• The **Dobbin Road Pathway project** would provide a shared-use pathway for walking and biking alongside Dobbin Road from Oakland Mills Road to Columbia Crossing (on the north side of MD 175). The project is currently being designed in three phases using grant funds from Maryland Bikeways and Transportation Alternatives. While this project will take several years to complete, construction on Segment III has begun and will continue in 2022.

• The **Robert Fulton Drive project** would provide bicycle and pedestrian access to the Gateway Business Park from Oakland Mills Road and Snowden River Parkway areas. A planning project with community input was completed in 2020 to provide the preferred alignment for a shared-use pathway alongside Robert Fulton Drive and along a utility corridor. Construction will require additional funding and is not expected until at least 2024.

• The **Cedar Lane Pathway project** will provide a shared-use pathway along the west side of Cedar Lane from Little Patuxent Parkway to Harpers Farm Road. This extends the reach of the existing Downtown Columbia Trail all the way to Harpers Farm Village Center. Design is completed, funding is available, and construction is waiting on easements from homeowners’ associations along the route.

• The **Patapsco Regional Greenway** project is a large-scale, multi-jurisdictional project intended to provide continuous bicycle and pedestrian connections along the Patapsco Valley all the way from Carroll County to Baltimore City, including Ellicott City and Elkridge. The planning is being managed by the Baltimore Metropolitan Council, with input from Howard County and the other affected jurisdictions. The initial phase will provide a pathway from Historic Elkridge, across the Patapsco River, to the Guinness Open Gate facility in Baltimore County. Planning, design, and construction is expected to be phased over several years.

• **Patuxent Branch Trail Surface Upgrade** project will provide asphalt paving on the currently unpaved portion of the Patuxent Branch Trail. The quality of that segment of the trail deteriorates severely after rainstorms and is not usable. Upgrading also allows for accessibility for a wider variety of non-motorized users, including bicycles, wheelchairs, mobility devices, and strollers. The trail forms a critical connection as part of the regional bicycle and pedestrian network between Downtown Columbia, Savage, and Laurel.

  - [Click here](#) to provide the County with your feedback on the Patuxent Branch trail project.
  - [Click here](#) to provide the County with your feedback on biking and bicycle facilities.
  - Return to the [Open House homepage](#) to select your next topic.