Dobbin Road Pathway Project
The meeting begins at 7:00 pm and will be recorded.

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Agenda

1. General Background
   - *WalkHoward, BikeHoward, and Complete Streets Policy*

2. Dobbin Road Pathway
   - Location and project goal
   - Project segments – design plans or construction schedule

3. Next steps
   - Questions and feedback, project website
   - Deadline for feedback is November 11, 2021
What is *WalkHoward*?

The Howard County Pedestrian Master Plan
Adopted by County Council in 2020

The Vision of *WalkHoward*

“Howard County has a connected pedestrian network that safely and conveniently accommodates people of all ages and abilities.”
What is BikeHoward?

The Howard County Bicycle Master Plan Adopted by County Council in 2016

The Vision of BikeHoward

“Howard County, Maryland seeks to be a bicycle-friendly County where residents and visitors, schoolchildren and seniors, men and women feel comfortable and safe bicycling on our roads and paths as a means of daily transportation and healthy recreation.”
What is the Complete Streets Policy?

“To ensure that Howard County is a place for individuals of all backgrounds to live and travel freely, safely, and comfortably, public and private roadways in Howard County shall be safe and convenient for residents of all ages and abilities who travel by foot, bicycle, public transportation or automobile, ensuring sustainable communities Countywide.”

– From the Howard County Complete Streets Policy

✓ Designing for Complete Streets means creating streets that are safe and accessible for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.
Project Location: Dobbin Road

**Segment IV**
Old Dobbin Lane to Snowden River Parkway
(This segment will be designed and constructed in the future)

**Segment III**
MD 175/Rouse Parkway to Old Dobbin Lane

**Segment II**
McGaw Road to MD 175/Rouse Parkway

**Segment I**
Oakland Mills Road to McGaw Road
Project Goal and Objectives

• To develop:
  • A shared use pathway along Dobbin Road from Oakland Mills Road to Snowden River Parkway (All Segments)
  • New sidewalk connections along McGaw Road to Stanford Boulevard (Segment I)
  • New sidewalk connections along Dobbin Road from Oakland Mills Road to McGaw Road (Segment I)
  • New sidewalk or shared use path along Oakland Mills Road to Oak Hall Lane (Segment I)

• A shared use path will provide pedestrians and cyclists a lower stress separated facility along Dobbin Road and connect to sidewalks and protected bike lanes on Oakland Mills Road and a shared use pathway along Snowden River Parkway. (All segments)
Segment III – MD 175 to Old Dobbin Road

- 10’ Shared Use Path from MD 175 to Old Dobbin Lane
Segment III – Constraints/Impacts

- Limited right-of-way
- Slope/grading impacts
- Extensive utilities
- Street trees
Segment III – Designs

Slope /Utility/ Right of Way Impacts
Segment III – Designs
Segment III – Typical Cross Sections

Existing

80' +/- EX. RIGHT OF WAY

12'  12'  0' TO 12'  12'  12'

EX SB LANE  EX SB LANE  EX NB LANE  EX NB LANE  EX NB LANE

- EXISTING GROUND
- EXISTING CURB

Proposed

80' +/- EX. RIGHT OF WAY

12'  12'  0' TO 12'  12'  12'

EX SB LANE  EX SB LANE  EX NB LANE  EX NB LANE  EX NB LANE

- CLEAR ZONE
- SHARED USE PATH
- PLANTING ZONE
- EXISTING CURB
Segment II – McGaw Road to MD 175

Improvements include

- A shared use pathway along Dobbin Road from McGaw Road to MD175
- New traffic signal and pedestrian crossing at Dobbin Center Way
- New traffic Signal and pedestrian crossing at Captain Morey Drive (private driveway)
Segment II – Constraints/Impacts

Anticipated impacts include

• Utility impacts
• Slope/grading impacts
• Roadside tree impacts
• Commercial driveway crossings
• Traffic signal modifications
• Limited right-of-way
Segment II – Designs

Slope Impacts
Segment II – Designs

Traffic Signal Upgrades

Utility Impacts
Segment II – Designs

Slope/Tree Impacts
Segment II – Designs

Traffic Signal Upgrades
Segment II – Designs

Roadway Slope Adjustment

Driveway Reconstruction
Segment II – Designs

Slope Impacts
Segment II – Designs

Slope Impacts/
Tree Impacts
Segment II – Typical Cross Sections

Existing

Proposed
Segment I – Oakland Mills Road to McGaw Road

Anticipated improvements include

- A shared use pathway along Dobbin Road from Oakland Mills Road to McGaw Road
- A new sidewalk along Dobbin Road from Oakland Mills Road to McGaw Road
- A new sidewalk along McGaw Road to Stanford Boulevard
- A new sidewalk or shared use path along Oakland Mills Road to Oak Hall Lane
Segment I – Constraints and Impacts

Anticipated impacts include

• Utility impacts
• Roadside tree impacts
• Commercial driveway crossings
• Traffic signal modifications
• Limited right-of-way
• Stormwater Management
Segment I – Designs

• Survey completed
• Utility designation underway
• Preliminary design initiated
Segment I – Typical Cross Sections

**Existing**

- 22' Planting strip
- 12' Drive lane
- 12' Turn lane
- 12' Drive lane
- 22' Planting strip

**Proposed**

- 80' Right-of-Way
- 5' Sidewalk
- 4' - 6' Buffer
- 3' 11' Travel Lane
- 12' Turn Lane
- 11' Travel Lane
- 3' 4' - 6' Buffer
- 10' Pathway

Variable Width Easement
Design and Construction Schedules

• Segment IV – Old Dobbin Road to Snowden River Parkway
  • Design and Construction dates to be determined based on available funding

• Segment III – MD 175 to Old Dobbin Lane
  • Final Design underway
  • Construction anticipated 2022 pending right-of-way negotiations

• Segment II – McGaw Road to MD 175
  • Preliminary Design complete
  • Final Design anticipated 2022
  • Construction date to be determined based on available funding

• Segment I – Oakland Mills Road to McGaw Road
  • Preliminary design underway
  • Final design to be completed by November 2022
  • Construction date to be determined based on available funding
Design/Construction Funding

• Segment IV – Old Dobbin Road to Snowden River Parkway
  • Estimated Design and Construction Funding - TBD

• Segment III – MD 175 to Old Dobbin Lane
  • Design and Construction funded though Howard County Department of Public Works
  • Estimated Construction Cost - $400,000 - $500,000

• Segment II – McGaw Road to MD 175
  • Preliminary Design funded by Kim Lamphier Bikeways Network Program Grant
  • Final Design and Construction Funding – TBD
  • Estimated Final Design and Construction cost – $3M

• Segment I – Oakland Mills Road to McGaw Road
  • Preliminary and Final Design funded by MDOT SHA Transportation Alternative Program
  • Estimated Construction Costs - TBD
Next Steps

• **Community Input.** Comments received tonight and through **November 11, 2021** will be considered in the final designs and construction schedule. **Please provide feedback by:**
  
  [https://www.surveymonkey.com/r/SMKYDPT](https://www.surveymonkey.com/r/SMKYDPT)
  
  (Link can also be accessed via the project website cited below)

• **Final design plans and the construction schedule.** The final design plans and construction schedule have been posted to the project website.

• **Project website.** To review tonight’s presentation, project history, and more visit: [https://www.howardcountymd.gov/transportation/dobbin-road-pathway](https://www.howardcountymd.gov/transportation/dobbin-road-pathway)

• **Sign-up.** To receive information from County Office of Transportation about projects, meetings, and events, go to: [surveymonkey.com/r/TVPLP6H](https://surveymonkey.com/r/TVPLP6H) or visit the project website.
Questions and Comments

• **We welcome your questions and comments.** All comments received tonight will be considered in the next stage of design and construction.

• **Public meeting evaluation.** If you wish to provide feedback on tonight's meeting, please go to: [https://www.surveymonkey.com/r/DL8DXS7](https://www.surveymonkey.com/r/DL8DXS7) (can also be accessed from the project webpage).

Thank you for your participation and feedback tonight!