

Item 1 - Agenda Approval



MULTIMODAL TRANSPORTATION BOARD

December 8, 2020 - 7:00 p.m.

Held via Webex event

Ellicott City MD 21043

AGENDA

Regular monthly meeting

- 1) **Approval of Agenda for Meeting – Chairperson Schoen**
- 2) **Approval of October 27, 2020 Meeting Minutes – Chairperson Schoen**
- 3) **Public Comment – General Topics** (*Participants that have signed up in advance will have 3 minutes each to address the MTB*)
- 4) **New Business/Ongoing Business**
 - i. Pedestrian Crossings in Howard County – Follow up on traffic signal inventory and crosswalk requests – Chris Eatough
 - ii. FY 22 Capital Improvement Plan Development – Summary of current county budgets for transportation improvement projects – Bruce Gartner
 - iii. 2021 State Transportation Priority letter process (due to MDOT 4/1/21)
- 5) **Development Project Updates – David Cookson**
- 6) **Office of Transportation Updates**
 - i. Transportation Town Hall Questions and Answers– Bruce Gartner
- 7) **Future Meeting Items**
 - i. Complete Streets Implementation Updates- Ongoing
 - ii. FY 22 CIP Development
 - iii. Studies of Regional Transit Authority for Baltimore Region (Eno Report and BMC study) <https://www.enotrans.org/eno-resources/transit-reform-for-md/>
 - iv. Age Friendly Community Workgroup (Draft Transportation Recommendations)
 - v. Update on Statewide Transit Innovation Grant Projects (Mobile Payments and Bus Stops)
- 8) **Adjournment**
- 9) **Next Meeting – January 26, 2020 – 7:00pm**



Item 2 - Approval of Minutes

MULTIMODAL TRANSPORTATION BOARD MINUTES October 27, 2020 7:00pm

Members

Present: Ted Cochran
 Larry Schoen
 Monica Simon
 Shariar Etemadi
 David Drasin
 David Zinner
 Alice Giles

Staff: Bruce Gartner, Executive Secretary
 Jason Quan, Office of Transportation
 Brian Muldoon, Office of Transportation
 Kimberly Woods, Office of Transportation
 David Cookson, Office of Transportation
 Molly Nur, Office of Transportation
 Chris Eatough, Office of Transportation

Members

Excused:

Members of the Public: Osei Stephens
 Orson Benn
 Jaime McKay
 Thomas Meunier
 Terri Hansen
 Mary Kendall
 Kris Jagarapu

1. Approval of Agenda for Meeting

The draft agenda for the meeting was approved by members without modification.

2. Review of unofficial minutes from September 29, 2020

Alice Giles motioned to approve the minutes with spelling correction, Ted Cochran seconded the motion. The motion to approve the minutes carried.

3. Public Comment

Mary Kendall, Deputy Director with Howard County Department of Planning and Zoning spoke to the members about HoCo by Design. A few months ago, Mary gave an overview of the General Plan, a guiding document that the County will use when they develop capital budgets policies, zoning, and land development regulations related to the built in the natural environments. Right now, they are currently in the public engagement period which is important because all the information collected through the engagement activities is going to be used to inform the themes in the general plan. The input received will help establish some of the priorities that will be in the general plan update itself. There is currently an active engagement activity called “On the Table”, which is an opportunity to bring people together

virtually to talk about the County as it relates to growth, development, and land use. The goal of “On the Table” is to give the opportunity for resident stakeholders to come together discuss the County, improvements that need to be made, and steps that can be taken to improve it. The next planned engagement is called “The Community Ideas Exchange Workshop”, which will be a 24/7 virtual workshop. There will be multiple activities to solicit feedback and information that will help inform themes. There will also be a “Better Communities” online game. The online game will allow the participants to decide how they want to allocate growth and development through the county. The timeline for the community engagement activities is now through November 30th.

4. New Business/Ongoing Business

i. Introduction to DPW Director, Tom Meunier, PE

Tom Meunier the new DPW Director introduced himself to the group. Prior to coming to Howard County, Tom worked for Fredrick County for almost 30 years. His last three years there he spent as the of the Director of DPW. In 2014 Tom started working for Howard County as the Bureau Chief for Highways. In 2018 Tom moved into the Director’s office. Most of the Tom’s experience has been in the road grades transportation area. Tom is familiar with many of the challenges and initiatives that the MTB is interested in. DPW supports the County’s shift and focus from simple roadway and/or capacity expansion projects to a more holistic approach at the Complete Streets concepts of transportation. Particularly in areas of the County were the residents and business value access to essential service amenities without relying on a car.

On July 1st the FY21 Budget was approved, and unfortunately DPW and Transportation Capital projects were hit hard. Projects for FY21 received \$10.7 million for new appropriation. Some of the projects that received funding include growth construction projects.

- The only real significant construction project that received funding was for Phase 2 of the Savage Complete Streets.
- Sidewalk projects, which include the bicycle plan projects and/or side walk improvements.
- Funding for road resurfacing, traffic projects, including the downtown trail extension, and bridge inspections.

Some important projects and programs that didn’t receive any new appropriations.

- The roadside improvement programs which repairs, replaces, and installs roadside elements.
- Sidewalk repairs and improvements, as well as pedestrian plan.

The Operating Budget for FY21 has been decreased by 14% of the previous 2020 Operating Budget. Ultimately 14% less funding means 14% or fewer projects get completed. Due to funding constraints which is believed to probably continue for the next several years the County needs to maximize use of these funds and one way to do that is by asset management. A process in which you perform the right strategy at the right location at the right time, that begins with a network inventory and condition rating, then you work toward a comprehensive program. Another way to maximize the

funding is to look for ways to combine programs such as repaving and bicycle route program, which DPW is currently during in collaboration with OOT.

On the bright side the Complete Streets design manual update did receive funding and is currently underway. Some of the past year accomplishments include:

- Roundabout construction projects that were completed (Columbia Road at Hemlock Cone Way & Kingscup Ct and Steven Forest Rd at Farewell Rd & Night Street Hill)
- There were 2 crosswalk with pedestrian refuge island projects that were completed
- DPW refreshed 22 pedestrian crosswalk markings this year.
- Several traffic signal projects, both in capital and developer that were completed
- Many reconstruction projects were completed (i.e. Little Patuxent Way at Cedar Lane, Cedar Lane at Hickory Ridge Road, etc.)
- Part 1 of the Savage Complete Streets projects has been completed, and Phase 2 is expected to begin in a couple of weeks.

ii. Pedestrian Crossings in Howard County

Chris Eatough presented the group with a “Summary of Crosswalk Marking Requests” list. There are various sources on the list School Walk Zone Expansion Project, Complete Streets/Road Diet Studies, Walk Howard, and Public Request to OOT, to name a few which sums to 104 request. A lot of the requests come from planning studies as well as the Pedestrian Master Plan. OOT will coordinate with DPW to see if they have any crosswalk marking request to add to this list. Once the finalized list is compiled OOT will look at all the request individually and ask DPW to evaluate them from a technical standpoint if it’s a viable location for a crosswalk.

Summary of Crosswalk Marking Request	
Source	Quantity
School Walk Zone Expansion Project	9
Complete Streets/Road Diet Studies	11
Pathway or Bike Lane Design Studies	16
WalkHoward (Priority Score of 10-17)	16
WalkHoward (Priority Score of 7-9.9)	24
WalkHoward (Priority Score of 4-6.9)	21
Public Request to OOT	7
Public Request to DPW	??
Total	104

Kris Jagarapu went over the prioritization process regarding the request. A lot of the signal reconstruction projects are used as an opportunity to add new crosswalk locations as part of the rebuild of the traffic signal. Little Patuxent Parkway at Cedar Lane was a location where there was a great need for crosswalks, which have since been installed. Once DPW receives the request list from OOT the key for DPW will be to focus on the

request that maximize the dollars available. Some of them could be county projects, while others could be developer projects when they come in. Kris mentioned that School Walk Zones are something that DPW wants to focus on. On a few projects DPW has prioritized working with School Transportation to make sure that they get implemented. At a lot of the crosswalk locations DPW tries to install signs as well as pedestrian refuge islands (where applicable). In addition, DPW wants to focus on maintaining the crosswalks that are already installed in the County (refreshing pavement markings on a timely basis). Within the last 3 years DPW has added and refreshed close to 400 crosswalks. The typical marking crosswalk life span is 5 to 10 years depending factors such as traffic volume, and heavy precipitation.

Larry Schoen questioned the cost of painting a crosswalk. While Kris J couldn't provide an official amount, he believes the cost to be about \$2,500. Larry also asked Kris J for an updated regarding the 99 signalized intersection list and whether it includes any information about the pedestrian facilities at the intersections. Kris J informed Larry that the information on was still being finalized and he should receive the requested information before the next MTB meeting.

iii. MTA Statewide Transit Plan

Jaime McKay from MTA discussed the [Maryland Statewide Transit Plan](#) with the group. The plan is going to create a vision for the next 50 years with more discrete projects and objectives for the 1st 25 years, and more visionary and broad objectives for the 2nd half of the plan's timeframe. The purpose of the plan is to establish a vision for transit in Maryland, including the customer experience. As well as addressing the relationships between transit and other state and local goals such as economic opportunity, community development, and environmental protection. While the state-wide plan will be a high-level plan it will not repeat or recreate the content of existing local plans across the state. The plan is going to create and provide a framework for coordinated transit performance that puts the transit customer experience at the center. MTA has reviewed local and regional plans from across Maryland as well as statewide transit plans from other states to begin to develop the baseline. The MTA currently has the following draft vision and goals that they have presented to the regional roundtable participants, which they will continue to revise after the conclusion of roundtable discussions and the survey.

Draft Vision

Maryland's public transit system will connect people, places and opportunities, supporting Maryland's economy with efficient, equitable, sustainable and innovative transit. Transit riders across the state will experience convenient and coordinated travel and a dignified customer experience.

Draft Goals

- Ensure a safe, secure, and resilient transit system
- Provide inclusive, equitable, and accessible transit choices
- Deliver a reliable and quality customer experience
- Facilitate economic opportunity locally and regionally
- Leverage innovative transit infrastructure and technology
- Expand and integrate transit options and partnership

- Ensure environmental and fiscal sustainability

The state transit plan goals were developed in alignment with the goals of the 2040 Maryland Transportation Plan.

Jaime went on to discuss key challenges and opportunities that were heard during their five regional roundtables.

- Connections between rural and urban transit systems
- Improving reliability, frequency, and extended hours
- Promoting walkability and transit-oriented development
- Improving options and alternatives in rural areas
- Serving aging and vulnerable populations
- Addressing state of good repair needs
- Facilitating comfortable, safe, and efficient transfers

Key Future Trends heard at Roundtables

- Connected and automated vehicles
- Electric/Alternative Fuel/High Efficiency Vehicles
- Rapid bus and rail transit to TOD
- Increased walkability and cycling
- Lining up transit schedules between providers
- Integrated, cashless/contactless fares
- On demand transit options (Uber, Lyft)

The plan is mood agnostic, so it does not define or explicitly identify which mode will best serve an area but instead established the types of service that could be in demand. Since the MTA is in the very baseline development of this plan roundtables and discussions with the public will help allow the plan to reflect what the user's needs are and build off existing community and jurisdictional plans. MTB members who have questions or would like to request additional briefing of the MTA statewide transit plan are encouraged to send inquires to MTASP@mdot.maryland.gov.

Larry Schoen questioned what can be done to improve the connections (timing and coordination of schedules) among the transportation systems. Jaime informed Larry that it is a solvable problem and is something that the MTA can do and coordinate. MTA has data and time tables that shows where vehicles will be and when. MTA has the ability now more than ever to community it efficiently and effectively between systems to know how to align the different schedules. So, over the next 50 years this is something that can be achieved.

Shahriar Etemadi questioned whether the MTA had a monitoring system for optimization of bus stops (location, ridership). Jaime answered by telling Shahriar that while the MTA at the present doesn't have a live monitoring system, they have several different sources of data.

David Zinner questioned whether there is a role for the transit plan in talking to legislators or to businesses about continuing telework, or changing hours, to avoid

having to build more roads. (How to plan better so that we may not necessarily need more road). Jaime answered by telling David yes, MTA is working with commuter choice and the business community. MTA have representatives from the business community in their implementation team. The implementation team advises them on how to get stuff done.

Shahriar Etemadi voiced that Transit success for the most part is in the hands of local jurisdiction. Shahriar mentioned that the group currently has the opportunity be involved with the general plan update. MTB has the chance to influence and suggest ways that can bring about better transit service to Howard County. David suggested forward-thinking guest speakers to motivate the citizen discussions. Larry mentioned the speakers that Jane Dembner, who was a planner working at CA brought to the community. He requested and Mary agreed to get back to the Board on the possibility of bringing in such speakers.

iv. Revised Resolution on MTA Service Reductions/Suspensions Effective November 2nd

Bruce Gartner briefly went over the [Revised Resolution](#) for the Transit Service Reductions. OOT drafted a resolution on the MTA's focus on reductions to the core bus service in the Baltimore Region. The MTA Service Reductions/Suspensions negatively impacted the Baltimore region in terms of all the local connections, vulnerable population, essential workers, etc. As a result of the input through the region and elected officials, the MTA revised the plan and made so that it would more evenly spread the reduction throughout the state. Resulting in 60% reductions in Mark Commuter Bus but ridership on that service has only been in the 10-13% during the pandemic. The 150 Express Bus which services Howard County is one of the nine express buses in the region. MTB approved the resolution last meeting but a few day later MTA made some changes regarding their service reduction plans. Since MTA made changes to their service plans the previously approved resolution required to be modified/replaced. The new resolution still highlights the 150 express route which is being suspended indefinitely. The County would like to see the 150-route come back as oppose to it being suspended indefinitely. MTA has 9 express bus routes and Howard County deserves to be separated from Baltimore City and County. Mainly due to the fact that the 150 is the only operated service that serves HoCo. Bruce noted that one positive revision the MTA made was that the 320-express route, was the only commuter bus that was able to retain its full schedule, as opposed to being cut back. Ted Cochran motioned to approve the resolution, Monica Simon seconded the motion.

5. Development Updates- Dave Cookson

Upcoming Public Meetings

Project	Meeting Date	Meeting Type	Notes
ZB 1118M Erickson at Limestone Valley	October 28	Zoning Board	Continuation of rezoning case for continuing care retirement community and to permit the expansion/relocation and architectural enhancement of the existing Freestate Gasoline Service Station
SPD-19-068 Taco Bell of Baltimore, Inc.	October 29	Planning Board	The request is for the demolition and redevelopment of the Taco Bell pad site. The proposal is to construct a 2,753 square foot, fast food restaurant and associated site improvements.
20-10 Paddock Pointe-Phase II	November 4	Design Advisory Panel	Site Development Plan for Paddock Point, the old Laurel Park Development. TOD development at the Laurel Park MARC station. https://www.howardcountymd.gov/LinkClick.aspx?fileticket=heq2-xLqhB4%3d&portalid=0
20-11 Route 40 Acute Care	November 4	Design Advisory Panel	Acute care facility on RT. 40.
ZB-1119M Hickory Ridge Village Center	November 18	Zoning Board	Continuation of rezoning case

Newly Submitted Development Plans

Plan Name	Plan Number	Units	Description	OOT Comments	Next Steps
Roberts Property	SP-21-001	359 multi family and attached single family houses, 7,300 sq. ft commercial.	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. 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.	Resubmission
Chapelgate Woods	F-21-011	134 attached houses	This is the road plan for a 134 unit subdivision. The project will be aligning Albeth Road, providing crosswalks at Marriottsville Road to connect to Resort Road, and an internal loop trail. Coordinated with Marriottsville Road county capital project.	OOT has commented on the width of the loop pathway and bike parking.	Resubmit
Oakland Ridge Industrial Park	SDP-21-003	Commercial Building	The applicant is proposing to demolish an existing commercial building and replace. There is an existing sidewalk on frontage.	The applicant should provide detail on how ADA access from the sidewalk to the building will be provided.	Resubmit

Dave Briefly went over two plan review updates that were previously presented to the MTB.

- Lakeview Retail (Broken Land Pkwy near Cradle Rock Drive)
 - The County received some pushback from the applicant and since then have met with them. Currently the tentative solution is for the applicant to provide share used pathway along their frontage and then provide sidewalk. The sidewalk would connect the shared us pathway to Cradle Rock Drive. The goal is to keep the sidewalk in the public right away, since they couldn't secure the rights to use the adjacent property owners right away or property. While it's not the perfect solution it will provide access from the development to Cradle Rock Drive.

- Dorsey's Ridge Phase 1 (Cooks Lane at Old Columbia Road)
 - This development will provide a shared use path that would offer a connection to Veteran's Elementary School. The County plans on meeting with the applicant tomorrow to discuss the offsite improvements and the implementation of them.

6. Adjournment

The meeting was adjourned at 8:47 p.m.

7. Next Meeting

The next MTB meeting is scheduled for December 8, 2020.

Bruce Gartner /2020
Executive Secretary Date

Kimberly Woods /2020
Office of Transportation Date

Item 3 - Opportunity for Public Comment

Kgo '6k- Pedestrian Crossings in Howard County – Follow up on traffic signal inventory and crosswalk requests

Summary of Crosswalk Marking Requests	
Source	Quantity
School Walk Zone Expansion Project	9
Complete Streets/Road Diet Studies	11
Pathway or Bike Lane Design Studies	16
WalkHoward (Priority Score of 10 -17)	16
WalkHoward (priority Score of 7 - 9.9)	24
WalkHoward (Priority Score of 4 – 6.9)	21
Public Requests to OOT	7
Public Requests to DPW	75
Total	179
Note: a small number of duplicates are possible	

Item 4i (cont)

Howard County Owned and Maintained Traffic Signals							
Int#	Location	Major Road Phasing	Minor Road Phasing	Lead Pedestrian Interval	Marked Crosswalks	Crosswalk Across Minor Rd Rest in Walk Every Cycle	No Right Turn on Red
1	Snowden River Parkway at Berger Road/Carved Stone	E	S		-	-	-
2	Broken Land Parkway at Cradlerock Way-South	E	S		-	-	-
3	Broken Land Parkway at Cradlerock Way-North	E-SB	T		-	-	-
4	Broken Land Pkwy at Snowden River Pkwy/Patuxent Woods Dr	E	S		N	-	-
5	Broken Land Parkway at Stevens Forest Road	E	S		N	-	-
6	Harpers Farm Road at Cedar Lane	E/P-WB	T	W	S,W	X	-
7	Cedar Lane at Hickory Ridge Road	E/P	S		N,S,E,W	-	-
8	Cedar Lane at Little Patuxent Parkway	S	E/P		N,S,E,W	-	-
9	Cedar Lane at Owen Brown Road	P	S		S	-	X
10	Centennial Lane at Frederick Road	E/P	E/P-WB, P-EB		W	-	X
11	Twin Rivers Road at Crossfox Lane	P	S		N,E	-	-
12	Dobbin Road at Dobbin Center Way	S	S, RTOL		-	-	-
13	Oakland Mills Road at Dobbin Road	E/P-SB,P-NB	S*		-	-	-
14	Old Columbia Road at Eden Brook Drive/Shaker Drive	E/P	E/P		W	-	-
15	Harpers Farm Road at Eliot Oaks Road	E/P-WB	T		N,W	X	-
16	Little Patuxent Parkway at Governor Warfield Pkwy	E (NO TURNS)	T		S	-	-
17	Gov. Warfield Pkwy at Windstream Drive/Columbia Mall	E	S		S,W	-	-
18	Guilford Road at Broken Land Parkway	E/P	T		-	-	-
19	Little Patuxent Parkway at Harpers Farm Road	E	S		N,S,E,W	X	-
20	Oakland Mills Road at Homespun Drive/Malindy Circle		S		S	-	-
21	Little Patuxent Parkway at Banneker Road/ Gov. Warfield Pkwy		S		N,S,E,W	X	-
22	Little Patuxent Parkway at Columbia Road		T		-	-	-
23	Little Patuxent Parkway at Symphony Woods Road (formerly S Entrance Rd)		T		S,E,W	-	-
24	Little Patuxent Pkwy at Corporate Center Way (formerly referred to Symphony Woods)		T		E	-	-
25	Twin Rivers Road at Lynx Road		T		N,S,W	-	-
26	Main Street at Maryland Ave	E/P-WB	T	W	S,W	X	-
27	Main Street at Old Columbia Pike	P	T		S,W	X	-
28	Snowden River Parkway at Oakland Mills Road	E	S		-	-	-
29	Little Patuxent at Sterrett Place/Columbia Mall	E	S		-	-	-
30	Frederick Road at St. John Lane	E/P	S		-	-	-
31	Harpers Farm Road at Twin Rivers Road	E-SB	T		S,E	-	-
32	Little Patuxent Pkwy at Vantage Point Rd/West Running Brook Rd	E	C		S	-	-
33	Cedar Lane at Freetown Road	E/P	S		S	-	-
34	Guilford Road at Eden Brook Drive	E/P	S		N,S,E,W	-	-
35	All Saints Road at North Laurel Road	P	P		N,W	X	X
36	Little Patuxent Parkway at Rouse Building/Columbia Mall	E/P	S		S,E	X	-
37	Guilford Road at Murray Hill Road	E/P			E	-	-
38	Harpers Farm Road at Beaverkill Road	E/P-EB	T	E	N,E	-	-
39	Rogers Avenue at Town and Country Blvd/Normandy Center Dr	P	P		S	-	-
40	Columbia Road at Old Annapolis Road	E/P	S		S,E	-	-
41	Columbia Road at Dorsey Hall Drive/Leyden Way	E/P-SB,P-NB	S		S,E,W	X	-
42	Oakland Mills Road at Oak Hall Lane	E/P-SB			-	-	-
43	Dobbin Road at McGaw Road	E/P-WB, P-EB	C		-	-	-
44	Snowden River Parkway at Minstrel/Grinnel	E/P-EB,E-WB	S		W	X	-
45	Twin Rivers Road at Trumpeter Road	E/P-NB	T		S,E,W	X	-
46	Montgomery Road at Lawyers Hill Road/ Rowanberry Drive	P	P		-	-	-
47	Dobbin Road at Dobbin Center Way (rear)/MVA	E/P-SB,P-NB	C		-	-	-
48	Main Street at Ellicott Mills Drive	P	T		N,E,W	X	-
49	Centennial Lane at Old Annapolis Road/Breconshire Road	P-NB, E/P-SB	S		W	-	X
50	Tamar Drive at Old Dobbin Road	E/P-WB	T		S,E	-	-
51	Snowden River Parkway at McGaw Road/Warehouse	E	S, RTOL		-	-	-
52	Frederick Road at Plum Tree Drive	P	T		W	-	-
53	Little Patuxent Parkway at Broken Land Parkway	E, RTOL	E, RTOL		N,S,E,W	-	X
54	Broken Land Parkway at Hickory Ridge Road	E	S		N,E	-	-
55	Hickory Ridge Road at Martin Road	P	C		E	-	-
56	Snowden River Parkway at Snowden Square Drive	E-WB	T, RTOL		-	-	-

Int#	Location	Major Road Phasing	Minor Road Phasing	Lead Pedestrian Interval	Marked Crosswalks	Crosswalk Across Minor Rd Rest in Walk Every Cycle	No Right Turn on Red
57	Stevens Forest Road at Kilimanjaro Road	E/P,SB	T		N,E	X	X
58	Hickory Ridge Road at Sunny Spring	P	C		S,E	X	-
59	Snowden River Parkway at Tamar Drive	E	S		N,S,E	X	-
60	Snowden River Parkway at Dobbin Road/Dried Earth Boulevard	E	S		N,E,W	X	-
61	Dobbin Road at Old Dobbin Road/Columbia Crossing Circle	E/P	S		E	-	-
62	Frederick Road at Toll House Road	ICP-FL/Y	ICB-FL/R		-	-	-
63	Long Gate Parkway at Wheatfield Way/Shopping Center	E/P	S		S	-	-
64	Harpers Farms Road at Harpers Choice	E/P-EB	T		N,W	-	-
65	Tamar Drive at Cloudleap Court	E/P-NB	T		S	-	-
66	Montgomery Road at at Marshalee Drive/Shady Oak Lane	E/P-EB, P-WB	C	W	W	-	-
67	Guilford Road at South Trotter Road	P	C		-	-	-
68	Columbia Gateway Drive at Columbia Gateway Drive	Maryland-T	Maryland-T		-	-	-
69	Columbia Gateway Drive at Alexander Bell Drive	E/P-NB	T		-	-	-
70	Broken Land Parkway at Town Center Avenue/Columbia Mall	E/P	S		N,S,E	-	-
71	Harpers Farm Road at Willow Bottom Drive	E/P-NB	T-Diagonal MA		N	-	-
72	Columbia Gateway Drive at Eli Whitney Drive	E	S		S	-	-
73	Snowden River Parkway at Commercial Center	E	S		N,W	-	-
74	Rogers Avenue at Patapsco Valley Drive/Orchard Avenue	E/P	C		W	-	-
75	Robert Fulton Drive at Solar Walk/Snowden Square	E-FL/R (SB)	S		-	-	-
76	Marriottsville Road at Warkwick Way	E/P	S		S	-	-
77	Oakland Mills Road at Kilimanjaro/Helen Dorsey Way	E/P	S		N,W	-	-
78	Sanner Road at Guilford Road	E/P-NB	T		-	-	-
79	Coca-Cola Drive at Park Circle Drive	E/P,RTOL	S, RTOL		W	-	-
80	John Hopkins Road at Sanner Road/Maple Lawn Boulevard	E	E		S	-	-
81	Great Star Drive at Summer Sunrise Drive	E/P-SB	T	S	S	-	-
82	Lark Brown Road at Marie Curie Drive	E/P	S		S,W	-	-
83	Robert Fulton at Lee Deforest Drive	E/P-NB	T		-	-	-
84	Columbia Gateway Drive at Samuel Morse Drive	E/P-WB	T		E	-	-
85	Gorman Road at Stephens Road	E/P	C	W	N,W	-	-
86	Centennial Lane at Centennial High School	E (NO TURNS)	T		S,W	-	-
87	Governor Warfield Parkway at Twins Rivers Road	E, RTOLs	S		N,S,E	X	-
88	John Hopkins Road at Applied Physics Lab	E-EB,E/P-WB	C		E	-	-
89	Marshalee Drive at Avalon Drive	E/P	S		N,S,E,W	-	-
90	McGaw Road at Stanford Boulevard	E	S, RTOL		N,E	-	-
91	Marriottsville Road at Resort Road/Albeth Road	E/P	S		-	-	-
92	Little Patuxent Parkway at Whole Foods	E/P-SB	T		E	-	-
93	Dorsey Run Road at Junction Drive	E/P	S		S,E	X	-
94	Guilford Road at Vollumerhausen Road	E/P-NB,P-SB	S		-	-	-
95	Snowden River Parkway at Lincoln Tech	E/P-EB, E/P-WB	T		S,E	X	-
96	Little Patuxent Parkway at College East	E	S		N,S,E	-	X
97	Gorman Road at Foundry Street	E/P-SB	T		N,E	-	-
98	Symphony Woods EMS Fire House Signal	FL-Y	FL-R		-	-	-
99	Broken Land Parkway at Twin Rivers Road	E/P-NB	S		N,S,E,W	-	-

E-Exclusive S-Split Phase
P-Permissive T- T Intersection
E/P- Exclusive Permissive C-Concurrent
RTOP- Right Turn Overlap

Howard County Transportation Improvement Budget Highlights for MTB - December 2020

- Capital projects below represent the typical complete streets (Bike and Ped Focus) and transit projects of interest to the Office of Transportation
- Chart provides a picture of the project funding that can be accomplished based on FY 21 CIP numbers and Current Budget Balances
- While these are the most significant projects likely to be of interest to the MTB there are other projects (not listed) that address repair and preservation issues to address bike and ped facilities. Some additional county projects also provide benefits to bike and pedestrian transportation

Preliminary Draft Office of Transportation - County Capital Improvement Program based on FY 2021 CIP Budgets							
Project #	Transportation Improvement Projects Planned for and Tracked by the Office of Transportation	Programmatic Information	FY 21 Est. Balance	FY 2022 Est Need	Work to Be Accomplished in FY 22 and/or significant adjustments	FY 23 - 27 (based on FY 21 CIP)	Changes and Comments about Outyear
CO332	Bus Stop Improvements (FY 14) Bus Replacements funded in Operating	Average annual spending of \$160k		\$ -	State Grant of \$400k will be the focus for FY 22. Typical annual county funding can be deferred while we focus on State grant	\$ 250	Average cost of improvements per stop have been \$6,000 - \$8,000 without shelters. New Shelters cost \$10,000 - \$12,000
CO353	Transit Center (Columbia Mall)	Coordinating with Housing Authority. Timing of TIP funding tied into Library project and state application for tax credits		\$ -	Nothing needed in FY 22. Land becomes available in FY 24 (3.2M SF)	\$ 750	Another \$8.1M would be needed between FY 28 and FY 30 for operation year 2030
TRANSIT SUBTOTAL						\$ 1,000	
K5035	School Route Pathways or Sidewalks	In order to address the top 15 percent of needs identified in Ped Plan in 5-10 yrs. Target for Combined Ped Projects would be \$2.56M per year	\$ 950	\$ 400	Have confirmed spending on 5 projects to spend down prior balance and new \$400k	\$ 1,600	3 Projects identified to advance in FY 22 if we have concerns about first 5
K5036	Routine Sidewalk Walkway Extensions		\$ 1,620	\$ 250		\$ 1,000	Need to confirm details - cash flow from FY 21 CIP
K5061	Pedestrian Plan Projects		\$ 2,000	\$ 650	Have confirmed spending on 7 projects that will spend at least \$3.1m including new \$650k	\$ 2,600	Next batch of projects for design will come from 43 Structured projects with priority based on Transportation Improvement Process and VPI scores
K5062	State Roads Sidewalk Retrofit		\$ 550	TBD		\$ -	TBD
PEDESTRIAN SUBTOTAL			\$ 5,120	\$ 1,300		\$ 5,200	Average is \$1 million per year
K5066	Bike Master Plan	Bike Howard Express Committed \$2.75M in FY21. FY 22 was projected at \$1.5M last year	\$ 3,126	\$ 825	Previous CIP amt of \$1.5m for FY 22 \$675k needed in N3963 Includes \$300k needed for completion of US 1 @Patel Design.	\$ 6,200	Requests through FY 25 is for \$5.3M in GO bonds to support 45% match equal to \$3.4 million for 3 projects. Failure to get one grant would require at least the another \$1.9M in county funds
T7017	Downtown Columbia _Pax Branch Trail Extension - South Entrance Trail	Cost Increase since last year	\$ 945	\$ -	Current effort is to complete 100% design to submit grant application in May 23	\$ 2,137	Amt is 45% of cost. Grant funding of \$2.613M needed in FY24. \$1 million cost increase since last year
N3963	Patuxent Branch Trail Paving	Cost Increase since last year	\$ 2,200	\$ 675	Transferred from K5066. Needed to match May 21 grant application for paving	\$ -	
T7018	Clarksville Streetscape Project	Cost Increase & delay since last yr	\$ 575	\$ -	Project is being delayed due to coordination, funding and cost increases.	TBD	Construction date and budget being revised based on 30% design; needs to be coord with MDOT & Developer
BIKE AND SHARED USE IMPROVEMENT SUBTOTAL			\$ 6,846	\$ 1,500		\$ 8,337	
BIKE AND PEDESTRIAN IMPROVEMENT TOTAL			\$ 11,966	\$ 2,800		\$ 13,537	
TOTAL Non-Highway/Non-Auto			\$ 11,966	\$ 2,800		\$ 14,537	

Howard County Transportation Improvement Budget Highlights for MTB - December 2020

- The first category of projects includes those that are funded and anticipated to go to construction in the current fiscal year with completion in FY 2022

FY 2021 Projects - Funded via FY 2021 and Prior Year Appropriations												
Project Name	Facility Type	Estimated Construction Cost	Capital Project	Planning	Design	ROW	Construction	Anticipated Const. Start Year	Anticipated Const Start Month	Anticipated Const Completion Month	Lead Agency	NOTES
Stephens Road Bridge Replacement	walks,Bike La	More than \$3M	J4202					FY2020	May, 2020	November, 2021	DPW	Construction funded and ongoing
Savage-Area Complete Streets	Mixed	\$250k to \$1M	J4248					FY2021	October, 2020	June, 2021	DPW	Phased, Washington Street first
Frederick Road Sidewalk	Sidewalk	\$250K to \$1M	K5061					FY2021	March, 2021	September, 2021	DPW	Pole relocations needed.
Oakland Mills Rd in the Guilford Community (Phase 1, south of Guilford ES)	Mixed	\$1M to \$3M	J4207					FY2021	March, 2021	March, 2022	DPW	Easements approved. Needs utility poles moved. Intersection construction likely in Summer 2021. Remaining segments dependent upon ROW acquisition along Oakland Mills Road.
Whiskey Bottom Rd. sidewalk segments	Sidewalk	\$1M to \$3M	K5061					FY2021	April, 2021	June, 2021	DPW	Segment G included in capital budget
Crosswalk across Hale Haven Dr and Elberta Drive	Crosswalk	\$50K	K5035					FY2021	April, 2021	June, 2021	DPW	
Crossing of Montgomery Road at Bellanca Road	Sidewalk	\$50K	K5035					FY2021	April, 2021	June, 2021	DPW	Dependent on schedule of developer sidewalk for Bellanca
Dobbin Rd Pathway Phase III, 175 to Columbia Crossing	Shared-Use Pathway	\$250K to \$1M	K5066					FY2021	April, 2021	August, 2021	DPW	Phase 3, conceptual design done, working on plats and easement documents.
Montgomery Road Sidewalk to Elkrige ES and Elkrige Landing MS and crossing	Sidewalk and Crosswalk	\$250K to \$1M	K5035					FY2021	April, 2021	July, 2021	DPW	PO issued for prelim design for both sides. 2 phases. Connection to school site will be constructed first.

Howard County Transportation Improvement Budget Highlights for MTB - December 2020

- FY 2022 Projects are more dependent upon future funding. The top part of the list can largely be accomplished with appropriation levels consistent with what was anticipated during the last budget.
- The shaded US 1 Projects will require State funding for Construction that has yet to be secured

FY 2022 Projects - Funded via FY 2022 and Prior Year Appropriations													
Project Name	Facility Type	Estimated Construction Cost	Capital Project	Planning	Design	ROW	Construction	Anticipated Const. Start Year	Anticipated Const Start Month	Anticipated Const Completion Month	Lead Agency	NOTES	Grant Year
High School #13 access (Guilford Road/Mission Road sidewalks)	Sidewalk	\$250K to \$1M	Various					FY2022	July, 2021	July, 2022	DPW	Mission Road sidewalk design done. Getting plats. Crossing Guilford near Vollmerhausen completed in December 2021.	
Countywide Bike Wayfinding	Wayfinding	\$10K to \$250K	K5066					FY2022	July, 2021	Nov, 2021	OOT	Will be phased. Needs approval from State for "experimental" signs	
Cedar Lane Pathway	Shared-Use Pathway	\$1M to \$3M	K5066					FY2022	July, 2021	June, 2022	DPW	Waiting for HOA easements, not in good standing. Also K5066 projects to improve the crossings of the intersections at either end.	
North Laurel Connections	Mixed	\$1M to \$3M	K5066					FY2022	August, 2021	October, 2021	OOT	Grant received Oct 2020 for construction	FY 21
Ilchester Road from Beechwood Road to Ilchester Point Court	Sidewalk	\$500K	K5035					FY2022	April, 2022	June, 2022	DPW		
Rogers Avenue Sidewalks	Sidewalks	\$1M to \$3M	J4170					FY2022	March, 2022	March, 2023	DPW	Revamping design.	
Montgomery Road Sidewalk Rowanberry to Lawyers Hill Apartments	Sidewalk	\$1M to \$3M	K5061					FY2022	April, 2022	Nov, 2022	DPW	Needs ROW	
North Chatham Road Contraflow Bike Lane	Bike Lanes	\$20K	K5066					FY2022	April, 2022	June, 2022	OOT	Bike lane as contraflow	
Centennial Lane from Century to Centennial Woods Lane	Sidewalk	\$250k	K5036					FY2022	April, 2022	June, 2022	DPW		
US 1 at Brewers Ct	Crosswalks	\$250K to \$1M	C0285*					FY2022	April, 2022	Nov, 2022	OOT/SHA	Waiting for SHA funding for construction	FY 22
US 1 at Guilford Road	Mixed	\$250K to \$1M	C0285*					FY2022	April, 2022	Nov, 2022	OOT/SHA	Waiting for SHA funding for construction	FY 22
US 1 at Doctor Patel Dr	Crosswalks	\$250K to \$1M	C0285*					FY2022	April, 2022	Nov, 2022	OOT/SHA	Contingent on County design funding in FY22 and SHA funding for construction. Also filling sidewalk gaps between Montgomery Road and Dr Patel Drive in K5062.	FY 23
US 1 at Rowanberry Road	Mixed	\$250K to \$1M	C0285*					FY2022	April, 2022	Nov, 2022	OOT/SHA	Waiting for SHA funding for construction	FY 22

Note: * Project Number may shift

Howard County Transportation Improvement Budget Highlights for MTB - December 2020

- Projects scheduled for FY 2023 and beyond are more dependent on outyear funding approvals for County funding and State Grants
- The projects listed below are more likely to be eligible for State grants due to the type and dollar amounts of the improvements.
- Right hand column indicates the likely year the County will be prepared to utilize a grant and county matching funds.

FY 2023 and Outyear Projects - Completion Dependent on Outyear Appropriations and/or State Grant Awards to fund 55-80 percent of project													
Project Name	Facility Type	Estimated Construction Cost	Capital Project	Planning	Design	ROW	Construction	Anticipated Const. Start Year	Anticipated Const Start Month	Anticipated Const Completion Month	Lead Agency	NOTES	Grant Year
Paving of the Patuxent Branch Trail	Shared-Use Pathway	\$1M to \$3M	N3963					FY2023	April, 2023	November, 2023	DPW	Cost has increased since FY 21 budget and been delayed due to more complicated design. Needs additional grant funding for construction. Need County construction Funding in FY 22 to apply for grant and prepare for Spring 23 start	FY 22
Dobbin Rd Pathway Phase I, Oakland Mills Road to McGaw Road and part of McGaw Road	Shared-Use Pathway	More than \$3M	K5066					FY2023	June, 2023	October, 2023	DPW	Transportation Alternatives Grant for Design. State Grant Candidate for Construction	FY 23
Dobbin Rd Pathway Phase II, McGaw Road to MD175	Shared-Use Pathway	\$1M to \$3M	K5066					FY2023	June, 2023	October, 2023	DPW	Design ongoing. State Grant Candidate in FY 23	FY 23
South Entrance Trail	Shared-Use Pathway	More than \$3M	T7107					FY2024	April, 2024	November, 2025	DPW	Design ongoing in 2020/21. Need construction funding. State Grant Candidate for FY 24. Cost	FY 24
Robert Fulton Drive Pathway	Shared-Use Pathway	\$1M to \$3M	K5066					FY2024	April, 2024	November, 2025	OOT	State Grant Candidate	FY 24
Clarksville/River Hill Streetscape Pathway	Mixed	More than \$3M	T7108					FY2025	March, 2025	June, 2027	OOT	Project will need to be coordinated with pending private sector road and pathway improvements and MDOT SHA MD 32 related mitigation project. Project funding likely to increase from FY 21 CIP and be delayed from FY 22	
Complete Streets on Columbia Road, Oakland Mills Road, and Tamar Drive	Mixed	\$1M to \$3M	K5066					TBD	Depends on resurfacing	Depends on resurfacing	OOT	If resurfacing funding can't be identified in FY 2022, existing (prior year appropriation funding) will either need to be reserved until a later year or repurposed for use within FY 22 or FY 23 depending on timing	
Hickory Ridge Bike Corridor	Mixed	TBD	K5066					TBD	Depends on resurfacing	Depends on resurfacing	OOT		
Broken Land Parkway/MD 32 Park & Ride Access Project	Shared-Use Pathway	\$250K to \$1M	K5066					TBD	TBD	TBD	OOT	Construction dependent of final design which will not be complete until FY 2022	
Design of Sanner Road	Bike Lanes	\$1M to \$3M	J4230					TBD	TBD	TBD	DPW	50% design ongoing. Project construction dependant on funding. Fy 21 CIP did not have funding reserved in out-years	

- Projects identified in the County's Transit Development Plan, Bicycle Masterplan (Bike Howard) and Pedestrian Masterplan (Walk Howard) be identified to populate FY 2023 – FY 2027 Transportation Improvement Project funding lists.

Item 4iii MDOT Transportation Priority Letter

Every year Howard County updates the County's list of transportation priorities for the Maryland Department of Transportation (MDOT)'s FY 2021-FY 2026 Consolidated Transportation Program. The list, also known as the Priority Letter, is developed based on input from the public, county staff as well as elected and appointed officials. The update is sent to the Maryland Secretary of Transportation, along with project questionnaires. In addition, a number of the projects in the Priority Letter are also entered into the Chapter 30 Scoring System, a system for evaluating large projects, generally \$5 million or more, that add either road capacity or new transit lines.

Following receipt of the letter and the scores, the Maryland Department of Transportation will evaluate the projects in the letter to assist the state in updating the Consolidated Transportation Program (CTP) a six-year capital budget for State transportation projects.

The CTP includes capital projects that are generally new, expanded or significantly improved facility or service that may involve planning, environmental studies, design, right-of-way acquisition, construction or the purchase of essential equipment related to the facility or service.

[The MDOT Priority Letter website](#) has archived statewide priority letters since 2007, including [Howard County's](#). More detail about recent Howard County priority letters is available below.

FY 2021-2026 Priority Letter

The update of the County's list of transportation priorities for the Maryland Department of Transportation (MDOT)'s FY 2021-FY 2026 Consolidated Transportation Program is presented below, along public meeting information.

[Signed Priority Letter for FY 2021-2026](#)

[PowerPoint Presentation](#)

- [Projects in Thank you for Funding](#)
- [Projects in Design & Engineering](#)
- [Projects in Capital & Construction](#)
- [Projects in Request for Technical Assistance](#)
- [A countywide map](#)

[Online Interactive Map showing project location and information.](#)

Item 5

Development Project Report for the Howard County Multimodal Transportation Board December 8, 2020

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

The report is composed of:

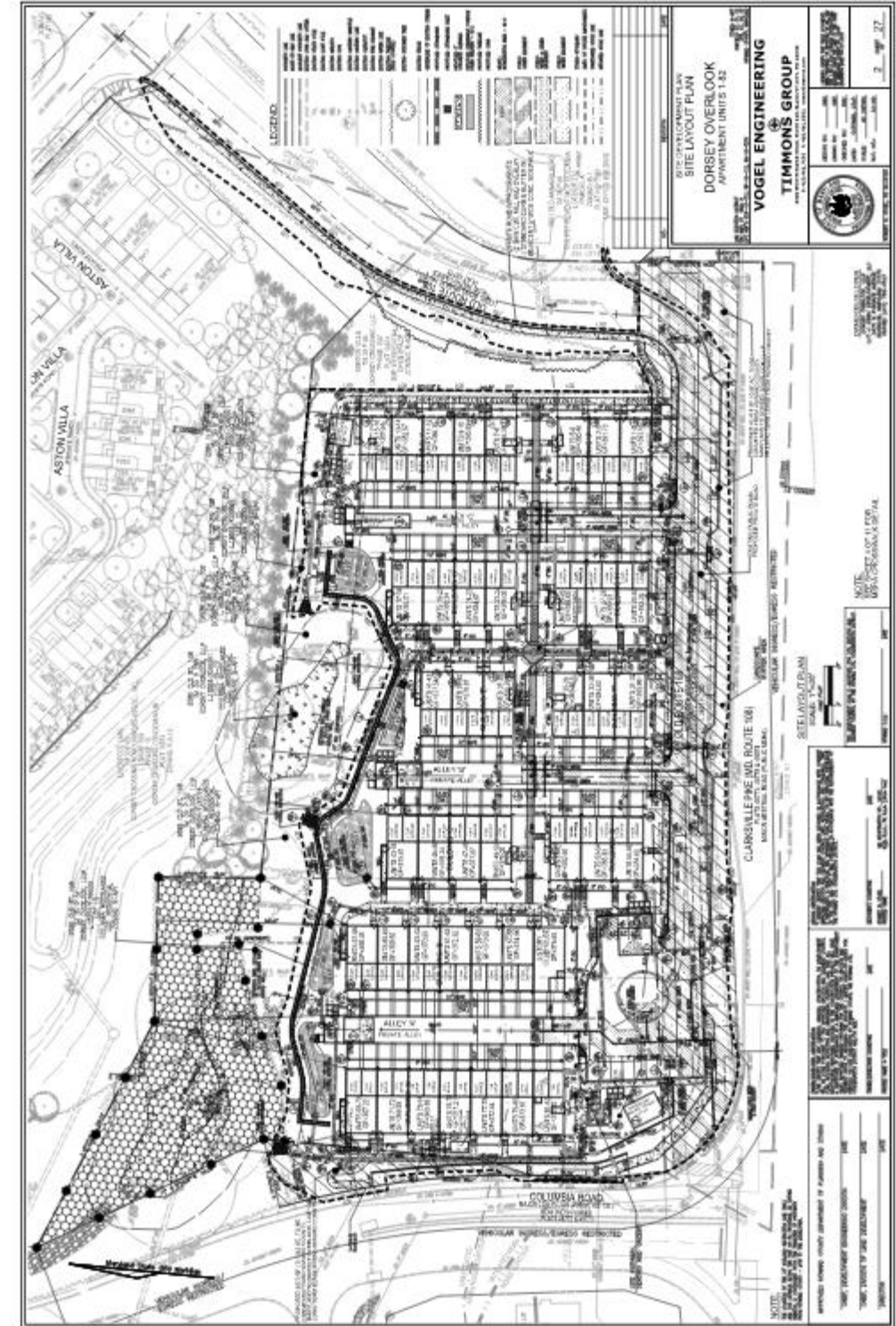
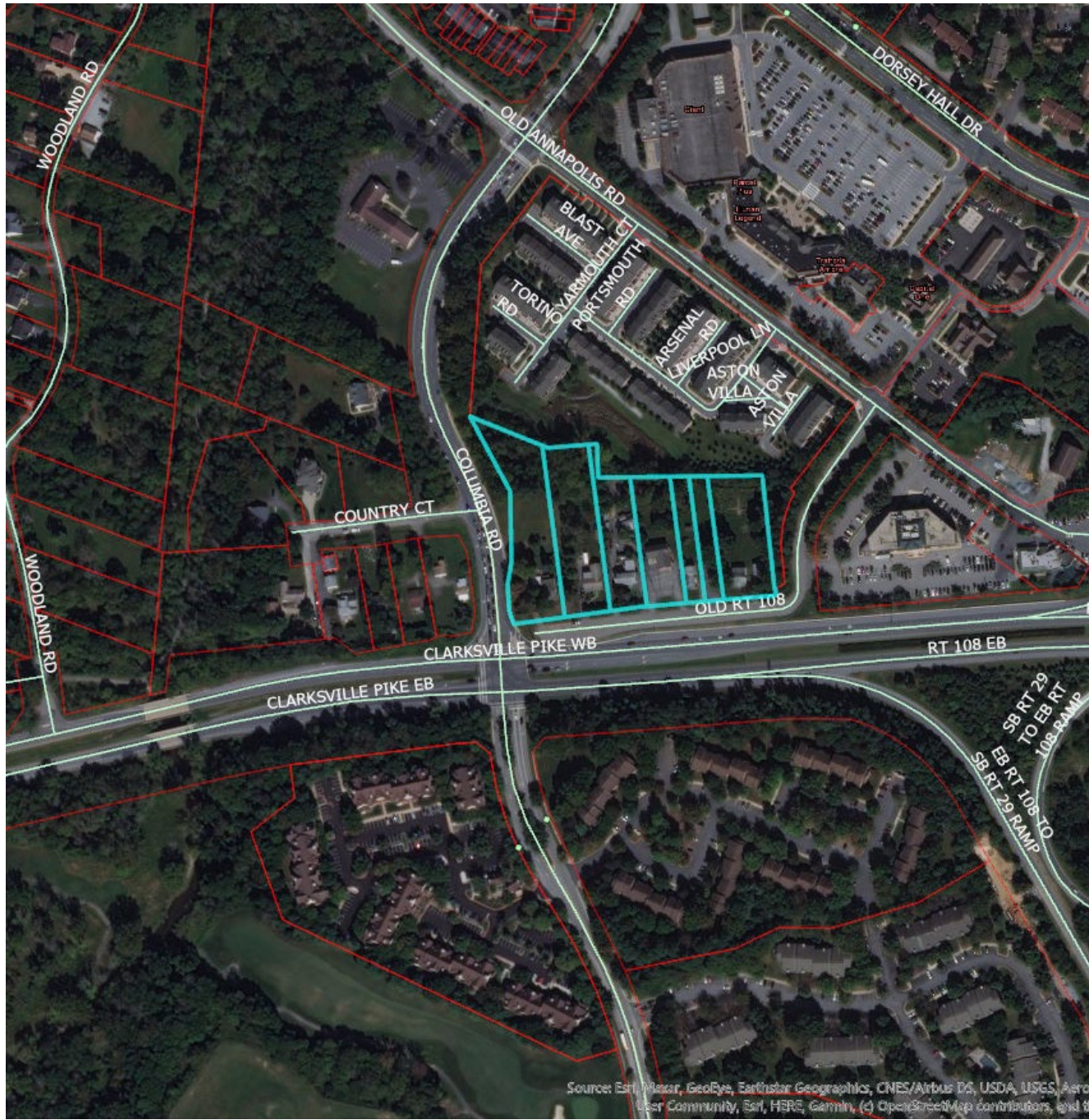
1. Upcoming development related public meetings for projects with transportation impacts.
2. A selection of plans submitted since the last MTB on **10/27/2020** to about one week before the date of the Development Project Report (11/24/2020) This selection is based on staff assessment of plans that might 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-1119M Hickory Ridge Village Center	January 6	Zoning Board	Continuation of rezoning case.
Kimmel's Enclave, Elkrige MD	December 16	Design Advisory Panel	The proposed development is age-restricted multi-plex homes. There will be three multi-plex building units at 5,000 square feet net floor area per building, each with 4 condominium dwellings with one-car garages.

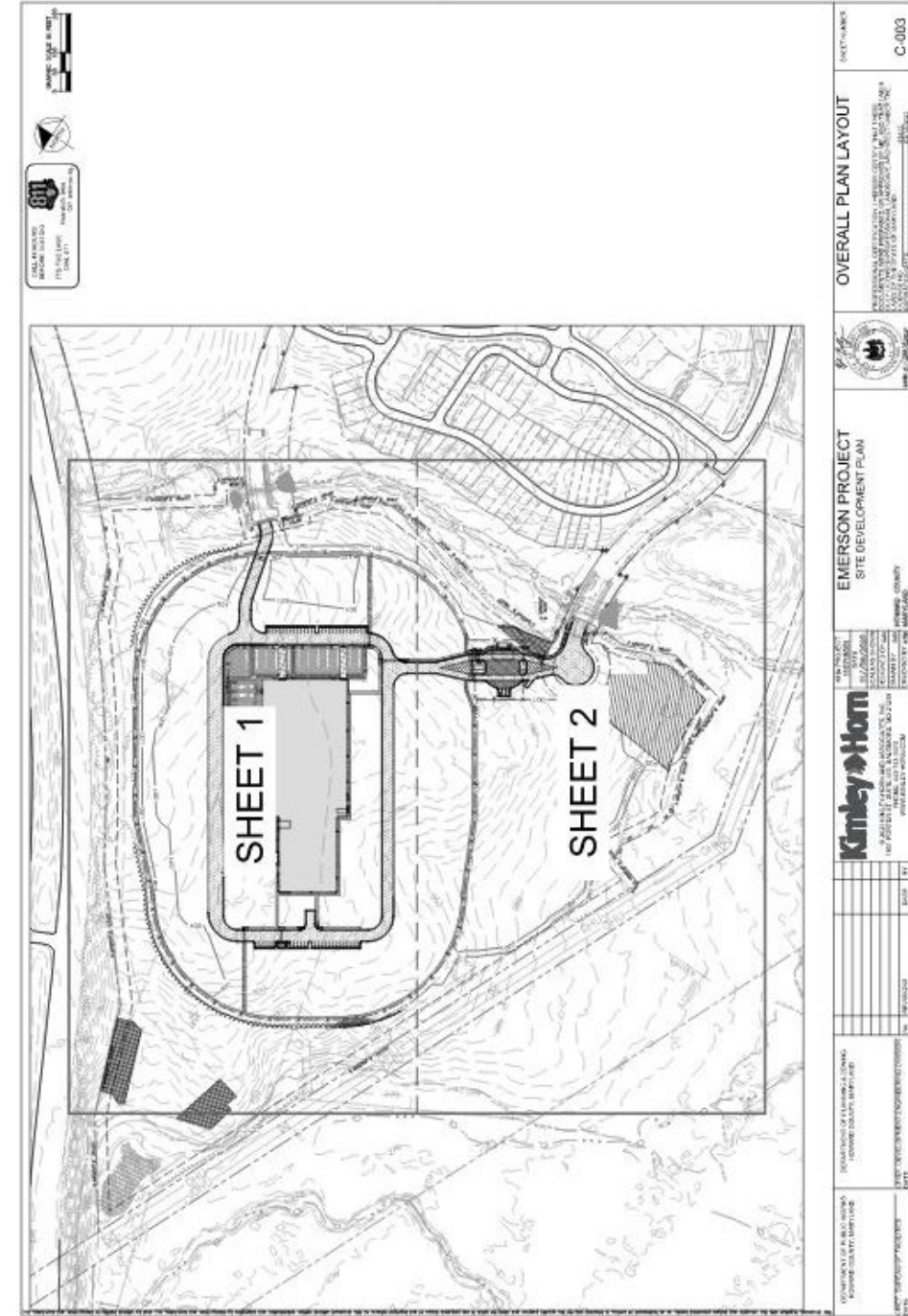
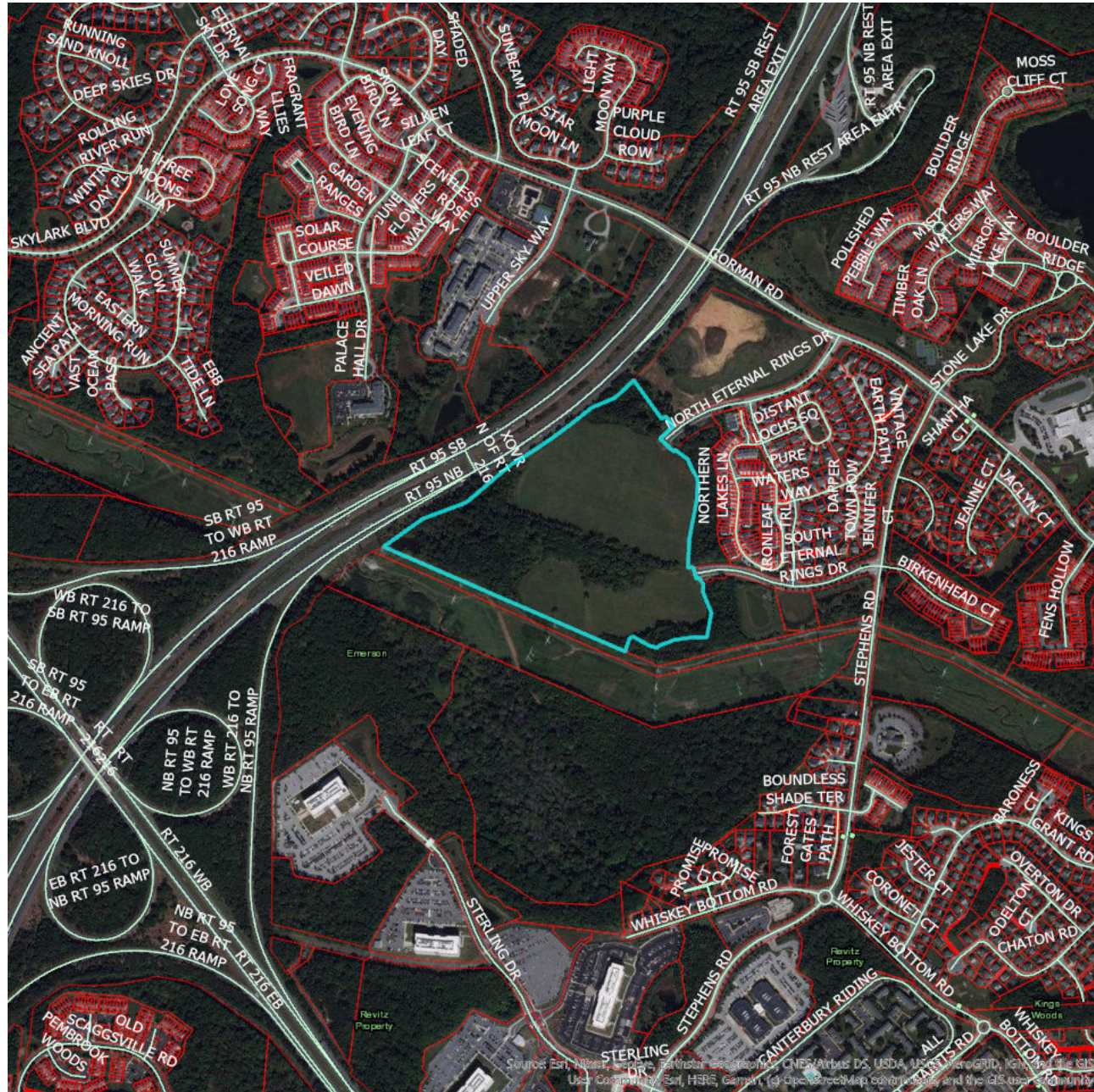
Newly Submitted Development Plans

Plan Name	Plan Number	Units	Description	OOT Comments	Bike/Ped	Transit	Next Steps
Dorsey Overlook	SDP-20-074	82 unit apartment building	Site plan for 82 unit apartment.	OOT commented on coordinating with DWP on signal improvements at Columbia Road/Old Annapolis Road.	Ped access from 108/Columbia road intersection	Transit on Old Annapolis Road.	Resubmit



Source: Esri, DeLorme, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, Aero
 User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the

Plan Name	Plan Number	Units	Description	OOT Comments	Bike/Ped	Transit	Next Steps
Emerson	SDP-21-017	Data Center	Fast track project for a data center.	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.	Yes	No	Approved



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
Jun-19	Bethany Glen	SP-19-005	MD 99, Bethany Lane, & Longview Dr.	112 SFA and SFD units	This development is for 112 units with frontages on MD 99, Bethany Lane, and Longview Drive. The developer is providing some road improvements along the existing public road and the roads internal to the subdivision.	OOT instructed the developer to provide bike improvements, sidewalk extensions and to extend a proposed road to eliminate a Use in Common Driveway.	Yes	No existing transit	Plan was submitted, applicant contesting frontage on MD 99. 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. No update
Apr-20	Dorseys Ridge Phase 1	SDP-20-039/ SDP-21-005	Cooks Lane at Old Columbia Road	57 units	Dorseys' Ridge is a 57 residential unit project, with an expected build out of 55 townhouses and 2 apartments. Phase 1 is for four townhouses. The whole project will provide sidewalks along Cooks Lane to Old Columbia Road, on Old Columbia Road to connect to the existing sidewalk network as well as a shared use pathway along the utility corridor to connect to Veterans Elementary School.	OOT has asked applicants to provide phasing information on the pathway and sidewalk elements on Old Columbia Road.	Yes	No existing transit	OOT will be requesting resubmission. Meeting with applicant during week of 10-06-20 to discuss offsite improvements. 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
Jun-20	Talbott Springs ES	SDP-20-051	Whitacre Road	School	This site plan is for the new Talbott Springs Elementary School. The project is not proposing any changes to access points or frontage improvements.	OTT has requested bike parking and has provided guidance to the applicant on the type.	Yes	Yes, bus stop have been improved under the Whiteacre Road capital project.	Resubmit. Waiting for resubmission. No update
Jun-20	Rauscher Property	SDP-20-056	MD 103	1 unit	This is a plan for 1 unit SFD on MD 103.	OOT has asked for sidewalk and frontage improvements to connect to existing sidewalks on this road, DPZ has made the same request.	Yes	No existing transit	Resubmit. Applicant will be providing a fee in lieu. Applicant requested a waiver from the fee, OOT denied.
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
August-20	Columbia EZ Storage	Storage complex SDP-20-077	Berger Road/Snowden River Parkway	Self-Storage	This project will tear down an existing one story building and replace with a 4 story self-storage unit.	Frontage improvements on Berger, connection to Snowden River Pk/Intersection.	Yes	Yes	Update: OOT has requested frontage improvements on Berger Road since the project scope includes all five parcels. 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
October-20	Chapelgate Woods	F-21-011	Marriottsville Road, Resort Road	134 attached units	This is the road plan for a 134 unit subdivision. The project will be aligning Albeth Road, providing crosswalks at Marriottsville Road to connect to Resort Road, and an internal loop trail. Coordinated with Marriottsville Road county capital project	OOT has commented on the width of the loop pathway and bike parking.	Internal trail system, ped access across Marriottsville Road.	No	Resubmit.

October-20	Roberts Property	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 extending he shared use path to Loudon Ave.
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Item 6

6) Office of Transportation Updates – Transportation Town Hall

On Wednesday, November 18, 2020, County Executive Calvin Ball hosted a Transportation Town Hall for residents to hear from county staff from the Howard County Police Department, Department of Public Works and Office of Transportation. Issues discussed included transportation safety, complete streets, transit and regional planning.

Howard County responded to approximately 30 questions during and after the Transportation Town Hall. The link to our responses to date can be found on the Office of Transportation page on the Howard County Website and below:

2020 Event Video

Video of the event can be found [here](#).

Questions & Answers

[Questions and responses-Transportation Town Hall 2020](#)

Supplementary Information

[Status of Bike and Pedestrian Infrastructure Improvement Projects](#)

Submit More Feedback

Feedback about the County's transportation system is always accepted! Comments and questions may be sent to different offices and agencies depending on the nature of the comment.

2020 Event Presentation

The presentation slides can be viewed [here](#).

7) Future Meeting Items

- i. Complete Streets Implementation Updates- Ongoing
- ii. FY 22 CIP Development
- iii. Studies of Regional Transit Authority for Baltimore Region (Eno Report and BMC study)
<https://www.enotrans.org/eno-resources/transit-reform-for-md/>
- iv. Age Friendly Community Workgroup (Draft Transportation Recommendations)
- v. Update on Statewide Transit Innovation Grant Projects (Mobile Payments and Bus Stops)

8) Adjournment

9) **Next Meeting** – January 26, 2020 – 7:00pm