

November 7, 2024

Ms. Valeriya Remezova
Division Administrator
Attn: Ms. Jasmine Champion
Federal Highway Administration
Maryland Division
George H. Fallon Federal Building
31 Hopkins Plaza, Suite 1520
Baltimore MD 21201

Ms. Terry Garcia Crews
Regional Administrator
Attn: Mr. Daniel Sommerville
Federal Transit Administration, Region III
1835 Market Street, Suite 1910
Philadelphia PA 19103-2968
Dear Ms. Remezova and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby requests an amendment to the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) to add a new project to the Baltimore Regional Transportation Planning Board (BRTB) FY 2025-2028 Transportation Improvement Program (TIP), and on behalf of Howard County, MD. This amendment was approved by the BRTB on October 25, 2024.

Project Name	STIP #	Funding Source	FY22-FY25 Net Federal Change (in 000's)
Traffic Signal and Crosswalk Improvements:	16-2501-04	HSIP	\$1,282

The MDOT has assigned Control #22-169 for this modification to the TIP, and the supporting documentation is attached.

Ms. Valeriya Remezova
Ms. Terry Garcia Crews
Page Two

The Maryland Statewide Transportation Improvement Program (STIP) continues to be fiscally constrained. Should you have additional questions or concerns, please contact me at 410-865-1098, toll free 888-713-1414 or via e-mail at djanousek@mdot.maryland.gov.

Sincerely,

A handwritten signature in black ink that reads "Daniel Janousek". The signature is written in a cursive style with a large, stylized 'D' and 'J'.

Dan Janousek
Regional Planner
Office of Planning, Programming, and Project Delivery (OPPPD)

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPPPD, MDOT
Mr. Shawn Keirnan, Strategic Planner, OPPPD, MDOT

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP #16-2501-04

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Traffic Signal and Crosswalk Improvements	A	N/A	N/A	\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	Howard County	BRTB		\$ 1,282	\$ 142	\$ 1,424
Description	This project will provide systemic treatments to 5 intersections that require similar modifications. The countermeasures involved will include the installation of traffic signal improvements and related pedestrian infrastructure upgrades.					
Justification	Currently, at each of first four intersections, several approaches lack marked crosswalks and pedestrian signal heads. At the intersection of Long Gate Pkwy at Wheatfield Way intersection, there is one marked crosswalk with pedestrian signals at the intersection, which crosses the south leg of Long Gate Parkway, the major street. The minor approaches do not have a marked crosswalk or pedestrian signals.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other (Adds new funding source (PROTECT))	Current (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ -
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
		Total	\$ -	\$ -	\$ -	\$ 1,424	\$ 1,424
	Proposed (000s)	Federal	\$ -	\$ -	\$ -	\$ 1,282	\$ 1,282
		State/Local	\$ -	\$ -	\$ -	\$ 142	\$ 142
		Total	\$ -	\$ -	\$ -	\$ 1,424	\$ 1,424
		Federal	\$ -	\$ -	\$ -	\$ 1,282	\$ 1,282
	Change (000s)	State/Local	\$ -	\$ -	\$ -	\$ 142	\$ 142
		Total	\$ -	\$ -	\$ -	\$ 1,424	\$ 1,424
		Federal	\$ -	\$ -	\$ -	\$ 1,282	\$ 1,282
		State/Local	\$ -	\$ -	\$ -	\$ 142	\$ 142

PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,282	\$ 142	\$ 1,282	\$ 142	\$ 1,424
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,282	\$ 142	\$ 1,282	\$ 142	\$ 1,424

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,282	\$ 142	\$ 1,282	\$ 142	\$ 1,424
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,282	\$ 142	\$ 1,282	\$ 142	\$ 1,424

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 1,282	Federal	\$ -	Federal	\$ 1,282
State/Local	\$ -	State/Local	\$ 142	State/Local	\$ -	State/Local	\$ 142
Total	\$ -	Total	\$ 1,424	Total	\$ -	Total	\$ 1,424



October 29, 2024

Mr. Geoff Anderson, Chief
Office of Planning, Programming, and Delivery
Attn: Mr. Dan Janousek
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076-1415

Dear Mr. Anderson:

Enclosed is one amendment to the *2025-2028 Baltimore Region Transportation Improvement Program (TIP)* as approved by the Baltimore Regional Transportation Board (BRTB) on October 25, 2024. The documentation enclosed supports changes to the *2025-2028 TIP* for one Howard County project.

- **Traffic Signal and Crosswalk Improvements: 16-2501-04**

This amendment was presented to the Technical Committee on October 1, 2024. The Interagency Consultation Group (ICG) has determined this project to be exempt according to the conformity rule.

Howard County has affirmed that fiscal constraint for their program of projects remains intact and have made a commitment to the match required.

Pursuant to the prescribed TIP amendment process MOU signed in 2014, the BRTB approved Resolution #25-9 to support these changes to the *2025-2028 TIP*.



If you have any questions, please feel free to call me.

Sincerely,

A handwritten signature in dark ink, appearing to read "T. Lang", with a long horizontal flourish extending to the right.

Todd R. Lang, Director
Transportation Planning

Enclosures

cc: Mr. Clarence Dickerson, Howard County
Mr. David Cookson, Howard County
Mr. Yosef Kebede, Howard County
Ms. Jennifer Woo, Howard County
Mr. Subin George, Howard County
Mr. Connor Jett, Howard County



Summary of FY 2025-2028 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
Traffic Signal and Crosswalk Improvements: 16-2501-04	This amendment adds a new project to the FY 2025-2028 TIP and utilizes Highway Safety Improvement Program (HSIP) funds. This project will include \$1,425,000 million (\$1,282,500 federal/\$142,500 matching) of HSIP for construction in FY 2025. Funding for this project is necessary to provide safe crossing at major intersections in Howard County.	<p>This project will provide systemic treatments to 5 intersections that require similar modifications. The countermeasures involved will include the installation of traffic signal improvements and related pedestrian infrastructure upgrades. The intersections include:</p> <ol style="list-style-type: none">1. Cedar Lane and Freetown Road2. Cedar Lane and Owen Brown Road3. Broken Land Parkway and Cradlerock Way South4. Harpers Farm Road and Beaverkill Road5. Long Gate Parkway at Wheatfield Way <p>At all five intersections, new crosswalks with audible pedestrian pushbuttons and signal heads will be installed, existing crosswalks will be upgraded, and signal backplates with retroreflective borders will be installed. With these installations and improvements, Howard County aims to improve safety for all road users and improve multimodal connectivity.</p> <p>Conformity Status: Exempt</p>	Amendment Resolution #25-9

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #25-9**

**AMENDMENT TO THE 2025-2028 BALTIMORE REGION
TRANSPORTATION IMPROVEMENT PROGRAMS**

WHEREAS, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urban Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and the RTA of Central Maryland; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2025-2028 Transportation Improvement Program for the Baltimore region at its July 23, 2024 meeting, with federal approval pending; and

WHEREAS, federal regulations require that all transportation-related projects must be listed in the approved Transportation Improvement Program with accurate funding schedules in order to be eligible for federal funding; and

WHEREAS, the Transportation Improvement Program consists of projects included in, and in support of, the region's long-range transportation plan and ongoing short-range planning efforts; and

WHEREAS, Howard County has requested approval of one amendment to the 2025-2028 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, Howard County is requesting to add the Traffic Signal and Crosswalk Improvement project to the 2025-2028 TIP. Howard County requests to install traffic signals and other related pedestrian infrastructure using Highway Safety Improvement Program (HSIP) funds; and

WHEREAS, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Infrastructure and Investment Jobs Act are met; and

WHEREAS, this project is consistent with the federal emphasis on performance-based planning and programming, specifically the federal requirements pertaining to transit safety and maintaining transit assets in a state of good repair; and

WHEREAS, the Interagency Consultation Group has determined that this project is exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

WHEREAS, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on September 3, 2024.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendment to the 2025-2028 Transportation Improvement Programs for the Baltimore region and finds them to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on September 17, 2024.

10/25/2024

Date



Anthony Russell, Chair
Baltimore Regional Transportation Board

Traffic Signal and Crosswalk Improvements

TIP ID	16-2501-04	Year of Operation	2025
Agency	Howard County	Project Type	Traffic engineering
Project Category	Environmental/Safety	Functional Class	Varies
Conformity Status	Exempt	Physical Data	N/A
CIP or CTP ID(s)	Varies	Est. Total Cost	\$1,424,000

Description:

This project will provide systemic treatments to 5 intersections that require similar modifications. The countermeasures involved will include the installation of traffic signal improvements and related pedestrian infrastructure upgrades. The intersections include Cedar Lane and Freetown Road, Cedar Lane and Owen Brown Road, Broken Land Parkway and Cradlerock Way South, Harpers Farm Road and Beaverkill Road, and Long Gate Parkway at Wheatfield Way. At all five intersections, new crosswalks with audible pedestrian pushbuttons and signal heads will be installed, existing crosswalks will be upgraded, and signal backplates with retroreflective borders will be installed. With these installations and improvements, Howard County aims to improve safety for all road users and improve multimodal connectivity.

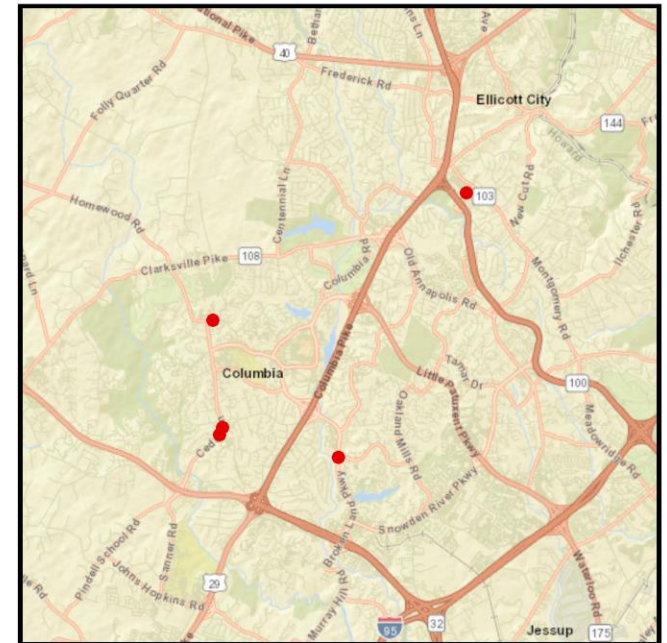
Justification:

Currently, several approaches lack marked crosswalks and pedestrian signal heads. Pedestrians must use vehicle signals to determine when to cross these approaches. These intersections are near large pedestrian generators, including transit stops and schools. There are also two planned projects to upgrade or install a new pedestrian/bicyclist path that are expected to increase pedestrian and bicyclist activity at these locations. The 2023-2024 school year had expanded non-bussing areas, which is expected to increase the number of children walking to school through this area. The minor approaches do not have a marked crosswalk or pedestrian signals; therefore, pedestrians must use the vehicle signals to cross without the clear direction of pedestrian signal heads.

Amendment: This amendment adds a new project to the FY 2025-2028 TIP and utilizes Highway Safety Improvement Program (HSIP) funds. This project will include \$1,425,000 million (\$1,282,500 federal/\$142,500 matching) of HSIP for construction in FY 2025. Funding for this project is necessary to provide safe crossing at major intersections in Howard County. The estimated total cost of this project is \$1.425 million.

Connection to Long-Range Transportation Planning Goals:

- 2.B Improve and Maintain the Existing Infrastructure -- Maintain traffic signals and ITS elements.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.





Traffic Signal and Crosswalk Improvements

(Funding in Thousands)

Highway Safety Improvement Program **-NEW**

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$1,282	\$142	\$0	\$0	\$0	\$0	\$0	\$0	\$1,424
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,282	\$142	\$0	\$0	\$0	\$0	\$0	\$0	\$1,424
Total	\$1,282	\$142	\$0	\$0	\$0	\$0	\$0	\$0	\$1,424



OFFICE OF TRANSPORTATION

3430 Court House Drive • Ellicott City, Maryland 21043 • 410-313-4312
Calvin Ball, County Executive • Clarence Dickerson, Administrator

transportation@howardcountymd.gov

FAX 410-313-1655
TDD 410-313-2323

August 13, 2024

Mr. Todd R. Lang, Director
Transportation Planning
Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300
Baltimore, MD 21230

Attn: Mr. Keith Kucharek

Re: Amendment Request to the FY 2024-2028 Transportation Improvement Program (TIP)

Agency: Howard County, Maryland

Dear Mr. Lang,

Howard County is requesting an amendment to the FY 2024-2028 TIP for the Traffic Signal and Crosswalk Improvements project, TIP ID No. 16-2501-04.

This amendment will add the project to the TIP and facilitate the distribution of federal funding through the Highway Safety Improvement Program (HSIP) grant. Including these intersection improvements in the FY 2024-2028 TIP will enable MDOT-SHA to prepare and finalize NEPA documents for approval. Additional details are as follows:

- No additional vehicle lanes will be added as part of this project.
- Howard County is requesting federal funding (90%) for construction.
- Engineering and design work is fully funded by Howard County.
- Design is 95% complete.
- Estimated project completion is in FY 2025.

The project supports our regional and local safety goals and aligns with the following LRTP Goals:

- 2.B Improve and Maintain the Existing Infrastructure – Maintain traffic signals and ITS.
- 2.F Improve and Maintain the Existing Infrastructure – Enhance the condition of pedestrian and bicycle facilities.
- 3.B Improve Accessibility – Enhance ADA-related conditions for pedestrians and transit riders.

The total project cost is \$1,425,000, with Howard County providing a 10% matching fund of \$142,500. Howard County's TIP projects remain fiscally constrained. The completed TIP form and additional information are attached.

Please contact me at 410-313-3842 or dcookson@howardcountymd.gov if you have any questions or need further information.

Thank you,

David Cookson,
Deputy Administrator
Howard County Office of Transportation

CC: Clarence Dickerson, Administrator, Howard County Office of Transportation
Yosef Kebede, P.E., Director, Howard County Department of Public Works
Jennifer Woo, P.E., Chief, Traffic Engineering Division, Howard County Department of Public Works
Subin George, Engineering Specialist III, Traffic Engineering Division, Howard County Department of Public Works
Regina Aris, Assistant Director of Transportation Planning, Baltimore Metropolitan Council

Attachments: 16-2501-04 TIP Sheet
Individual Project Location Maps

2025 - 2028 Transportation Improvement Program

Howard County

Traffic Signal and Crosswalk Improvements

TIP Id #	<i>16-2501-04</i>	Year of Operation	<i>FY 2025</i>
Agency	Howard County	Project Type	<i>Highway Infrastructure</i>
Project Category	<i>Highway Safety</i>	Functional Class	<i>Varies</i>
Conformity Status	<i>Exempt</i>	Physical Data	<i>Varies</i>
CIP/CTP Page#	<i>Various Projects</i>	Estimated Total Cost	<i>\$1,425,000</i>

Description	Justification
<p><i>This project will provide systemic treatments to 5 intersections that require similar modifications. The countermeasures involved will include the installation of traffic signal improvements and related pedestrian infrastructure upgrades.</i></p> <p><i>The intersections include:</i></p> <ol style="list-style-type: none"> <i>1) Cedar Lane and Freetown Road</i> <i>2) Cedar Lane and Owen Brown Road</i> <i>3) Broken Land Parkway and Cradlerock Way South</i> <i>4) Harpers Farm Road and Beaverkill Road</i> <i>5) Long Gate Parkway at Wheatfield Way</i> <p><i>At all five intersections, new crosswalks with audible pedestrian pushbuttons and signal heads will be installed, existing crosswalks will be upgraded, and signal backplates with retroreflective borders will be installed. With these installations and improvements, Howard County aims to improve safety for all road users and improve multimodal connectivity.</i></p>	<p><i>Currently, at each of first four intersections, several approaches lack marked crosswalks and pedestrian signal heads. At the two Cedar Lane and one Harpers Farm Road intersections, pedestrians must use vehicle signals to determine when to cross these approaches. These intersections are near large pedestrian generators, including transit stops and schools. There are also two planned projects to upgrade the pedestrian/bicyclist path connecting to the Harpers Farm Road intersection and to install a new pedestrian/bicyclist path along Broken Land Parkway connecting to Cradlerock Way South that are expected to increase pedestrian and bicyclist activity at these locations. Also, the upcoming 2023-2024 school year will have expanded non-bussing areas, which is expected to increase the number of children walking to school through this area. Finally, Broken Land Parkway is a higher-speed arterial that could result in serious crashes if motorists do not obey red lights.</i></p> <p><i>At the intersection of Long Gate Pkwy at Wheatfield Way intersection, there is one marked crosswalk with pedestrian signals at the intersection, which crosses the south leg of Long Gate Parkway, the major street. The minor approaches do not have a marked crosswalk or pedestrian signals; therefore, pedestrians must use the vehicle signals to cross without the clear direction of pedestrian signal heads. The shopping center is a major trip generator, so many pedestrians use this intersection to access the retail stores and restaurants.</i></p>

Fund Source: Federal HSIP Grant

									Project Totals
Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	4-Year Total
CON	1,282,500	142,500	0	0	0	0	0	0	1,425,000
OTH									0
ENG									0
PP									0
ROW									0
Totals	1,282,500	142,500							1,425,000

Fund Source 2: *XX (if applicable)*

									Project Totals
Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	4-Year Total
CON									
OTH									
ENG									
PP									
ROW									
Totals									

Status: Under Design

Connection to LRTP Goals:

2.B Improve and Maintain the Existing Infrastructure -- Maintain traffic signals and ITS

2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities elements

3.B Improve Accessibility-- Improve ADA-related conditions for pedestrians/transit riders

1.A Improve System Safety -- Improve roadway and transit safety through performance-based planning and programming
1.B Improve System Safety -- Adopt relevant state and local plans that seek to reduce transportation related injuries and fatalities.
1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies
1.D Improve System Safety -- Eliminate hazardous conditions in high crash locations for all modes using best practices and proven countermeasures
1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities
1.F Improve System Safety -- Support research into understanding the causes of bicycle and pedestrian crashes and injuries to develop countermeasures
1.G Improve System Safety -- Provide education to all modes of travelers on safe travel techniques using various outreach methods
2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming
2.B Improve and Maintain the Existing Infrastructure -- Maintain traffic signals and ITS elements
2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles
2.D Improve and Maintain the Existing Infrastructure -- Research & Invest in measures that will reduce emissions of transit rolling stock and infrastructure
2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities

2.G Improve and Maintain the Existing Infrastructure -- Encourage local jurisdictions to develop comprehensive asset management programs
3.A Improve Accessibility -- Increase transportation options and equity for all segments of the population
3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders
3.C Improve Accessibility -- Leverage Transportation and other funds to provide affordable accessibility options
3.D Improve Accessibility -- Invest in separated bicycle/pedestrian facilities that link to activity centers and public transit
3.E Improve Accessibility -- Apply strategies from the Coordinated Public Transit – Human Services Transportation Plan
3.F Improve Accessibility -- Improve system connectivity and continuity among all modes and across geographic boundaries
3.G Improve Accessibility -- Encourage private sector to provide access on commercial property for bikes, peds, transit users and shared mobility users
3.H Improve Accessibility -- Support policies that enable year-round access to pedestrian, bicycle and transit facilities
3.I Improve Accessibility -- Improve frequency, reliability and operating hours of existing transit facilities
4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming
4.B Increase Mobility -- Provide techniques or alternatives as part of a Congestion Management Process (CMP)
4.C Increase Mobility -- Analyze congestion causes and mitigation strategies
4.D Increase Mobility -- Consider how all modes of transportation can work together to address system capacity needs
4.E Increase Mobility -- Support a regional multimodal freight network for safe and efficient freight movement
4.F Increase Mobility -- Increase mobility including traffic and transit response through incident management
4.G Increase Mobility -- Reduce effects of non-recurring incidents through information sharing and responding and management of incidents
4.H Increase Mobility -- Develop and support a regional long-distance bikeway network that includes consistent guide signage
5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming
5.B Implement Environmentally Responsible Transportation Solutions -- Reduce emissions to support health & conform to AQ standards
5.C Implement Environmentally Responsible Transportation Solutions -- Reduce Surface Runoff
5.D Implement Environmentally Responsible Transportation Solutions -- Reduce energy use of the transportation system
5.E Implement Environmentally Responsible Transportation Solutions -- Reduce greenhouse gas emissions according to state and local plans
5.F Implement Environmentally Responsible Transportation Solutions -- Preserve and protect natural and cultural resources
5.G Implement Environmentally Responsible Transportation Solutions -- Incorporate resilience in transportation planning & address climate change hazards
5.H Implement Environmentally Responsible Transportation Solutions -- Promote policies that encourage electric & alternative fuel vehicles and infrastructure
6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles
6.B Improve System Security -- Coordinate responses to large-scale incidents, including evacuation routes and procedures
6.C Improve System Security -- Review evacuation routes and ID bottlenecks
6.D Improve System Security -- Improve system security through traffic and transit system management and operations approaches
6.E Improve System Security -- ID policies and procedures for information sharing to respond to transportation emergencies
6.F Improve System Security -- Identify funding sources to help implement regional security priorities

6.G Improve System Security -- Incorporate options for multimodal mobility and strategies for system management for moving people during emergencies
6.H Improve System Security -- Plan for transportation-related effects of climate change
7.A Promote Prosperity and Economic Opportunity -- Coordinate land use decisions and transportation planning with cost of transportation
7.B Promote Prosperity and Economic Opportunity -- Consider affordable housing and economic development in determining long-range priorities
7.C Promote Prosperity and Economic Opportunity -- Concentrate transportation investments in state and local designated growth areas
7.D Promote Prosperity and Economic Opportunity -- Invest in transportation infrastructure that improves access to generators of economic growth
7.E Promote Prosperity and Economic Opportunity -- Coordinate with communities to provide context-sensitive infrastructure
7.F Promote Prosperity and Economic Opportunity -- Consider prior inequities for future transportation investments
7.G Promote Prosperity and Economic Opportunity -- Invest in upgrading transportation assets and facilities that promote tourism
8.A Foster Participation and Cooperation among all Stakeholders -- Coordinate planning across all modes with all stakeholders
8.B Foster Participation and Cooperation among all Stakeholders -- Provide timely notice of key decisions and planning efforts through engagement
8.C Foster Participation and Cooperation among all Stakeholders -- Increase coordination and communication with underserved communities
8.D Foster Participation and Cooperation among all Stakeholders -- Prioritize environmental justice areas through active engagement
8.E Foster Participation and Cooperation among all Stakeholders -- Coordination to identify funding opportunities
8.F Foster Participation and Cooperation among all Stakeholders -- Develop best practices for design, policy and engagement strategies
8.G Foster Participation and Cooperation among all Stakeholders -- Use performance measures to improve planning process
9.A Promote Informed Decision Making -- Analyze performance measurement data to establish new targets
9.B Promote Informed Decision Making -- Develop assessments of demographic, travel, land use, environmental for use in plans and programs
9.C Promote Informed Decision Making -- Increase understanding of trade-offs involved in transportation alternatives
9.D Promote Informed Decision Making -- Consider impacts of emerging technology when planning new or improved transportation facilities
9.E Promote Informed Decision Making -- Improve information systems for travelers
9.F Promote Informed Decision Making -- Pursue a comprehensive approach to advancing equity



Location Map

Cedar Lane At Freetown Road Pedestrian Safety Action Plan

MDOT SHA District 7

May 06, 2024

Please Note: Project location is approximate.

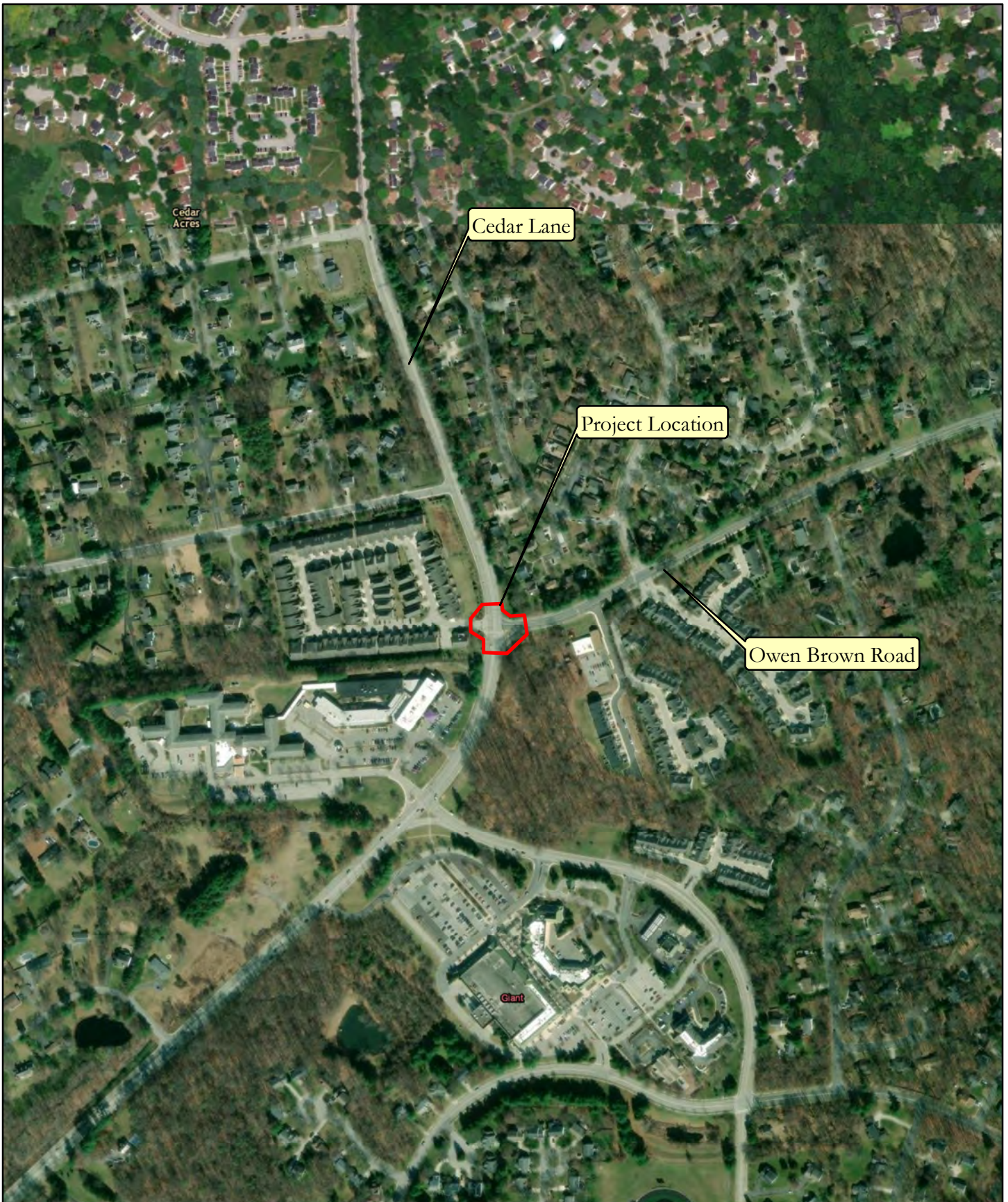
Clarksville Topo Quad

County: Howard

Scale: 1 : 12,000

0 250 500 1,000 Feet





Location Map

Cedar Lane at Owen Brown Road Pedestrian and Signalization Upgrades

MDOT SHA District 7

March 28, 2024

Please Note: Project location is approximate.

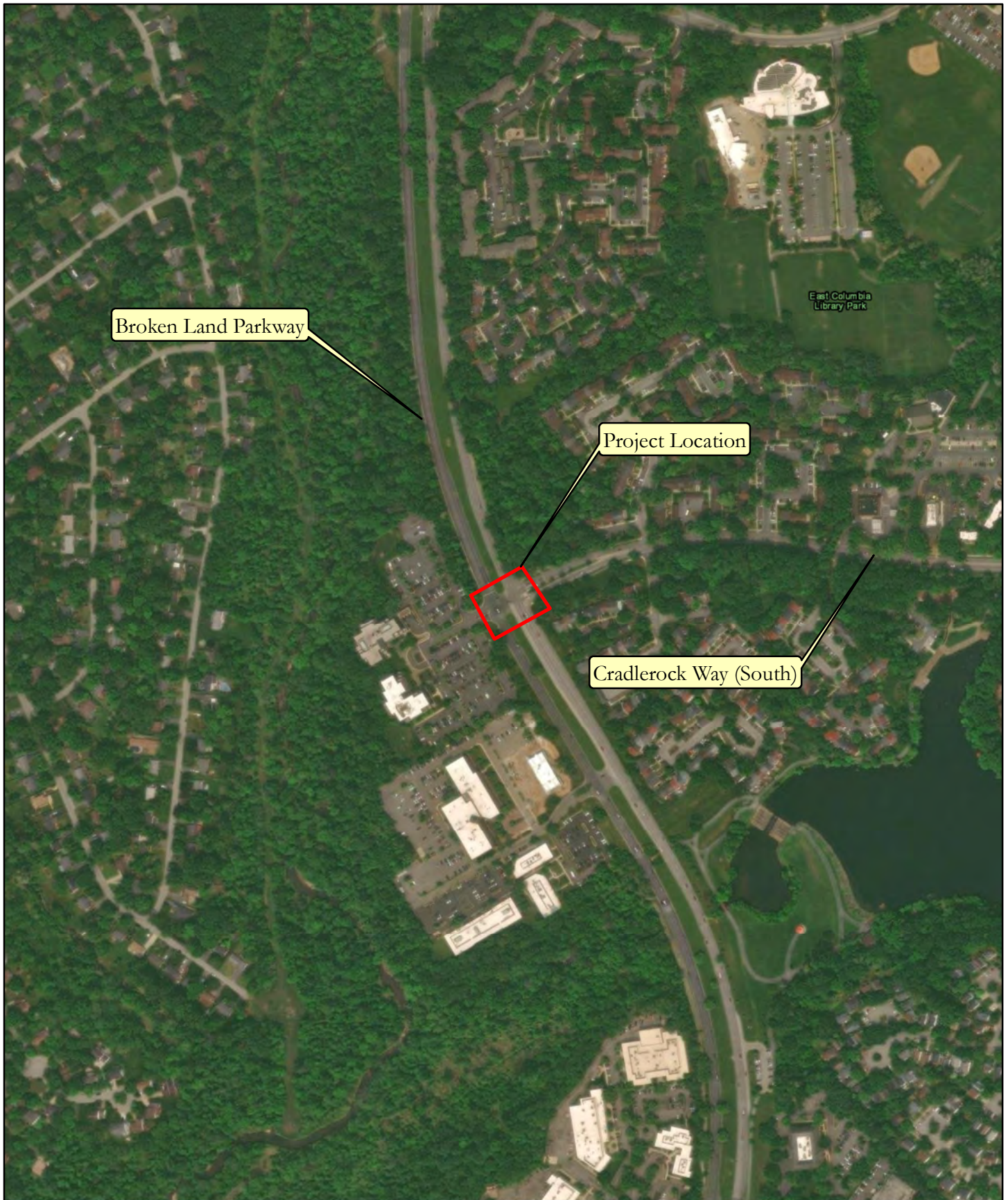
Clarksville Topo Quad

County: Howard

Scale: 1 : 6,000

0 250 500 1,000 Feet





Location Map

Broken Land Parkway at Cradlerock Way (South) Pedestrian
and Signalization Upgrades

MDOT SHA District 7

March 28, 2024

Please Note: Project location is approximate.

Savage Topo Quad

County: Howard

Scale: 1 : 6,000

0 250 500 1,000 Feet





Location Map

Harpers Farm Road at Beaverkill Road Pedestrian Infrastructure and
Signalization upgrades
MDOT SHA District 7
March 28, 2024
Please Note: Project location is approximate.

Clarksville Topo Quad
County: Howard
Scale: 1 : 6,000

0 250 500 1,000 Feet





Location Map

Long Gate Parkway at Wheatfield Way Pedestrian Safety Action Plan

MDOT SHA District 7

May 03, 2024

Please Note: Project location is approximate.

Savage Topo Quad

County: Howard

Scale: 1 : 6,000

0 250 500 1,000 Feet

