



**MULTIMODAL TRANSPORTATION BOARD**  
**MINUTES April 27, 2021 7:00pm**

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**Members**

**Present:** Larry Schoen  
Ted Cochran  
Alice Giles  
Marlene Hendler  
David Drasin

**Staff:** Bruce Gartner, Executive Secretary  
Chris Eatough, Office of Transportation  
David Cookson, Office of Transportation  
Kimberly Woods, Office of Transportation  
Brooks Phelps, Office of Transportation  
Terri Hansen, Office of Aging and Independence

**Members** Monice Simon  
**Excused:** Shahriar Etemadi  
David Zinner

**Members** Cole McCarren  
**of the** Zachary Chissell  
**Public:** Jason Quan

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**1. Approval of Agenda for Meeting**

The draft agenda for the meeting was approved by Larry Schoen with no objections.

**2. Review of unofficial minutes from March 23, 2021**

Ted Cochran moved to approve the minutes, Alice Giles seconded the motion. The motion to approve the minutes carried.

**3. Public Comment**

There were no public comments.

**4. New Business/Ongoing Business**

i. MTB comments on Complete Streets Report to County Council

- Third report due to Council, shows the progress that has been made during the last six months.
- While key accomplishments are highlighted, the 18-month report focuses on the performance measures.
- There is a total of 13 data points in the report which includes live links providing additional information.
- Report also talks about all the past projects and outreach opportunities.

- Ted Cochran suggested including use measurements as well as completion measurements in the report (i.e. Bicycle counts across the Columbia bridge).

ii. RTA Bus Route Adjustments

- RTA is looking for the MTB support regarding proposed service changes during the public hearing process.
- Service changes are scheduled to take effect in September. Two routes will be affected The Laurel Route and the Columbia to Catonsville Route.
- RTA’s overall goal with the service change is to try to improve the RTA’s connections with MTA and WMATA (DC Metro). As well as service some of the areas that are currently unserved. The adjustments were for the most part cost neutral due to shifting some of the routes that are underperforming or/and have duplication of service so that they wont really be losing service. The hours would be moved to expand the RTA’s footprint to cover areas that are currently not served.

<b>Ellicott City Regional Changes</b>	
<b>Route 405</b>	*restructured from a Columbia – Ellicott City route in to two different routes:
	• a new “405” Ellicott City-focused circulator route
	• a new “505” Columbia – Ellicott City – Catonsville route
	• Routes 405 and new 505 will have a timed transfer
	• Expands service footprint west to Pine Orchard Ln
	• Adds service to Charleston Place Apartment homes south of Normandy Dr
	• Adds new timed arrivals/departures from Historic Ellicott City
	<b>Proposed Trade Offs</b>
	<b>No longer a one-seat ride between outlying regions of Ellicott City and Mall in Columbia.</b>
	<b>Route 402A (counter-clockwise Long Reach loop) would be discontinued, only 402B (clockwise loop) service would continue, to free up hours for the new 405/505 launch.</b>
	<b>Route 407-extra service between Columbia and Owen Brown service would stay discontinued and not be reinstated when the 406 and 414 are, to free up hours for the new 405/505 launch.</b>
<b>Route 505</b>	• Creates new connection between RTA system to Catonsville Walmart bus hub
	o MTA bus connections to MARC, Inner Harbor, and Johns Hopkins now available
	• Shortens transit commutes between Ellicott City and Catonsville by over two hours
	<b>Proposed Trade Off</b>
	<b>Like 405, connections between parts of Ellicott City and Columbia require a transfer.</b>
<b>Laurel Regional Changes</b>	

<b>Route 301</b>	<ul style="list-style-type: none"> <li>• Route restructured to connect between Towne Centre Laurel – Main Street – South Laurel</li> <li>• Takes over “Laurel Loop” service from the 302, becoming a direct north-south connection</li> <li>• Would only operate Monday-Friday to give the Sunday 302 a second vehicle</li> </ul>
	<b>Proposed Trade Offs</b>
	<b>Riders coming from South Laurel Dr would have to transfer on Laurel Bowie Rd to route 302 if they needed to get to a destination on Contee Rd or were traveling to UM Laurel Medical Center.</b>
	<b>Residents on South Laurel Dr would need to walk to Muirkirk Rd for Saturday service.</b>
<b>Route 302</b>	<ul style="list-style-type: none"> <li>• Route restructured to be an hourly, two-bus connection between Towne Centre Laurel, UM Laurel Medical Center, Muirkirk MARC, Beltsville, and Greenbelt Metro</li> <li>• Would operate the same pattern 7 days a week</li> <li>• Improves productivity and better utilizes a long layover scheduled at Towne Centre Laurel, while “thickening up” service in areas that have limited or no service at all</li> </ul>
	<b>Proposed Trade Offs</b>
	<b>End-to-end travel time from Greenbelt to Towne Centre Laurel increases approximately 12 minutes.</b>
	<b>Riders traveling from Greenbelt, Old Baltimore Pike, or along Muirkirk Rd would have to transfer to route 502 if they needed to get to a destination just north of Contee Rd, such as Laurel Lakes Centre.</b>
<b>Route 502</b>	<ul style="list-style-type: none"> <li>• Route slightly restructured around Laurel to take over some services left behind by other route restructuring</li> <li>• Improves the amount of end of line productivity and better utilizes a long layover scheduled at Towne Centre Laurel</li> </ul>
	<b>Proposed Trade Offs</b>
	<b>End-to-end travel time from Laurel to Arundel Mills increases by approximately 7 minutes.</b>
	<b>Residents along Cherry Ln would have to walk to/from MD-197 to ride route 502 (approximately 900 feet from current bus stops for outbound trips, and 450 feet for inbound trips).</b>

## **5. Development Updates- David Cookson**

David Cookson provided information on upcoming public meetings and some newly submitted development plans. The tables presented to the MTB are shown below:

## Upcoming Public Meetings

Project	Meeting Date	Meeting Type	Notes
ZB 1126 M County Courthouse	May 6	Planning Board	Petition to rezone the county courthouse and adjacent parcels including the former detention center and an office building from Historic – Office (HO) to Historic-Commercial (HC) to create a mixed-use district with new structures and reusing existing structures.
ZB 1118M - Erickson at Limestone Valley ZB 1119M - Hickory Ridge Village Center	June 9	Zoning Board	<p>To rezone 62.11 acres from B-2 &amp; RC-DEO to CEF-M for development of a continuing care retirement community and to permit the expansion/relocation and architectural enhancement of the existing Freestate Gasoline Service Station (MD 108, 12170 Clarksville Pike &amp; p/o 5450 Sheppard Lane)</p> <p>- The Petitioner proposes to demolish the 29,912-square foot multi-unit commercial building and drive through bank, reconfigure the pedestrian promenade into a courtyard plaza, and construct 35,216 square feet of new retail/commercial, a 230 dwelling unit apartment building, and a 3,229 square foot drive through bank.</p> <p>Webex Link:  <a href="https://howardcountymd.webex.com/howardcountymd/onstage/g.php?MTID=e137c4d9391dd8f51d1fb2c6def6e38bc">https://howardcountymd.webex.com/howardcountymd/onstage/g.php?MTID=e137c4d9391dd8f51d1fb2c6def6e38bc</a>Link to Zoning Board</p>

Newly Submitted Development Plans					
Plan Name	Plan Number	Units	Description	OOT Comments	Next Steps
G&R Maple Lawn / Northside of Scaggsville Road near Murphy Road	ZB-1127M	505	This is a rezoning request to increase the approved number of housing units by 473 in one portion of Maple Lawn.	<p>Include bike lanes on the full project frontage, including extending the bike lanes to Maple Lawn Blvd.</p> <p>The entrance road into the community does not appear to have direct driveway access and the traffic study did not reference a proposed classification, the design speed of the road should reflect the county's complete streets policy.</p> <p>The importance of the proposed connection to Federal Street is referenced several times. This connection will provide both redundancy and access; completing this connection is critical to overall operations.</p> <p>The entrance road from MD 216 into the site should include a 10-foot-wide shared use pathway. The pathway element should continue along the proposed internal road network to the intersection with Federal Street.</p>	These were comments to DPZ on the rezoning case.
Elms at Elkridge / Southside of Route 1 near Ducketts Lane	SDP-21-001	359	359 units, commercial space, open space along Route One.	Advisory comment to include bicycle parking.	Approved

G& R Maple Lawn Plan: Ted Cochran expressed concerns regarding pedestrians crossing 216. Concerns were also raised regarding potential traffic issues on Murphy Road, Lime Kiln, and 219 that will be caused by putting a 400+ housing unit in the area.

David Cookson briefly went over a few plan review updates that were previously presented to the MTB.

- United Way Daycare
  - OOT, DPW, DPZ and the applicant developed a solution for the applicant install ADA complaint ramps, new ped crossing paint, a new bus stop pad to ensure and enhance pedestrian access to Columbia Gateway Drive. The plan will also include a note related to coordinating with the county on the Robert Fulton Pathway project.
  - Update- Approved

- Ted Cochran expressed interest in the status of the Lakeview Retail plan for Broken Land Parkway near Cradle Rock Drive. Ted suggested that it'll be worth a longer discussion if it goes forward. David Cookson suggested possibly inviting someone for Planning and Zoning to a future MTB meeting to discuss it if the plan gets approved.

**6. Office of Transportation Updates**

i. Upcoming Public Outreach Events

- MTA (Regional Transit Plan (RTP) Corridors)
  - Provides 25-year plan for improving public transportation in Central Maryland.
  - Addresses traditional transit (bus, rail) as well as new mobility options and technology (automated vehicles, and shared mobility).
  - The transit corridor studies begin with no pre-determined routes or modes in mind.
  - The MTA will narrow down each corridor to options for further engineering analysis.
  - Next week the North-South and East-West Studies should be officially launched. A public survey will provide the public touch points and coincide with the collaboration phase before proposing potential routes and modes. MTB members are encouraged to participate in the survey as well as share it with friends, family, neighbors, and colleagues. The focus of the survey is on goals and objectives for the corridor, and its connection (i.e. is it integrating with local service).
  - By the end of the year there will be a prioritized list to show how different alignments and mode options stack up, and which should be advanced for further study.

ii. FY22 Operating and Capital Budget

- The Office of Transportation is focused on the Bike and Pedestrian Masterplan efforts in K5061 and K5066 in addition to some of the public-school coordination efforts in K5035 which are really programs of smaller projects.
- K5061 funding request is \$650,000 – the same as anticipated for FY 22 at this time last year. That program is focused on funding construction at 4 locations for \$3.2 million total.

<b>K5061 Ped Plan Projects</b>	<b>Cost Estimate to completion</b>	<b>Currently available</b>	<b>FY22 Request</b>	<b>Available for new projects</b>	<b>PO Year</b>
Frederick Road, Gray Rock Road to Centennial Lane	\$1,182,000				FY21
Dobbin Road, north of MD 175 to shopping center entrance	\$600,000				FY21
Whiskey Bottom Road, Homestretch Ct. to US1	\$450,000				FY22
Whiskey Bottom Road, Moonshine Hollow to Lantern Way	\$350,000				FY22
Whiskey Bottom Road, North Laurel Comm Center to Butterfield Grove	\$600,000				FY22
Crossing of Montgomery Road at Bellanca Road	\$50,000				FY22
<b>Total</b>	<b>\$3,232,000</b>	<b>\$2,442,000</b>	<b>\$650,000</b>	<b>(\$140,000)</b>	

\$140k shortfall to be found in project savings

- K5066 funding request is \$825k and is focused on 4 main areas. Our current year efforts to spend down that program consists of:
  - 1) Design for safety projects on US 1 (\$700k) in advance of \$3 million in State funding
  - 2) Wayfinding project
  - 3) Cedar lane land acquisition
  - 4) Starting on the Oakland Mills Road Diet project (\$1.6 million over 2 years)
- FY 22 effort is focused on:
  - 1) Cedar lane pathway construction
  - 2) Oakland Mills Road Diet
  - 3) Complete Wayfinding
  - 4) Robert Fulton Drive Design
- Delegation in Annapolis was able to secure \$1.25 million in funding for Patapsco Regional Greenway Project
  - OoT is currently in the middle of capital budget deliberations with Council.

### iii. Legislative Update

- “FY22 Transport Operating Budget Pages” document was provided to the group of ahead of the meeting.
  - The document discusses the transit service adjustments and transit improvements in technology.
  - Members will be able to see what’s in the budget books related to transportation.
- Several resolutions and one bill have recently passed in Council.
  - TPAG no longer exists it has been officially signed into law.
  - MTB language was adopted and a link to the bill was sent out to members in advance.
  - A link to Council member Walsh Shared Streets bill was also sent out to members. The bill encourages the administration to find temporary opportunities to have streets used by more than just automobiles.
  - Annual transit assurances are currently under consideration. Which is basically the Council recognizing that the Executive is going to apply for grants and he’s going to commit to local funding to match the grants. Which in returns lets the MTA know that both parts of the political subdivisions are supporting the grant applications.

## **7. Future Meeting Items**

- i. Complete Streets Implementation Updates-Ongoing
- ii. Update on Statewide Transit Innovation Grant Projects (Bus Stops)

## **8. Adjournment**

The meeting was adjourned at 8:39 p.m.

**9. Next Meeting**

The next MTB meeting is scheduled for May 25, 2021.

Bruce Gartner /2021  
Executive Secretary Date

Kimberly Woods /2021  
Office of Transportation Date