckett's Lane	359 multifamily and attached single family houses, 7,300 sq. ft commercial.	The applicant is proposing to build a mix of townhouses and apartments on the former site of an automobile junkyard. This project was based on rezoning case no. ZB-1116M. The applicant is proposing new signals at Duckett's Lane and Troy Hill, along with a sidewalk/shared use path along US 1 to the south and north.	Provide ped connections to Belmont station, confirm viability of sidewalk/pathway connection to the north and south, bus stop pad.	Yes	Yes	Resubmit, OOT is working with applicant to extend the shared use path to Loudon Ave. No update.
October-20	Oakland Ridge Industrial Park	SDP-21-003		Commercial Building	The applicant is proposing to demolish an existing commercial building and replace	The applicant has been asked to provide ADA access from the sidewalk to the building.	Yes	Close to existing transit stop	Resubmit. No update.
Jul-20	Keim Property	SDP-20-048	MD 99 at Toby Lane	4 units	This is the site plan for 4 single family houses.	The applicant will be providing a fee in lieu to the sidewalk project on MD99 at Raleigh Tavern.	Yes	No existing transit	Holding until waiver. DPW denying waiver, will provide frontage. No update
Jun-20	Bethany Glen	BA-17-018C	MD 99, Bethany Lane, & Longview Dr.	154 SFA and SFD units	This is a conditional use zoning request, OOT is coordinating comments with DRP.	Will be asking for full frontage improvements along MD 99, as well as addressing potential pedestrian and potential speeding on one road.	Yes	No existing transit	Zoning Case. No update.
Apr-20	Lakeview Retail	SDP-20-042	Broken Land Parkway near Cradle Rock Drive	~8500 sq. ft	This project is a for a 8500 sq. ft one story two bay commercial building with a fast turn over restaurant and coffee shop. The project will have a drive through.	OOT is requesting the applicant provide sidewalk/pathway along the frontage to Cradlerock Rock drive and connect to an existing bus stop.	Yes	Yes	OOT will be requesting resubmission. Met with applicant, tentative solution is to provide side path, sidewalk on adjacent property to Cradle Rock. Project went to HC planning board, denied. Currently awaiting Board of Appeals.



Schedule

Complete Streets Design Manual Updates

Monday, August 23, 2021

- Wednesday, August 4: CSIT meeting, Chapters 1, 3, 4, and 5 comments due
- Friday, August 6: CSIT meeting, Chapter 2 introduction
- Monday, August 16: Chapter 2 comments due
- Mid-August: Project team and staff review and edits
- Friday, August 27: Submit revised chapters and Volume IV details to CSIT

- Wednesday, September 1: CSIT meeting, comment review and agreement on outreach timeline
- Friday, September 3: CSIT meeting, comment review
- Wednesday, September 8: All comments due
- Mid-September: Project team and staff review and edits
- Week of September 20: Follow-up meetings as needed to resolve comments
- Wednesday, September 29: Submit final revisions to CSIT

- Wednesday, October 6: CSIT meeting, comment review
- Friday, October 8: CSIT meeting, approval of Design Manual update draft (published on website)
- Thursday, October 14: Public workshop providing an overview of Design Manual updates
- Thursday, October 21: Public workshop providing more detail on Design Manual updates
- Thursday, October 28: Public comments due
- Week of October 25: Public comments addressed and submitted to CSIT

- Wednesday, November 3: CSIT meeting, comment review
- Friday, November 5: CSIT meeting, comment review
- Tuesday, November 9: Public Works Board meeting, final draft introduced
- Mid- to late November: Comment resolution as needed
- Tuesday, November 23: Multimodal Transportation Board meeting, Design Manual updates endorsed

- Wednesday, December 1: CSIT meeting
- Friday, December 3: CSIT meeting
- Tuesday, December 14: Public Works Board meeting, Design Manual updates approved
- Wednesday, December 15: Prefile with County Council