2022, Proposed Bike Lanes through Resurfacing
Meeting will be recorded and begin at 6:00 pm.

Howard County Office of Transportation
2022 BikeHoward Implementation
July 13, 2022, 2022

www.bikehoward.com
transportation@howardcountymd.gov
(410) 313-0567
1. General Background

2. Discuss Proposed Bike Lanes for Segment 1:
   Hickory Ridge Road from Little Patuxent Pkwy to Cedar Lane

3. Discuss Proposed Bike Lanes for Segment 2:
   Old Montgomery Road from MD 108 to University Blvd

4. Discuss Proposed Bike Lanes for Segment 3:
   Thunder Hill Road from Lightning View Road to MD 108

5. Discuss Proposed Bike Lanes for Segment 4:
   Twin Rivers Road from Harpers Farm Rd to Jason Lane
**Format for feedback:**

Use the “chat” feature on this webex meeting.

Direct questions/comments in Chat to "All Panelists”

Or

**Fill out the short Q and A survey here:**
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.”
Howard County Complete Streets Policy

Howard County Complete Streets Policy - Passed by Council Resolution 120-2019 on 10/7/19

What is a complete street?
Complete streets are safe streets for all. They vary in different places and contexts, but they often include some or all the elements below.

**Sidewalks**
Facilitate travel for all users, including people in wheelchairs, with level, unobstructed, and wide walkways

**Curb ramps**
Accommodate wheelchairs, baby strollers, and bicycles with smooth transitions between sidewalks and roadways

**Roadway**
Manage travel speed, enhance safety, and provide predictability

**Crosswalks**
Direct pedestrians to preferred, clearly marked street crossing locations and increase driver awareness

**Grass buffer**
Separate the street and sidewalk and provide space for trees, light posts, and signs
Relevant Excerpts:
Howard County Complete Streets Policy

• "When there are conflicting needs among users and/or modes, safety shall be the highest priority; particularly safety for the most vulnerable street users (pedestrians, bicyclists, children, seniors, and people with additional accessibility needs)."

• "Motor vehicle speed, flow, and driver convenience shall not be prioritized over safety for vulnerable street users."

• "To the extent that current code allows, when space is a limiting factor and where vulnerable users are likely, allocating space to a mode that is not currently accommodated shall be prioritized over providing additional space to a mode that is already accommodated."
What are Bike Lanes?

• Portion of roadway or shoulder designated for single directional bicycle flow
• Define separate spaces for bicyclists and drivers
• Bicyclists may leave the bike lane to pass, make left turns, or avoid obstacles
• Parking is not permitted in bike lanes
• Bike lanes are indicated by signs (below) and markings (right)
Hickory Ridge Road from Little Patuxent Pkwy to Cedar Lane

Context

- Extent of resurfacing is shown in green. Approximately 2,100 feet.
- Howard County Bicycle Master Plan recommends on street bike lanes.
- Connects with bike lanes on Hickory Ridge Road east of Cedar Lane and potential future bike lanes on Little Patuxent Parkway “loop”.

Proposed Bike Implementation for Hickory Ridge Road

- Project Extent
- Existing Bike Lanes
- Pathways
- Potential Bike Lanes

Map produced by the Howard County Office of Transportation, July 2022

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster-NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong). (c) OpenStreetMap contributors, and the GIS User Community
Hickory Ridge Road from Little Patuxent Pkwy to Cedar Lane
Cross Section View, 42 Feet Wide

**Current**

**Proposed**
Old Montgomery Road from MD 108 to University Blvd

Context

- Extent of resurfacing is shown in green. Approximately 600 feet.
- Howard County Bicycle Master Plan recommends on street bike lanes.
- Connects with bike lanes on Brightfield Road and pathway behind Waterloo Elementary School. Provides an important bike crossing of Route 100.
Old Montgomery Road from MD 108 to University Blvd
Cross Section View, 32 Feet Wide

Current

Proposed
Thunder Hill Road from Lightning View Road to MD 108

Context

- Extent of resurfacing is shown in green. Approximately 6,000 feet.

- Howard County Bicycle Master Plan recommends on street bike lanes.

- Connects with bike lanes on Thunder Hill Road south of MD 175 and a well developed pathway network.
Thunder Hill Road from Lightning View Road to MD 108
Cross Section View, 35 Feet Wide

Current

- Shoulder: 6½'
- Travel lane: 11'
- Travel lane: 11'
- Shoulder: 6½'

Proposed

- Bike Lane: 5'
- Travel lane: 2'
- Travel lane: 10½'
- Travel lane: 10½'
- Bike Lane: 2'
- Buffer: 5'
Twin Rivers Road from Harpers Farm Rd to Jason Lane

Context

• Extent of resurfacing is shown in green. Approximately 1,200 feet.

• Howard County Bicycle Master Plan recommends on street bike lanes.

• Connects with shared use pathway on Twin Rivers Road east of Faulkner Ridge Circle and potential future bike lanes on Harpers Farm Road. Also connects with well established pathway network in the area.
Twin Rivers Road from Harpers Farm Rd to Jason Lane
Cross Section View, 45 Feet Wide

Current

Proposed
Next Steps

Harpers Farm Road

• Comments received tonight and through July 27 will be considered in the design.

• Howard County Department of Public Works Traffic Engineering Division will develop detailed designs based on community feedback.

• Expected implementation is Fall of 2022 and Spring of 2023.

Additional comments on this project can be submitted by:
On-line feedback form on project webpage,

For other issues, please contact our Office by:
Email: transportation@howardcountymd.gov
Web: bikehoward.com/feedback
Phone: (410) 313-0567
Mail: Howard County Government, Office of Transportation
3430 Court House Drive, Ellicott City, MD 21043
Please use the Chat feature in the lower right corner to submit comments or ask questions.

Please address them to All Panelists.
Development Project Summary for Review by the Multimodal Transportation Board

July 2022

Ahead of the July 2022 MTB meeting, the Howard County Office of Transportation has prepared the following recently submitted plans for review by the board. Please review and prepare any transportation related comments you would like forwarded to the subdivision review committee for the MTB meeting on June 26th.

<table>
<thead>
<tr>
<th>Plan Number</th>
<th>Plan Name</th>
<th>Address</th>
</tr>
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<tbody>
<tr>
<td>SDP-22-056</td>
<td>Euclid Corners (Lightbridge Academy)</td>
<td>Washington Boulevard near Euclid Avenue</td>
</tr>
<tr>
<td>S-22-006</td>
<td>Old Montgomery Meadows</td>
<td>9005 Old Montgomery Road</td>
</tr>
<tr>
<td>SDP-22-051</td>
<td>Ranleigh Court Apartments</td>
<td>Turnabout Lane and Little Patuxent Parkway</td>
</tr>
<tr>
<td>SDP-22-052</td>
<td>Westmount Phase 4</td>
<td>Westmount Parkway near Frederick Road</td>
</tr>
<tr>
<td>SDP-22-057</td>
<td>Turf Valley Section 1 Lot 9</td>
<td>2602 Turf Valley Road</td>
</tr>
<tr>
<td>F-22-037</td>
<td>Machado Property</td>
<td>13325 Forsythe Road</td>
</tr>
<tr>
<td>SDP-22-055</td>
<td>13690 Triadelphia Road</td>
<td>13690 Triadelphia Road</td>
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</tbody>
</table>
SDP-22-056 – Euclid Corners (Lightbridge Academy)

at Washington Boulevard near Euclid Avenue

Daycare facility with 12,400 square feet of floor space.

<table>
<thead>
<tr>
<th><strong>BikeHoward</strong></th>
<th><strong>Protected bike lane</strong></th>
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</thead>
<tbody>
<tr>
<td><strong>WalkHoward</strong></td>
<td><strong>Sidewalk, but superseded by 10’ pathway request</strong></td>
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<tr>
<td><strong>Transit Nearby</strong></td>
<td><strong>At Washington Boulevard and Ducketts Lane</strong></td>
</tr>
<tr>
<td><strong>OOT Input:</strong></td>
<td><strong>Approved: nearest connection beyond frontage limit</strong></td>
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</table>
S-22-006 Old Montgomery Meadows
at 9005 Old Montgomery Road

11 SFD units.

<table>
<thead>
<tr>
<th>BikeHoward</th>
<th>Bike lane on Majors Lane</th>
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<tr>
<td>WalkHoward</td>
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<tr>
<td>Transit Nearby</td>
<td>N/A</td>
</tr>
<tr>
<td>OOT Input:</td>
<td>Approved</td>
</tr>
</tbody>
</table>
SKETCH PLAN
OLD MONTGOMERY MEADOWS
11 RESIDENTIAL SINGLE FAMILY LOTS
6TH ELECTION DISTRICT
HOWARD COUNTY, MARYLAND

OLD MONTGOMERY ROAD
LOCAL ROAD
NEIGHBORHOOD YIELD STREET
50 FEET ROW

MINIMUM LOT SIZE CHART

LOT SIZE (ACRES) | MINIMUM LOT SIZE (ACRES)
--- | ---
1 | 0.40
2 | 0.80
3 | 1.20

SITE DATA TABULATION

1. Total project area: 4.00 AC
2. Area of 100' floodplain: 0.81 AC
3. Area of streets and easements: 0.80 AC
4. Area of public open space: 0.40 AC
5. Area of 100' floodplain: 0.81 AC
6. Area of streets and easements: 0.80 AC
7. Area of public open space: 0.40 AC
8. Area of 100' floodplain: 0.81 AC
9. Area of streets and easements: 0.80 AC
10. Area of public open space: 0.40 AC
11. Total project area: 4.00 AC
12. Number of lots proposed: 11
13. Percentage of lot size required: 100%
14. Percentage of public open space: 100%
15. Percentage of streets and easements: 100%
16. Percentage of 100' floodplain: 100%
17. Area of public open space: 0.40 AC
18. Area of streets and easements: 0.80 AC
19. Area of 100' floodplain: 0.81 AC
20. Total project area: 4.00 AC

BENCHMARK ENGINEERING, INC.
200 BARRISTER PL, Suite 200, Columbia, MD 21044

DESIGN: JED
DATE: JUNE 2002
PROJECT NO.: 3800
SCALE: 1" = 50'
SDP-22-051 Ranleagh Court Apartments

at Turnabout Lane near Little Patuxent Parkway

82 apartments to replace a townhome/apartment community.

<table>
<thead>
<tr>
<th>BikeHoward</th>
<th>Sidewalk with bikes permitted</th>
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</thead>
<tbody>
<tr>
<td>WalkHoward</td>
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<tr>
<td>Transit Nearby</td>
<td>Bus stop on adjacent frontage</td>
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<tr>
<td>OOT Input:</td>
<td>Resubmit with shared use pathway installation, bike parking.</td>
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</table>
**SDP-22-052 Westmount Phase 4**

*at Westmount Parkway near Frederick Road*

31 lots for this SDP – part of long term plan for 325 SFD units

<table>
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<tr>
<th>BikeHoward</th>
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<tbody>
<tr>
<td>WalkHoward</td>
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<td>Transit Nearby</td>
<td>N/A</td>
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<tr>
<td>OOT Input:</td>
<td>Not yet reviewed</td>
</tr>
</tbody>
</table>
SDP-22-057 Turf Valley Section 1 Lot 9
at 2602 Turf Valley Road

1 SFD home

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<tr>
<td>WalkHoward</td>
<td>N/A</td>
</tr>
<tr>
<td>Transit Nearby</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**OOT Input:** Resubmit – asking for sidewalk along Turf Valley Road frontage
F-22-037 Machado Property
at 13325 Forsythe Road

1 SFD home.

<table>
<thead>
<tr>
<th>BikeHoward</th>
<th>Shared roadway with safety treatments</th>
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</thead>
<tbody>
<tr>
<td>WalkHoward</td>
<td>N/A</td>
</tr>
<tr>
<td>Transit Nearby</td>
<td>N/A</td>
</tr>
<tr>
<td>OOT Input:</td>
<td>Not yet reviewed</td>
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</table>
SUPPLEMENTAL INFORMATION PLAN
MACHADO PROPERTY
HOWARD COUNTY, MARYLAND
SDP-22-055 13690 Triadelphia Road
at 13690 Triadelphia Road

<table>
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</tr>
<tr>
<td>Transit Nearby</td>
<td>N/A</td>
</tr>
<tr>
<td>OOT Input:</td>
<td>Resubmit – frontage improvements needed around driveway</td>
</tr>
</tbody>
</table>
September

➢ Safe Streets Grant due 9/15
➢ Walk Audit Fridays tentatively scheduled for 9/9; 9/16; 9/23
➢ TDM week 9/19-23
  o Includes Car Free Day
  o Promotion of alternative modes on social
  o Possible bike event in DTC
➢ Complete Streets Implementation Team Meeting
➢ MTB Meeting 9/20 (might do Earlier time (6pm))
➢ Car Free Day 9/22
  o With RTA and DTCP, holding a rider appreciation event at TMIC in the afternoon for RTA and MTA Commuter Bus
➢ HoCo by Design public meetings
  • Tentative Schedule includes two meetings (one during the day and one in an evening) between 9/23 and 10/3 (religious holidays will be avoided)
➢ CTP meeting with MDOT 9/29 at 6pm in-person at George Howard Building

October/November

➢ Walktober
  o State program promoted by the County with the Health Department as lead organizer
  o Culinary Walking Tour in partnership with DTCP 10/23
➢ RTA Bus Delivery
➢ Howard County Transit Development Plan Public Outreach
➢ Complete Streets Implementation Team Meeting
➢ October MTB Meeting 10/25
➢ RTA Management Contract RFP Advertisement
➢ RTA Service Expansion (Early November)
➢ Cranksgiving in partnership with DTCP 11/12
  o 2nd annual food drive by bike benefitting Grassroots
Howard County Transit Development Plan
Scope of Work and Budget

What is a Transit Development Plan?

A completed Transit Development Plan (TDP) serves as a guide for the local transit system and the region it serves, providing a roadmap for implementing service and/or organizational changes, improvements, and/or potential expansion. The Maryland Department of Transportation, Maryland Transit Administration (MDOT MTA) requires the Locally Operated Transit Systems (LOTS) in Maryland to conduct a TDP every five years. The LOTS use their TDPs as a basis for preparing their Annual Transportation Plans (ATPs), which serve as their Annual Grant Applications for transit funding. The TDP planning process builds on or formulates the county’s or region’s goals and objectives for transit, reviews and assesses current transit services, identifies unmet transit needs, and develops an appropriate course of action to address the objectives in the short-range future, typically a five-year horizon. The last plan was adopted in 2018.

TDP Process

The TDP process recognizes that changes in demographics, the economy, policy climate, and technology will affect the types of analysis performed and the range of alternatives developed for consideration. Factors likely to affect TDP development include:

- **Population growth and development**, resulting in a need to continue to address expanded transit needs.
- **Demographic changes** affecting transit alternatives include the large millennial cohort, now aging into child-bearing and work years; and the continued aging of the baby boomers.
- **Funding for expansion**. Even prior to the pandemic, the costs of addressing major capital projects already programmed affected the ability of the State to fund local transit expansion. Federal formula funding has historically been stable, with limited growth.
- **Local policy**. MDOT MTA requires local adoption of TDPs, local policy concerns may also impact the TDP process in terms of service alternatives, organizational structure, and availability of local funding.
- **Technology and new service alternatives**. The growth of ride-hailing services such as Uber and Lyft, and the focus on on-demand microtransit services, has demonstrated the potential for new service models. The costs of technology for fare collection and customer information are declining, and new options are possible to make public transportation options more visible and easier to use.
The process will include a detailed review of existing transit services in terms of productivity as well as coverage. Past TDPs tended to emphasize one aspect or the other - either streamlining service to reduce costs or expanding services. Recent TDPs have included both, focusing expansion where usage will likely justify it, and ensuring that service options are appropriate for the characteristics of the service area.

The MDOT MTA requires that the TDP be adopted by the governing body of the transit program, and these policymakers want to be assured that the process has also included the public’s input. Increased and improved public outreach and stakeholder involvement during the planning process is another recent element of the LOTS TDP process, including online surveys, public project websites, on-board surveys, public meetings, general community surveys, stakeholder interviews and surveys, and other activities. Outreach efforts and stakeholder engagement will take into account ongoing and residual impacts from the Covid-19 pandemic, and as needed and appropriate will involve online and virtual activities.

Public participation is essential to creating and changing successful transit services that have strong community support. Beyond the minimum Federal Transit Administration (FTA) / MDOT MTA requirements for public notice and opportunity for comment (specifically for fare increases, service reductions, and preparation of the annual grant application to MDOT MTA), a dynamic approach to public involvement can result in creative ideas for problem-solving, build community understanding and support for difficult choices (such as fare increases and service reductions), increase public awareness of transit in a positive manner, and build community support for using public tax dollars to fund transit.

**Scope of Work**

**Task 1: Initiate Project / Ongoing Management**

Once the scope has been set and there is a notice to proceed the initial task includes: an introductory/ goal setting meeting; refinement of goals and objectives; and ongoing project management plan. This task includes the participation of the public and agencies affected by public transit services through a TDP advisory committee. The Howard County Multimodal Transportation Board (MTB) is the current transportation advisory body, and it is envisioned that board members will provide guidance and input for the TDP. The KFH Group will work with the MTB, Office of Transportation and MDOT MTA to ensure that the interests of many segments of the community are represented during the planning process.

Subtask 1.1: Project “Kick-Off” Meeting with TDP Advisory Committee  
Subtask 1.2: Obtain and Review Previous Studies and Data  
Subtask 1.3: Ongoing Project Management
Task 2: Review and Assess Existing Conditions

Task 2 will be a significant effort in the planning process, involving both additional input and data collection, and the initial consideration of potential service options and facility needs. During this task, additional land use and short-term development data are obtained to examine the potential need for new services to address redevelopment and growth. Connectivity to other services is addressed, including an examination of the physical connections needed to facilitate these linkages. Importantly, public and community input will be sought, through outreach and interviews with various community stakeholders. Essentially through this task, KFH Group analyzes quantitative (demographic, land use) and qualitative (community input) data to assess transit needs.

Subtask 2.1: Review and Assess the Existing Public Transit Services
Subtask 2.2: Review and Assess Existing Land Use
Subtask 2.3: Develop Population Profile (Analysis and Evaluation)
Subtask 2.4: Assess Transit Fleet, Facilities, and Technology
Subtask 2.5: Management and Institutional Structure
Subtask 2.6: Review of Funding Sources
Subtask 2.7: Review of Fare Policy
Subtask 2.8: Review and Assess Pedestrian/Bicycle Access
Subtask 2.9: Connectivity Assessment
Subtask 2.10: Intermodal (Passenger) Facility Needs

The study team will review the most recent plans for transit facilities in the County, including the major facility planned for Downtown Columbia. These will be evaluated to determine if there is any need to revise plans based on the assessment of current routes and any proposed new services, and the connectivity requirements identified in earlier tasks. The likely timing of new facilities will be considered to determine if there are interim improvements or facilities needed. If appropriate, this subtask would also identify the potential location of such facilities. This subtask will also address any needs for amenities, accessibility or safety improvements at shared stops.

Subtask 2.11: Profile and Analysis of Other Area Providers and Purchasers

In addition to analyzing the services and management of the public transit provider, this effort will compile an inventory and analysis of the other providers in the area, as well as the purchasers of transportation service. In order to understand how each provider/purchaser operates, a variety of information will be gathered from these providers to the extent that it is available,
Subtask 2.12: Technical Memorandum #2 - Review of Existing Conditions

The second technical memorandum prepared for the TDP documents results from the subtasks in Task 2, focusing on transportation services currently available in the study area and their assessment. This report will be sent to Howard County staff for initial review, any needed changes made, and then supplied to the TDP advisory committee (MTB) and MDOT MTA. At this point it will be treated as a draft document and needed revisions would be incorporated into the draft final plan.

Task 3: Public Participation and Identification of Issues and Opportunities

The major focus of Task 3 is obtaining input from transit users, the public and stakeholders about existing transit services and unmet needs. As noted earlier, the approach will take into account ongoing Covid-19 pandemic issues that may limit in-person interaction. At the outset of the project, the KFH Group will develop a full proposed outreach plan that can be modified based on input from Howard County staff and can respond to changing conditions.

Subtask 3.1: User Input
Subtask 3.2: Community Input
Subtask 3.3: Stakeholder Input
Subtask 3.4: Technical Memorandum #3: Public Input and the Assessment of Issues and Opportunities

Task 4: Development of Transit Service Options

The first three tasks of the TDP lay the foundation for the development of the recommended plan. It is in Task 4 that scenarios are formulated, discussed, and evaluated for potential inclusion in the recommended plan. It is in this task that the needs are compared with the existing services in order to develop meaningful alternatives.

Subtask 4.1: Organizational Alternatives
Subtask 4.2: Service Alternatives
Subtask 4.3: Marketing Alternatives
Subtask 4.4: Capital Needs and Alternatives
Subtask 4.5: Technical Memorandum #4: Organizational, Operating, Marketing, and Capital Alternatives
Task 5: Preparation of the Draft TDP

At this point in the study process, the KFH Group Team will compile all the information included in the technical memoranda into one comprehensive plan that encompasses the recommendations for five-year planning horizon. The plan will be developed based on the recommendations made by the consultant and the key participants in the previous task. Development of the plan focuses on providing specific details for the first year of the planning period, with conceptual guidance for the remaining plan years for the recommended projects or services.

Subtask 5.1: Preferred Organizational Structure
Subtask 5.2: Route and Schedule Structures
Subtask 5.3: Equipment and Staff Requirements for Plan Implementation
Subtask 5.4: Operating and Capital Budgets
Subtask 5.5: Ridership and Vehicle Hours Projections for Recommended Alternatives
Subtask 5.6: Suggested Timeline for Implementation
Subtask 5.7: Title VI Analysis
Subtask 5.8: Draft Final Report - Deliverable

Task 6: Presentations and Final Report

This is designed to reach acceptance of the plan by the appropriate officials, make any needed revisions, and produce the final document.

Subtask 6.1: Presentations and Support for Policy Adoption
Subtask 6.2: Incorporate Revisions and Produce the Final TDP

Input from Howard County, MDOT MTA, the TDP advisory committee, the public, and other key stakeholders will be used to refine the TDP into a final report, with the executive summary updated to reflect the changes as well. This will be provided as a PDF for printing or use on websites. A printed hard copy will also be provided, including five copies and an electronic version. All native or editable files will be made available to the project team (Microsoft Word and Excel files).
Project Schedule

We anticipate that this project can be conducted over a nine-month time frame. Figure 4 provides a proposed timeline that depicts the TDP’s schedule and deliverables.

**Figure 4: TDP for Howard County - Proposed Schedule**

<table>
<thead>
<tr>
<th>Month</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
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D Deliverables  🗣️ Final Report  🗣️ Advisory Committee Meetings