



MULTIMODAL TRANSPORTATION BOARD
MINUTES August 24, 2021 7:00pm

Members

Present: Larry Schoen
Ted Cochran
David Drasin
Phillip Dodge
Shahriar Etemadi
Alice Giles
Marlene Hendler
Monica Simon

Staff: Bruce Gartner, Executive Secretary
Carrie Anderson-Watters, Office of Transportation
Allison Calkins, Office of Transportation
Chris Eatough, Office of Transportation
Molly Nur, Office of Transportation
Brooks Phelps, Office of Transportation

Members Excused: David Zinner

Members of the Public:

1. Approval of Agenda for Meeting

The draft agenda for the meeting was revised to include updates on upcoming workshops and MTB meeting dates in November and December. It was then approved and adopted with no objections.

2. Public Comment

There were no public comments.

3. Review of minutes from July 27, 2021

Monica Simon motioned to approve the minutes and David Drasin seconded. With no objections the minutes carried.

4. New Business/Ongoing Business

i. US 29 Flash Service connection and Bus Rapid Transit – Bruce Gartner

- Montgomery County did a mobility study along the US 29 corridor, primarily looking at travel time improvements but also bicycle and pedestrian safety access
- Connection to Flash service advanced in Federal bill by Maryland Representatives to fund buses in peak hours with limited headways to connect Downtown Columbia to Burtonsville to start the connection. Montgomery County asked for design and engineering funds for corridor improvements.

ii. Downtown Columbia Transit Center – Bruce Gartner

- Location was chosen after a consultant study in 2017-2018. Easiest way to orient the location is that the site is close to (behind) the site where Union Jack's is located.
- Location doesn't come to us until building permits of 3.2M square feet are issued, estimated in FY2025, and will be done in conjunction with affordable housing on site.
- TIF bonds will be used for the funding but state or federal grants might also be required for half of the cost of the improvements.

iii. State Transit Innovation Grant (STIG) Bus Stop Project – Bruce Gartner

- \$400K STIG for bus stop improvements; must be expended by September 2022
- Tried to address overlap between RTA and MTA stops
- Meeting materials include locations and status as of August 2021
- MTB members are welcome to share bus stop locations that could be improved with staff via email

5. Development Updates- Brooks Phelps

Brooks provided information on upcoming public meetings, newly submitted development plans, an overview of the other projects and responded to questions from the MTB members (available for review on audio). No follow up was requested.

- Former Howard County Circuit Courthouse will go to the Zoning Board on September 1, 2021
- Proposed medical office building in the Lakefront neighborhood in Downtown Columbia will go to the Design Advisory Panel on September 1, 2021
- Erickson at Limestone Valley and the Hickory Ridge Village Center will go to the Zoning Board on September 9, 2021
- CBI Homes is appealing the Hearing Examiner Decision regarding school facilities surcharge in excess of \$1.32 per sq. ft.
- New: Maple Lawn Farms office building – 38,000 sq. ft at Westside Boulevard and East Marketplace. We requested bike parking on either side of the building and the completion of a connecting sidewalk.
- New: Wellington Farms next phase currently being reviewed.
- Older: Maple Lawn West at Planning Board; Enclave at Hines Farm developer is looking at emergency access route via two streets not connected to new property; Paddock Point we are evaluating developer's response.

6. Office of Transportation Updates

- i. Complete Streets Design Manual Schedule – Chris Eatough
 - a. Complete Streets Implementation Team worked with consultants; we are working through the chapters to revise drafts and line up the chapters
 - b. Wrapping up final draft in late September
 - c. Draft to public in mid-October with two virtual workshops scheduled. First is for the general public and the second is more technical in nature. Everything will be recorded and available after the meetings. Meeting links will be sent to MTB via Constant Contact.
 - d. All public comments due by October 28, 2021
 - e. Looking to bring to the board at a November meeting for an endorsement. Materials will be provided in advance and will indicate the changes since the last draft was released. We don't usually have a meeting in November, but we would like to schedule one for November 23 and then forgo a December meeting.
 - f. Public Works Board will be asked for their approval by their December meeting.
 - g. Will pre-file with Council on or about December 15th.

- h. There has been a staffing change at the consultant level. OOT will closely monitor transition.

iii. Miscellaneous Updates – Bruce Gartner

- HCPSS Free Bus Passes for HCPSS Bus Pass Event Tomorrow
 - We have an MOU with HCPSS and RTA to offer free RTA bus passes for all HCPSS middle and high school students.
- Upcoming Bike, Ped and Complete Streets events
 - Will be included in posted meeting materials
- Scooter Sharing
 - Not looking at a rollout any time before October 1st.
- MDOT Tour Meeting will be on September 22, 2021 at 6pm.
- Upcoming meeting with Office of Law regarding MTB Bylaws as they pertain to meeting location(s).
- Open Meetings Act training available to all board members

7. Future Meeting Items

- i. Complete Streets Implementation Updates-Ongoing
- ii. Update MTA Service (Express Bus, MARC)

8. Adjournment

The meeting was adjourned at 8:20 p.m.

9. Next Meeting

The next MTB meeting is scheduled for September 28, 2021 at 7pm.

Bruce Gartner
Executive Secretary

/2021

Date

**Howard County
Office of Transportation**

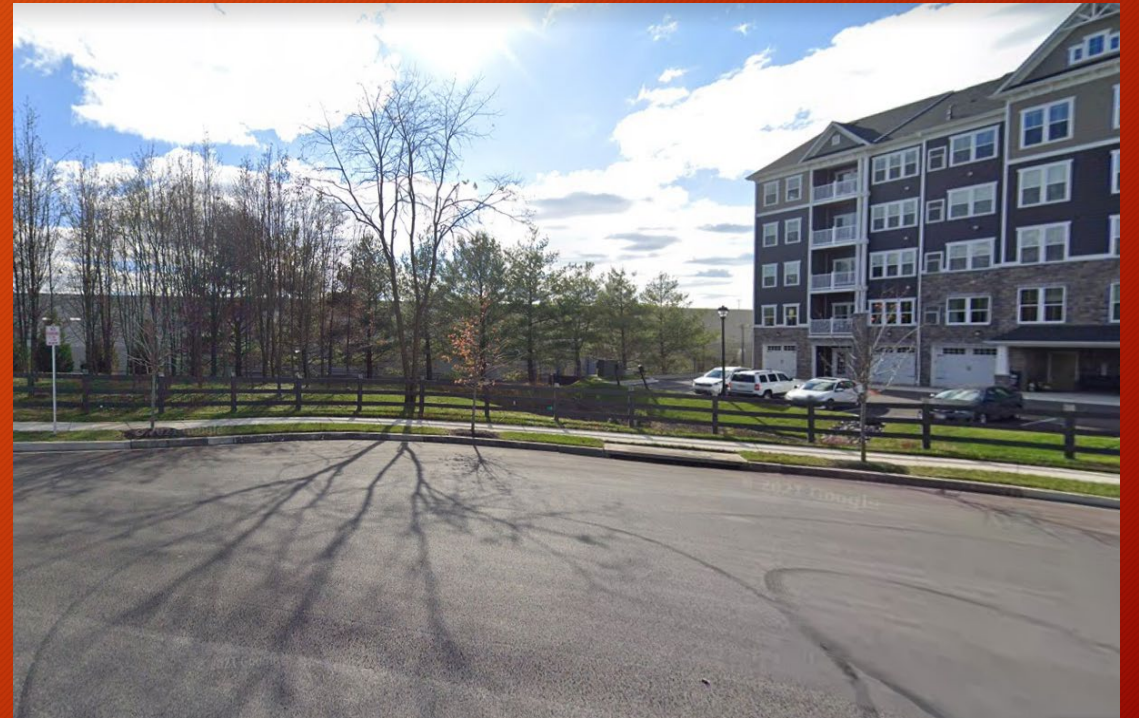
**Multi-Modal Transportation Board
Ellicott City Walmart Bus Stop Discussion**

Tuesday, October 26, 2021



Current Ellicott City Walmart Bus Stop Location

Carls Court - Current Temporary Stop Location as of May 2020



Background & History

- Walmarts are popular destinations;
- Are often among the most active generators of public transit ridership within a system;
- For many years, there has been a bus stop located at Walmart off North Ridge Road;
- Ridership activity at the Ellicott City Walmart is in the top 10 of all bus stops in the system; and
- Due to a national downturn in public transit ridership and the Covid-19 pandemic, this number is down to approximately 15 passengers boarding at Carls Court per day.

Background & History

- May 2020 - Walmart began construction activity, prompting a temporary bus stop move. The Carls Court bus stop proved to be a safer and more operationally effective location for the bus stop, and reduced potential vehicle and pedestrian interactions significantly. RTA & the Office of Transportation (OOT) began considering a permanent bus stop relocation to Carls Court.
- November 2020 - RTA and the OOT met with the Ellicott's Retreat Community to discuss the Carls Court bus stop. RTA noted the residents' concerns, including but not limited to litter, shopping carts, and safety concerns. Subsequently, the RTA and the OOT weighed the public benefits of the move as well as the concerns expressed by nearby residents.

Background & History

- Summer 2021 - Opposition from area residents to bus stop location grew, and included concerns about traffic pattern, pedestrian and personal safety, litter, abandoned shopping carts, exhaust fumes, and the public process.
- September 24, 2021 - The OOT met with the Ellicott's Retreat residents and heard their concerns regarding the bus stop location at Carls Court.
- October 2021 - Local elected officials were able to arrange two teleconferences with representatives from Walmart, who agreed to consider an alternative on Walmart property.
- OOT and Walmart began discussing ways to return the bus stop temporarily to Walmart, with the ultimate goal of moving the bus stop to North Ridge Road as funding becomes available.

Bus Stop Alternatives

2 proposed permanent locations under consideration:

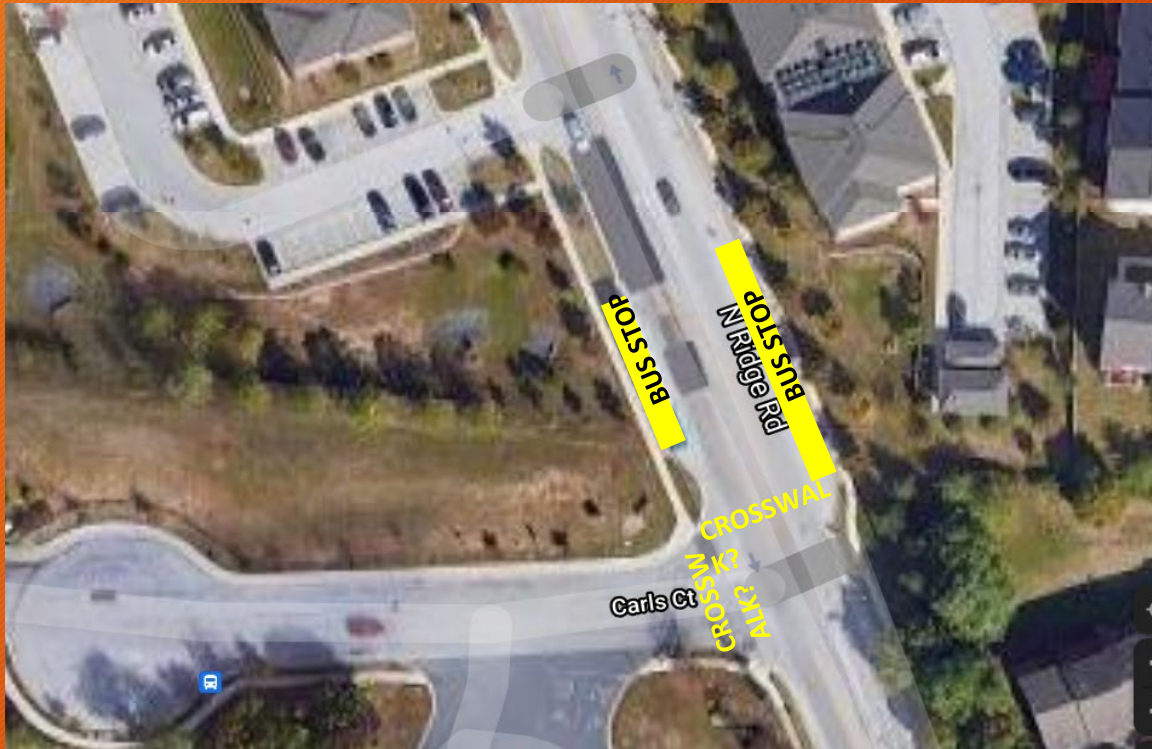
1. North Ridge Road north of Carls Court (into current on-street parking);
2. North Ridge Road south of Carls Court (adjacent to Walmart's frontage);

2 temporary locations:

3. Current - Carls Court
4. Proposed - Walmart
 - Alternative A - near Garden Center
 - Alternative B - near southwest corner of parking lot

Bus Stop Alternatives - Permanent

1. North Ridge Road north of Carls Court (in current on-street parking)



Bus Stop Alternatives - Permanent

1. North Ridge Road north of Carls Court (in current on-street parking)

PROS

The bus stop is more centralized to serve the larger community.

Bus travel remains in the public right-of-way.

CONS

The bus stop is furthest from Walmart (main generator), (approx. 923' or 0.17 miles) and least convenient for shoppers & employees (requiring crossing N. Ridge Road).

The bus stop would be located very near to multi-family dwelling units on east side of North Ridge Road - approx. 31 feet.

Carls Ct. residents will still have to contend with buses nearby.

Buses will still have to turn around in Carls Court.

Passengers who need to transfer will have to cross North Ridge Road.

ROADBLOCKS

There is no \$ currently budgeted for re-striping North Ridge Road (just recently repaved and re-striped) and converting on-street parking to bus stops.

There is no indication that Office of Traffic will approve a crosswalk across N. Ridge Road for passengers who must transfer (due to proximity of existing crosswalk at Sonia Trail).

All but four existing on-street parking spaces are required to remain public parking due to previous development approval, but a minimum of 7 on-street parking spaces would be needed for two bus stops (one on each side of road).

Bus Stop Alternatives - Permanent

2. North Ridge Road south of Carls Court (adjacent to Walmart frontage)



Bus Stop Alternatives - Permanent

2. North Ridge Road south of Carls Court (adjacent to Walmart frontage)

PROS

The bus stop is close to Walmart entrance (main generator), (approx. 300 feet or 0.06 miles, assuming direct pedestrian route is implemented).

The bus stop is centralized to serve larger community.

Bus travel remains in the public right-of-way.

CONS

The bus stop will be located very near to dwelling units on east side of North Ridge Road - approx. 50 feet.

Passengers who need to transfer will have to cross North Ridge Road.

Buses would have to be re-routed to approach stop from South, disrupting current travel patterns for existing customers.

A new location for the bus to turn around would have to be identified.

ROADBLOCKS

There is no \$ currently budgeted for re-striping North Ridge Road (just recently repaved and re-striped).

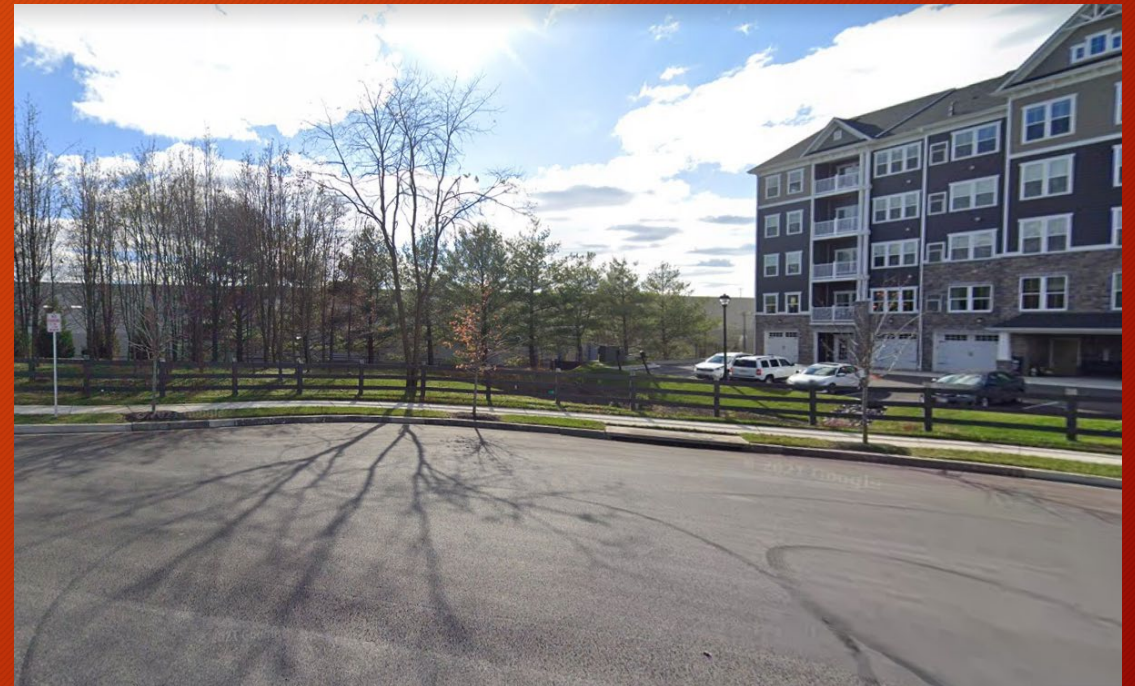
There is no indication that the Office of Traffic will allow a crosswalk across N. Ridge Road for passengers who must transfer, due to proximity of existing crosswalk at Sonia Trail.

There is no safe, ADA accessible pedestrian route from proposed bus stop to Walmart entrance, and no way to require Walmart to construct one.

There may not be any area suitable for a bus turnaround south of Carls Court.

Bus Stop Alternatives - Temporary

3. Carls Court - Current



Bus Stop Alternatives - Temporary

4. Carls Court - Current

PROS

The bus stop is close to Walmart (main generator), (approx. 662' or 0.13 miles to entrance).

The bus stop is furthest from existing dwelling units (approx. 140' vs. approx. 31') of all three alternatives.

Bus travel remains in the public right-of-way.

There is no cost associated with keeping the bus stop in its current location, unless amenities are added to mitigate residents' concerns.

Passengers will not have to cross North Ridge Road to transfer.

CONS

The bus stop is slightly less centralized for serving the larger community.

The bus stop will remain near Ellicott's Retreat community - approx. 148 feet from nearest building.

Carls Ct. residents will still have to contend with buses nearby.

Buses will still have to turn around in Carls Court.

Bus Stop Alternatives - Temporary

3. Walmart Property - Alternative A



Bus Stop Alternatives - Temporary

3. Walmart Property - Alternative A

PROS

The bus stop is returned to Walmart property (main generator), and is closest to the Walmart entrance (approx. 282 feet or 0.05 miles)

Passengers would not have to cross North Ridge Road to transfer

Bus stop is far from existing dwelling units

CONS

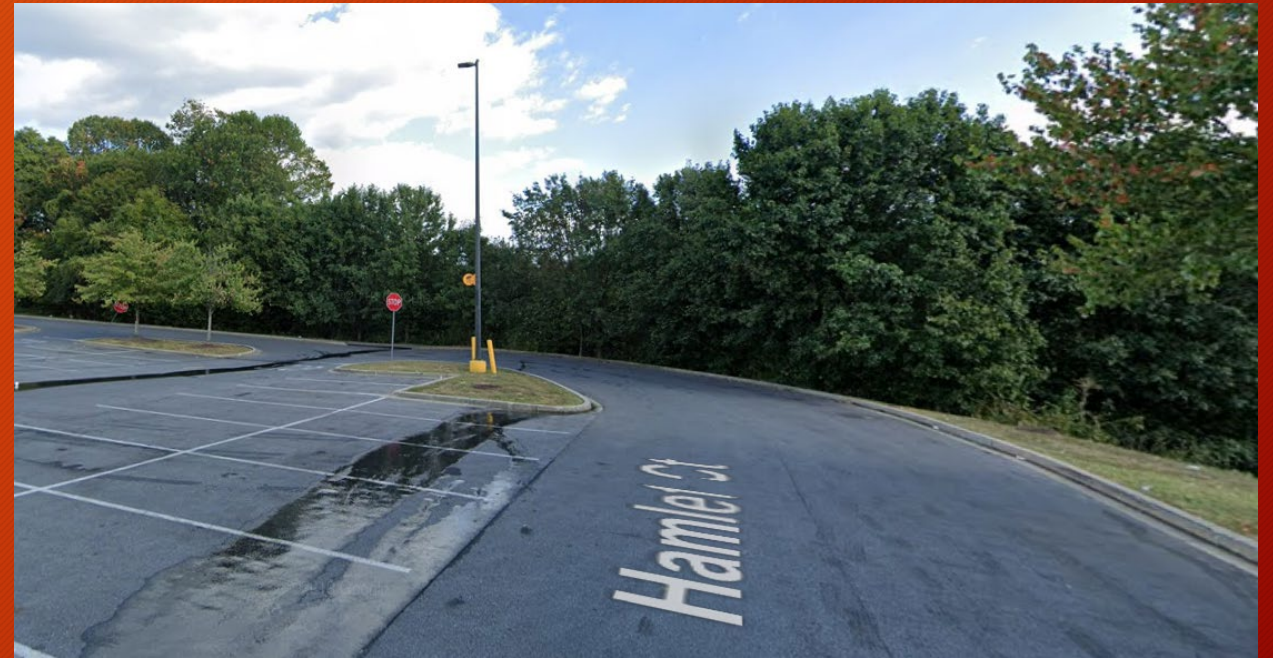
There's no shelter

Buses would get caught up in traffic at rush hours, approaching holiday traffic

The bus would have to turn left out of Walmart onto North Ridge Road without the benefit of a traffic signal

Bus Stop Alternatives - Temporary

3. Walmart Property - Alternative B



Bus Stop Alternatives - Temporary

3. Walmart Property - Alternative B

PROS

The bus stop is returned to Walmart property (main generator), and is closer to the Walmart entrance (approx. 470 feet or 0.09 miles)

Passengers would not have to cross North Ridge Road to transfer

Bus stop is furthest from existing dwelling units

CONS

Passengers would have to walk through the Walmart parking lot without a dedicated pedestrian path.

Buses would get caught up in traffic at rush hours, approaching holiday traffic

The bus would have to turn left out of Walmart onto North Ridge Road without the benefit of a traffic signal

Next Steps

- Finalize Plans with Walmart and establish a temporary on-site location for bus stop (1-3 months)
- Continue to work with Walmart to find solutions to the lack of identified pedestrian path between store entrance and bus stop, and between the bus stop and North Ridge Road (1-6 months);
- Fund and Complete a study to determine feasibility and cost of Alternatives 1 & 2 and to find funding mechanism to pay for improvements (within approx. 12 months);

OOT Request from MTB: Concurrence on plan to move bus stop location back to Walmart Parking lot at discretion of Howard County OOT and RTA for at least two years until additional information on other locations can be provided to the MTB.

Development Project Report for the Howard County Multimodal Transportation Board October 26, 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 9/28/2021 to about one week before the regularly planned MTB meeting on 10/26/2021. 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 1118M Erickson at Limestone Valley | October 27 | Zoning Board | Deliberations Online Meeting |
| Review of Plan No. 21-11, Scotts Property, Clarksville MD | October 27 | Design Advisory Panel | Second review of Scotts Property on South Trotter Road and Swimmer Row Way. |

Newly Submitted Development Plans

| Plan Name | Plan Number | Units | Description | OOT Comments | Bike/Ped | Transit | Next Steps |
|-----------|-------------|-------|-------------|--------------|----------|---------|------------|
| N/A | | | | | | | |
| | | | | | | | |

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 |
|-----------------------|--|-------------|---|--|--|---|----------|---------|------------------------------------|
| Sept-21 | Maple Lawn School | SDP-21-050 | Roosevelt Blvd/Business Parkway | 9,665 sq ft | Commercial daycare facility. | Bike parking needed on site -4' sidewalk should be 5' -Extend sidewalk along full frontage -We want to see sidewalk along Roosevelt to the west to connect to existing sidewalk near the subdivision. | Yes | Yes | Resubmit |
| Aug-21 | Corridor Square Parcel B | SDP-21-051 | MD 103 /Meadowridge | 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. | | | Resubmit. No update. |
| 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. No update. |
| 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. No update. |
| 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 completed. |
| 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 | Yes | No | No update. |

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|---------------------------------|------------|
| Plans removed from table | |
| Emerson | SDP-21-017 |
| Columbia EZ Storage | SDP-20-077 |
| United Way Daycare | SDP-21-023 |
| Elms at Elkridge | SDP-21-001 |
| Chapelgate Woods | F-21-011 |
| Talbott Springs ES | SDP-20-051 |
| Bethany Glen | SDP-19-005 |
| Westmount Phase IV | F-21-032 |
| Roslyn Rise | SDP-21-030 |
| Dorsey Overlook | SDP-20-074 |
| Woodmere Retail | SDP-21-045 |



Complete Streets Design Manual Update
Multimodal Transportation Board 10.26.21

Workshop 1:
10/14/21

16 attendees, not including staff and consultants

Workshop 2:
10/21/21

43 attendees, not including staff and consultants

Public Comment Period Open till 10/28/21
<https://www.howardcountymd.gov/DM-updates>

Summary of the Updates to the Design Manual

At the October 8 CSIT meeting, the CSIT finalized a draft version of the Complete Streets Design Manual which is posted for public review as an advisory document on the project webpage: <https://www.howardcountymd.gov/DM-updates>.

The draft includes significant changes to Volume 3 of the Design Manual to incorporate Complete Streets policies and designs and create streets that are safer and more accommodating to all users. In particular Chapters 1, 2, and 5 of Volume 3 include the following new and updated material:

- Chapter 1 includes new multimodal street types to be used for all new streets as well as the new Community Engagement Plan to be used for all transportation projects.
- Chapter 2 includes new designs and guidance for protected bike lanes, pedestrian crossings, shared use pathways, and intersection treatments.
- Chapter 5 includes requirements for additional multimodal traffic studies for non-vehicular road users in preparation for updates to the Subdivision Regulations.
- Several new typical sections in Volume 4 were added.

Updates to Chapter 3, *Design of Bridges, Retaining Walls, and Small Structures*, were minimal and mostly focused on updated designs for shared use pathway bridges.

Updates to Chapter 4, *Adequate Road Facilities Test Evaluation Requirements* were very minor. The only change proposed is to remove the escalation of assumed background growth rate of 6% beyond the third year. Evaluation of recent growth data indicated that background growth rates exceeding 3% are extremely unlikely.

Howard County Complete Streets Design Manual Workshops Questions from Q&A Session

The following questions from the public were received via WebEx chat. Questions have been edited for clarity.

1. **Why does equity (and project prioritization) not consider the state of bicycle and pedestrian infrastructure in high Equity Emphasis Area communities?** The "underserved" communities in Columbia already have a network of multi-use paths, while other parts of the County like Elkridge have no bicycle infrastructure to speak of. **In terms of bike infrastructure, Elkridge is severely underserved.**
2. **Please do not shrink the width of motor vehicle lanes. Oakland Mills Rd lanes are already too skinny.**
3. Please explain **how right-of-way limitations impact which roads in the County can be improved.** Also speak to the **willingness of the County to use eminent domain** to obtain land to make Complete Streets improvements.
4. The proposed Design Manual does not include an **educational nor a monitoring component.**
5. **Education:** How will drivers and bicyclists be informed how to use new bike lanes and safe zones? Will an explanation of bicycle facility function and use be included in County mailings or when notices of driver's license renewals go out?
6. **Monitoring:** In shared car and bike situations, will intersection cameras catch problems with lane cutting and other dangerous habits (or designs) for cars and bikes? This type of monitoring is rare, and most accidents are catastrophic and more deadly for bicyclists.
7. Are **impacts on the natural environment** considered, such as through the selection of building materials? If so, what are some features that may be termed "earth friendly"? Most illustrative pictures show trees. **Are trees usually part of the design?**
8. The Adequate Public Facilities Test Ordinance **(APFO) and Development Regulation changes are essential for future Complete Streets improvements.** How will the improvement of existing roads be conducted/funded?
9. **APFO was not scheduled for updates prior to the general plan,** but background growth percentage, net peak trips per hour, and non-transit credits are added in a significant Downtown Columbia rewrite. Will there be a comparison chart of APFO changes? Will there be a review of APFO expansions recommended in 2015 such as transit inclusion? Will the public be shown if changes implemented result in a net increase or net decrease of developer obligations?
10. **Share that TellHoCo can be used to report bicycle and pedestrian safety issues** and for issues with road and shoulder conditions.
11. Where are **changes to accommodate electric vehicles** covered in the Design Manual?

12. Most projects follow a "prioritization" implementation. From a budget and planning perspective, will complete accounting of total costs to implement the Complete Streets Design Manual be reported on? Will there be regular review to determine if the County is falling behind on Complete Streets implementation, holding even, or whether improvements will be met by a certain date?
13. Is there a map anywhere that shows how the new Street Types in this Design Manual will be applied to the existing road networks?
14. Are there requirements for sidewalks to traverse a traffic circle?
15. Can any consideration for tree health be given such as curving sidewalk away from trunk, tree wells under the sidewalk or permeable pavement? This will also reduce root damage to the sidewalk and roads.
16. Will developer projects with Preliminary Plan Approval be grandfathered and reviewed under the current Design Manual? When does new guidance go into effect?
17. Please review how right-of-way widths are changing for the new cross sections/street types.
18. Has the County accepted the possibility of worsening traffic operations as consequences of speed reduction, removal of channelized lanes, removal of auxiliary lanes, etc.? It is understood that these changes are in effort to improve safety, but it comes at a consequence of capacity which may be difficult to sell to the public. Has the County expected the consequences of impacts to traffic due to slowing speeds?
19. Are gutter pans intended to be included in bike lane width in the typical sections?
20. Regarding the Design Speed / Target Speed Concept: Why doesn't target speed equal the design speed for ALL street types with multi-modal facilities?
21. With the expansion of access to the roadway network, is there any plan to educate younger cyclists on how to use these facilities safely who may not have knowledge of the "rules of the road"?
22. Saying that Complete Streets will "reduce traffic throughput" is very car/vehicle centric. Motor vehicles are not the only traffic on the road and adding bike lanes will increase bike traffic.
23. Can you talk a little more about the Level of Service (LOS) requirements for vehicular capacity, safety tradeoffs, and timelines for update to the APFO requirements? I'm curious how clear the guidance is on decisions where there's a clear conflict between capacity and safety (like adding vehicular lanes at locations with unsignalized ped crossings, etc).

Next Steps:

- The CSIT and Core Team will continue to meet throughout the process of finalizing the Complete Streets Design Manual and the legislative process.
- The Complete Streets Design Manual will be presented to the Public Works Board at their meeting on November 9, 2021 and will be the subject of a vote for approval at their meeting on December 14, 2021.
- A resolution to adopt The Complete Streets Design Manual will be filed with the County Council for consideration in their January 2022 legislative period.
- After adoption of the Complete Streets Design Manual, work will immediately begin on incorporating Complete Streets policy and concepts into the Subdivision and Land Development Regulations. This is required by CR120-2019 within 9 months of the Design Manual update. It is anticipated that some changes to the membership of the CSIT will be required as the focus shifts to the Subdivision and Land Development Regulations.
- Education and training for County and private sector engineers using the updated Design Manual to design for complete streets is planned for early 2022.

Links:

Howard County Complete Streets Main Page:

<https://www.howardcountymd.gov/transportation/complete-streets-implementation>

Design Manual Update Page:

<https://www.howardcountymd.gov/DM-updates>

Complete Streets Implementation Team Page:

<https://www.howardcountymd.gov/transportation/complete-streets-implementation-team>

Survey to collect input on the Complete Streets Design Manual:

<https://www.surveymonkey.com/r/FY98YJL>