

Recommendation Group	Recommendation Description	Recommendation ID	Recommendation Name	Recommendation Description	Pilot Opportunity?	Phase	Cost Implications
Proactively Manage Curbside Activity	Better management of the curbside lane will help to optimize parking availability, support the area's loading needs, and better address ADA parking requirements. Our team proposes a combination of recommendations for the curbside lane including: introducing dynamic on-street parking to accommodate both loading and private vehicle parking, conversion of some on-street/2-hour parking to shorter-term parking/30 minute parking, addition of on-street parking (removal of loading zones) or addition of ADA parking spaces where demand is highest, and widening of sidewalks (by removing on-street parking) in other areas where safety is a higher concern than parking access.	P1.1	Better Manage Delivery & Drop-Off Activity	Howard County and Baltimore County should change the dynamics of a number of on-street parking spaces. During certain times of day, identified as the peak hours for both ride hailing activity and parcel delivery, these spaces would not allow private vehicle parking. Outside of these peak hours, these spaces would revert to their original general public parking use.	x	Short	\$
		P1.2	Prepare for Increased Autonomous Vehicle Use	In preparing to accommodate autonomous vehicles, the Counties should first consider the opportunity that a reexamination of curbside management holds with respect to hosting a variety of programming.		Mid	\$
		P1.3	Provide Adequate & Accessible ADA Parking	Noting no state standards requiring a minimum percentage of accessible on-street parking, the Counties should perform periodic observations of ADA on-street space use. If legal utilization of accessible spaces within a two square block area consistently exceeds 80%, nearby locations should be identified for conversion to ADA restricted parking.	x	Short	\$
		P1.4	Convert full-time loading zones to allow for short-term parking	Designated loading zones are beneficial to help support retail and restaurant businesses in downtown Ellicott City and Oella. Given this, full-time loading zones are sometimes unnecessary due to typical hours and schedules of business deliveries.	x	Short	\$
		P1.4.1 /A	Revise loading zone hours to offer evening short-term parking	Revise curbside regulations (in front of 8289 Main Street) from an all day loading zone to a "Monday-Friday 4am-4pm Loading Zone, Short-term Parking 4pm-4am"		Short/Mid	\$
		P1.4.2/B	Convert loading zone to short term parking	Designate the curbside lane with lane markings and convert the curbside usage from a loading zone to bike parking and short-term parking (in front of the Howard County Welcome Center). This curbside area should be able to accommodate two parking spaces and several bike racks. Short-term parking should be restricted to 30 or 60 minutes maximum.		Short/Mid	\$
		P1.5/C	Revise on-street loading areas in Lower Main	To provide a more pleasant pedestrian experience, a loading zone on lower Main Street should be converted to a widened sidewalk. An alternate loading zone location is recommended at the southwest corner of Main Street and Maryland Avenue.		Mid	\$
		P1.5.1/D	Remove loading zone and widen sidewalk	Remove full time loading zone (between Patapsco River and Maryland Ave) to accommodate space for widened sidewalk and/or buffer area for bikers. Sidewalk on north side of Main Street at Maryland Ave intersection should be studied for widening but will need to accommodate turning vehicles. (to be paired with recommendation M2.1.5)		Mid/Long	\$\$
		P1.5.2	Remove perpendicular parking and create shared loading space	Remove full time loading zone (between Patapsco River and Maryland Ave) to accommodate space for widened sidewalk and/or buffer area for bikers. Sidewalk on north side of Main Street at Maryland Ave intersection should be studied for widening but will need to accommodate turning vehicles.		Mid/Long	\$\$
		P1.6	Formalize parking lane along MD-144	Restripe roadway to create a wider curbside lane (along east side of MD-144) in order to accommodate a parking lane + buffer zone between the parking and roadway edge for safer pedestrian access.		Short	\$
Optimize and Manage Existing Inventory	Recommendations in this category will help provide users with greater information of parking locations and availability, greater access to parking, and better management of these resources. Parking information signs and parking counters could help to identify lots with existing supply. Other potential programs recommended include: a downtown parking shuttle, employee parking incentives, improved parking enforcement, and a parking management program.	P2.1	Improve & Coordinate Information Systems	Signage, maps and apps should clearly convey parking, regulations, and restrictions, while also directing drivers' attentions to less obvious parking options. Wayfinding, signage, and realtime information should be designed and deployed to address three, distinct opportunities to inform drivers of their options - before arrival, upon arrival and post arrival.	Yes	Short/Mid	\$\$
		P2.1.1	Deploy Parking Space Counters	Incorporate digital counters for parking at parking lot entry/exit points to determine parking space availability. Utilize data and upload to app or website to community parking availability to the public. Post parking availability on digital signs at parking entrances and/or at key points along the roadway leading into Old Ellicott City.		Mid	\$\$
		P2.2	Facilitate Shared Parking Agreements	Shared parking is the co-location of off-street parking to serve parking demand for multiple land uses. Shared parking is particularly valuable where land-uses are restricted to certain times of day (i.e. The Wine Bin, St. Pauls Church). Shared-parking provides opportunities that can reduce parking supply needs while providing more destinations with "overflow" parking resources.	Yes	Short	\$
		P2.3	Explore Valet Parking Options	An on-street public valet drop-off/pickup station can greatly expand access to on-street parking during high-demand times. These services provide a high level of parking convenience, make effective use of underutilized off-street locations, and promote park-once by allowing the service to be used as an extension of Ellicott City's public parking operations.	Yes	Short	\$\$\$
		P2.4	Initiate a Downtown Parking Shuttle	Implement shuttle route with pickup stops at Courthouse Lot, Upper Main, Lower Main, and key transit stops. System can be piloted during summer events as soon as 2023 (with coordination assistance by Partnership). Shuttle could continue to support parking needs as lots go offline during stormwater construction activities. Shuttle could be support via a marketing campaign that helps inform community members and visitors about the new service.	Yes	Mid	\$\$\$\$
		P2.5	Incentivize Employee Parking Options	Develop an incentive program to encourage employees of local Ellicott City shops, restaurants, and businesses to avoid parking on-street or in Lot D. Partnership could help lead the program and offer gift certificates or other incentive-rewards for employees with best track record each month/season.	Yes	Short	\$
		P2.6	Improve Parking Enforcement of Time Limited Spaces	Create two-hour time limit zones on-street to eliminate the "parking shuffle" of moving cars short distances in the same area. Currently vehicles parked in two-hour limited spaces can simply move to a new space but still occupy space within the same vicinity. A zoned parking district would limit parkers to two hours per day per zone between the hours of 8:00 a.m. and 6:00 p.m., seven days per week.		Short/Mid	\$
		P2.7	Monitor Performance	Parking demand is not a static measure. It is generated by land uses, which change over time. It is also susceptible to the availability of parking accommodations, as well as the availability and appeal of alternative means of access. Within walkable, urban, mixed-use districts, demand can be particularly responsive to changing conditions, including strategic management policies and actions, such as the strategies outlined above. The effectiveness of such strategies depends upon regular performance measures - utilization and availability conditions during peak-demand times - that, in turn, must inform parking management options		Short/Mid	\$\$
		P2.8	Create a Parking Management Program	Establish a parking authority or similar type of agency that could manage parking enforcement, help implement parking and other improvements, and monitor results.		Mid/Long	\$\$

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Improve the User Experience	Parking facilities should function as a positive, marketable asset for downtown, and through physical signage, marketing, and a strong web-based information program, parking management can help coordinate programs and events.	P3.1	Accentuate Branding, Marketing and Education	Parking facilities should function as a positive, marketable asset for downtown. Parking facilities may incorporate public art, creative lighting, and theming to enhance the parking experience for visitors to Downtown. Parking management should strive to create a clearly identifiable set of public parking facilities. This should be accomplished through the use of easy-to-understand program branding and marketing, an integrated signage plan, web-based information, education and special event parking programs.	Yes	Mid	\$\$
		P3.2	Coordinate Programs & Event Management	Parking management should take a lead role in parking program coordination and should act as a centralized resource that coordinates and distributes information related to parking supply, availability, planning, special programs, event activities, and other resources. Depending on the event location and the surrounding parking supply, mitigation measures may include the previously discussed use of remote lots, enhanced wayfinding – including to privately owned and managed facilities, expanded valet locations and integrated online information.		Short/Mid	\$
Establish Customer Friendly Enforcement	Re-orienting enforcement policies and practices can be very helpful in reaching the Howard County and Baltimore County parking goals. The enforcement team should be re-oriented to support the creation of a customer-oriented parking system, development of sensible and reasonable parking regulations that are easy to understand and easy to manage, modernization and adoption of new parking technologies, and establishment of a data-driven, flexible parking system that can adapt over time.	P4.1	Align Parking Enforcement Mission to County Goals	Enforcement is part of an integrated parking system. The standards and protocols of enforcement staff should be evaluated and better aligned with County goals. The County should train its parking enforcement officers to be focused on encouraging appropriate parking behavior through friendly assistance and providing directions, as opposed to diligent ticket writing.		Short	\$
		P4.2	Issue no-charge first tickets with information	A first ticket free (per calendar year) policy can be applied for non-safety violations, such as overtime or illegal parking. Issuing a first-time warning is friendlier to users and could serve to change public perception of parking.		Mid	\$
Build Parking Strategically and Sparingly	This study has identified that even during existing peak demand, many parking spaces are available. However, drivers can't find them, don't want to use them, or are not aware that they exist. Recommendations are prioritized to address current issues related to on-street demand and time-limit violations, fragmented signage, and lack of technology and information systems. While future development within Downtown Ellicott City will be limited, any new development has the potential to generate new off-street parking supply and demand. As discussed in the earlier recommendations, the County should revise the parking code and facilitate agreements with developers to ensure that new parking supply is shared and publicly available to the greatest degree possible.	P5.1	Strategically Invest in Public and Shared Parking Supply in Key Locations	All decisions to build more parking should be evaluated in the context of Ellicott City and Oella's primary goals to reduce vehicular congestion and improve multimodal travel. While new parking is may be needed in the long-term, that parking will also bring more vehicles to downtown. Solving downtown congestion is not possible if the status quo approach to off-street parking continues.		Long	\$\$\$\$\$
		P5.2	Plan for Long-Term Mobility and Parking Trends	Over the past half century, Ellicott City has seen changes to its downtown area. Like other downtowns, Downtown Ellicott City retail trends have shifted dramatically - retail tenants in downtown environments have shifted primarily to personal and professional services and eating and drinking places. As such, it is important to not only consider what is in each storefront, but when customers are most likely to need parking.		Short/Mid	\$\$
Add Convenient Bike Parking	Install bicycle racks at key locations along Main Street and within major parking lots to accommodate bicyclists and offer priority to alternative transportation users.	P6.1/F	Add Bike Parking in future park	Add bike parking at future park location (southwest corner of Main Street and Maryland Ave).		Mid/Long	\$
		P6.2/G	Add bike parking to main parking lots	In order to complement other bicycle parking locations, add bike racks to Parking Lots A, B, D, and E.		Short	\$
		P6.3/H	Add bike parking at Welcome Center	As part of the proposed conversion of the loading zone in front of the Welcome Center to a short-term parking zone (See recommendation P1.4.2), add bike racks within the curbside lane to allow parking for 4-6 bicycles.		Short	\$
Multimodal Policy Recommendations	Clearer regulations and guidelines defining and protecting multimodal facilities and travel spaces in and adjacent to the Main Street corridor. This, coupled with enhanced and focused enforcement in particularly sensitive areas can increase safety and accessibility for pedestrians and bicyclists of all capability levels.	M1.1	Sandwich Board Deployment Regulations	Sandwich boards are street furniture employed by private businesses along Main Street for the purposes of advertising. Currently, there are no regulations guiding the form or use of these sandwich boards. Depending on the size and placement of these boards, they can act as an obstruction to pedestrians. It is suggested that Howard County draft a policy to regulate the deployment of sandwich boards in coordination with Main Street business owners to ensure they are placed as close to building facades as possible, preferably outside of the public right-of-way completely. The current sidewalk signage requirements for downtown Columbia could possibly be amended to be applicable to Main Street in Ellicott City as well.		Short	\$
		M1.2	Enhanced Parking Enforcement in Multimodal Sensitive Contexts	There has been public feedback obtained through this study process that improperly parked vehicles act as dangerous obstructions to the multimodal network in Ellicott City. For example, as drivers travel west on Main Street/Frederick Road, they tend to increase their speed after passing Ellicott Mills Drive due to a reduction in surrounding development density, commercial points of interest, and noticeable street activity compared to the Main Street corridor. This area is also prone to vehicles parking illegally, outside of designated street parking areas and often overlapping the sidewalk in this area. This type of behavior creates hazards for pedestrian who may have to walk into the street as the sidewalk is obstructed and cyclists who are pinched between illegally parked vehicles and increasingly fast traffic. This location is an example of where illegal parking can create safety and accessibility issues for multimodal users, but to ensure these conditions are not suffered elsewhere, this recommendation is intended for the entire study area, with an emphasis on the historic downtown and surrounding area.		Short	\$

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Main Street Corridor Multimodal Network Improvements	Main Street in Ellicott City is the main commercial and activity corridor in the study area although its western terminus is at Rogers Avenue, in this section MD-144 will be referred to as "Main Street" all the way from Parking Lot B on the eastern end to Ellicott Mills Drive as the western edge as this is the a more natural terminus to downtown based on the prevalence of commercial land use to this point. These recommendations address potential improvemtns to the multimodal network in downtown Ellicott City, with extra attention focused on the pedestrian network.	M2.1.1	Shorten Crossing at Main Street and Old Columbia Pike	The intersection at Main Street and Old Columbia Pike is excessively wide at the southeast corner, making crossing Old Columbia Pike long for pedestrians and encouraging high speeds for vehicles turning right onto Main Street. Either the curb at the southeast corner of the intersection could be extended to provide more exclusive pedestrian space and tighten the turning radius, or a pedestrian island could be installed in the middle of the existing crosswalk.		Mid/Long	\$
		M2.1.2	Mark Crosswalk Parallel to Main Street at Church Road	Reapply the markings on the crosswalk on the north side of Main Street at Church Road to better identify a safe pedestrian path. This crosswalk previously had ladder striping but likely was not remarked after the roadway was repaved.		Short	\$
		M2.1.3	Widen Sidewalk along Main Street	To maintain a consistent through zone for pedestrians along the south side of Main Street, the sidewalk in front of 8357 Main Street should be widened to match the sidewalk width at adjacent properties. The County should engage in conversations with the property owner on construction and maintenance of this improved pedestrian asset.		Mid/Long	\$\$
		M2.1.4	Install In-Street Pedestrian Trail Markings in Parking Lot B	There are no dedicated pedestrian facilities leading from Parking Lot B to the sidewalk on Main Street and the current driveway is constrained by the Patapsco River and a commercial building. It is suggested to install a pedestrian warning sign (such as MdMUTCD W11-2) alerting drivers entering the lot to be aware of pedestrians using the driveway as well.		Short	\$
		M2.1.5	Widen Sidewalk on Main Street Under Rail Bridge	The proposed removal of the loading zone along the north side of Main Street between Patapsco River and Maryland Ave will allow for a widening sidewalk and greater pedestrian mobility within this area. As the loading zone does not extend all the way to Maryland Avenue, it will require the sidewalk be tapered from the end of current loading zone to the current width of the sidewalk at Maryland Avenue. Additionally, a shoulder should be created to accommodate pedestrian access from parked vehicles in this area.		Mid/Long	\$\$
Multimodal Network Improvements Outside of the Main Street Corridor	These recommendations primarily focus on the portions of the existing network that feed into the main street corridor from the surrounding areas, providing greater multimodal connectivity from the more residential portions of Ellicott City to downtown attractions	M2.2.1	Develop multi-modal trail from Parking Lot A to Trolley Trail #9 Trailhead	Developing a reliable, grade-separated pathway or sidewalk between Parking Lot A and the trailhead of Trolley Trail #9 on Westchester Road can be accomplished by constructing a crosswalk across Oella Avenue and providing adequate facilities along Frederick Road to connect to sidewalk network on Westchester Road. The crosswalk across Oella Avenue is one of the most essential aspects of this recommendation and has previously been considered and is considered vital to the improved safety for pedestrians and bicyclists in the Ellicott City/Oella area. Part of this pathway construction will likely involve coordinating with the owners of the commercial properties on the north side of Frederick Road to consolidate driveway access for improved multimodal safety along the pathway.		Mid/Long	\$\$
		M2.2.2	Shared Lane Markings on Saint Paul Street	Add shared lane markings on both sides of Saint Paul Street from New Cut Road to Maryland Avenue to better accommodate bicycle users.	x	Short	\$
		M2.2.3	Sidewalk from Fels Lane to Parking Lot F	Install a sidewalk along the driveway from Fels Lane to Parking Lot F for pedestrian travel to points of interest north of Parking Lot F.		Mid/Long	\$\$
		M2.2.4	Shared Lane Markings on Sarahs Lane from Courthouse Drive to Church Road	Add shared lane markings to Sarahs Lane from the proposed climbing lane on Courthouse Drive (M2.3.2) to Church Rd up to the entrance of the Patapsco Women's Institute Historic Park and coordinate with the stewards of the park to provide adequate bicycle storage.	x	Short	\$
		M2.2.5	Marked Crosswalk Across Frederick Road at Oella Avenue	Investigate the possibility of adding a high visibility, marked crosswalk along with other complimentary features such as dynamic and static signage to make pedestrians safer and more comfortable when crossing Frederick Road at Oella Avenue. There is currently a large residential development taking place in the old mill site on the south side of Frederick Road and once completed, it is expected that pedestrian traffic in the area will increase significantly.			
		M2.2.6	Marked Crosswalk at Parking Lot A	Add a crosswalk linking the southern entrance to Parking Lot A to the sidewalk on the west side of Oella Avenue. The vehicular movements around both entrances/exists to Parking Lot A will have to be considered while the crosswalk is being designed.			
Ellicott City and Oella Pathways and Trails	These recommendations would be considered large additions and enhancements to Ellicott City and Oella's multimodal network and would likely be multi-phased capital improvement projects. All of these recommendations will require further study to determine feasibility, precise costs, and other mitigating considerations.	M2.3.1	New Cut Road One-Way Conversion and In-Road Trail	Convert vehicular traffic on New Cut Road to One-Way northbound and use the gained available right-of-way to create an in-road trail for use by both pedestrians and bicyclists. The in-road trail should be grade separated from vehicular traffic via pavement and run from Saint Paul Street to Montgomery Road.		Mid/Long	\$\$\$\$
		M2.3.2	Courthouse Drive Climbing Lane	Add a marked but unprotected climbing lane on the outside of the northbound travel lane of Courthouse Drive from Sarahs Lane to the area roughly around Ellicott Mills Drive. Additionally, it is recommended to investigate the possibility of adding additional bicycle facilities that continue northward on Rogers Avenue.	x	Short	\$
		M2.3.3	Brittany Drive Bike Boulevard	Brittany Drive from Stonecrest Drive to Old Columbia Pike can be designated as a bike boulevard and add associated improvements such as traffic calming, advisory bike markings, bicycle wayfinding signage, and other bicycle-focused treatments to provide an essential east-west connection on the bicycle network in the southern portion of Ellicott City. The roadway as it exists appears to currently have good bicycling conditions compared to parallel roadways such as Montgomery Road.	x	Short	\$\$
		M2.3.4	Howard County/BGE Connector Trail System	There is a Baltimore Gas and Electric (BGE) utility corridor that runs on the west and south sides of Ellicott City that has potential for trail development. The Howard County Department of Public Works (DPW) developed a trail across this property that connects Turkey Farm Pl to Ellicott Mills Middle School. Additionally, a private developer has built a trail on this right-of-way from the sidewalk along Autumn Hill Drive that connects to Veterans Elementary School. These two trails are an excellent start to leveraging this space for multimodal travel and recreation. To build a series of similar projects to develop a network of trails in the corridor, Howard County could pursue a master agreement to develop pathways in the right-of-way.	x	Long	\$\$\$\$\$
		M2.3.5	Manahan Drive to Main Street Trail	Based on aerial imagery and Howard County's online parcel mapping application, there appears to be an old alignment of a roadway, trail, or driveway between the end of Manahan Drive and Main Street/Frederick Road at Klein Avenue. If this alignment were to be retrofitted into a trail, it could provide an excellent multimodal connection between the less dense residential portion of Ellicott City and the historic downtown as well as recreation opportunities. It is recommended that Howard County contact the owner of the parcel that this alignment is within to see what possibilities exist for the development of trail on this site.		Mid/Long	\$\$\$\$
		M2.3.6	Ellicott Mills Drive Climbing Lane	Add a marked climbing lane on the outside of the northbound travel lane of Ellicott Mills Drive from Main Street to Court House Drive. It is recommended to add painted buffers, flex posts, parking, and other protective infrastructure where possible, however this will likely necessitate shifting the current travel and parking lanes. As with recommendation M2.3.2, it is recommended to investigate the possibility of adding additional bicycle facilities that continue northward on Rogers Avenue.			
		M2.3.7	On-Street Facilities for the Patapsco Regional Greenway on River Road in Baltimore County	It is recommended to continue the Patapsco Regional Greenway south of the Oella area using an on-street facility on River Road in Baltimore County. To accommodate this, traffic patterns on River Road will have to be studied and changed, with a likely outcome being a conversion of River Road to a one-way roadway for vehicles to make room for an in-road trail or cycle track.			

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Improve Guidance to Parking Facilities	This recommendation adds and replaces existing parking directional signs with new signs containing larger text and simpler messaging	W1	Improve guidance to parking	Replace existing parking directional signs along major thoroughfares (Main St., Frederick Ave, Ellicott Mills Dr, Court House Dr) with new design for improved readability. Move/adjust sign locations to optimize wayfinding as necessary (1-3 locations). Remove conflicting/redundant signs where necessary.	Yes	Short	\$
		W6	New entry signs	Replace existing "Ellicott City" entry signs at Main St. and Frederick Ave. with larger more conspicuous sign with improved design	No	Mid/Long	\$\$\$
		W7	Replace all wayfinding signs with new design following MUTCD community wayfinding guidelines	This option replaces W1, W2, W3, W4 (optional), W6 (optional). Create a new graphic design that is code compliant but provides an improved aesthetic of standard DOT signs. Apply to all wayfinding and identity signs for parking and historic sites/amenities.	No	Mid/Long	\$\$\$
		W3	Add parking lot identification signs	Add new signs identifying parking lots (may be light pole mounted, post mounted, or ground mounted)	Yes	Short/Mid	\$\$
		W4	Add wayfinding guidance for "Overflow Parking"	Add new permanent signs designed and placed to direct drivers from Lot D (when full) to Ellicott Mills Drive (Lots F/G), and from Lots F/G (when full) to Courthouse. Signs to be positioned to be seen only by drivers leaving parking lots. Messaging to indicate "overflow parking" or similar.	No	Short	\$
Rename Parking Facilities	Rename all parking lots with location specific names Update all signs accordingly (e.g., county info (websites, etc.) and publicly accessible maps, e.g. Google)	W2	Rename parking lots	Rename all parking lots removing the alpha naming scheme and replacing with location specific names. Update all signs that include parking lot names (wayfinding/identity signs), county information (website, printed materials), and publicly accessible maps (google, etc.)	No	Short	\$\$
Add Advanced Parking Lot Full Status Signage	Add three electronic signs on major thoroughfares entering Ellicott City before parking lots, indicating "OPEN/FULL" status of the primary lots down the road from the sign	W5	Add advanced parking lot full status signs	Further extension of P2.1.1. Add three new signs on major thoroughfares entering Ellicott City before any of the parking lots (Main St. eastbound, Ellicott Mills southbound, Frederick Ave westbound). Sign to indicate "Full" status of the three primary lots in the direction of travel (i.e. the Frederick Ave sign would show A, D, and F/G)	Yes (provided P2.1.1 is fully implemented)	Mid	\$\$\$
Add Pedestrian Directory Signage at Parking Facilities	Adds new ground mounted directory signs at the walking path from the lot to the street. Sign to include map, events board, and optional insert for business listing	W8	Add pedestrian directory sign at parking lots	Add new ground mounted directory sign primary for pedestrians at the termination of the walking path from the parking lot to the street. Sign to include a map with grid (A-Z,1-15) with fixed attractions shown (B&O museum), insert section under glass for business legend, events board under glass for flyers)	No	Mid/Long	\$\$\$