



MULTIMODAL TRANSPORTATION BOARD

July 27, 2021 - 7:00 pm

Held via WebEx Event

Ellicott City MD 21043

AGENDA

Regular monthly meeting

- 1) **Approval of Agenda for Meeting – Chairperson Schoen**
- 2) **Approval of May 25, 2021 Meeting Minutes –Chairperson Schoen**
- 3) **Public Comment – General Topics** (*Participants that have signed up in advance will have 3 minutes each to address the MTB*)
- 4) **New Business/Ongoing Business**
 - i. Report on public hearing regarding RTA route modifications (July 15th) ... (10 min)
 - Purpose is to determine if MTB has concerns about the County approach to one of the Bus Stops serving the new Routes 405 and 505
 - ii. Regional transit finance and governance options presented to Baltimore Metropolitan Council (BMC) Executives on July 17, 2021..... (15 min)
 - Purpose is to determine if the MTB should consider an official recommendation to the County Executive on this topic or solicit more local Howard County input
- 5) **Development Project Updates -David Cookson** (20 min)
- 6) **Office of Transportation Updates**
 - i. OOT Staff Update MOU with Public Schools regarding free student fares... (5 min)
 - ii. Update on next round of bike lane public meetings (FY 22 resurfacing)(5 min)
 - iii. Update on Complete Streets Calendar..... (5 min)
- 7) **Future Meeting Items**
 - i. Complete Streets Implementation Updates-Ongoing
 - ii. Update on Statewide Transit Innovation Grant Projects (Bus Stops)
- 8) **Adjournment**
- 9) **Next Meeting** – August 24, 2021, 7pm - Recommend holding this or September meeting in Person

Total time estimate: 80 minutes

4) NEW BUSINESS/ONGOING BUSINESS

Item 4i

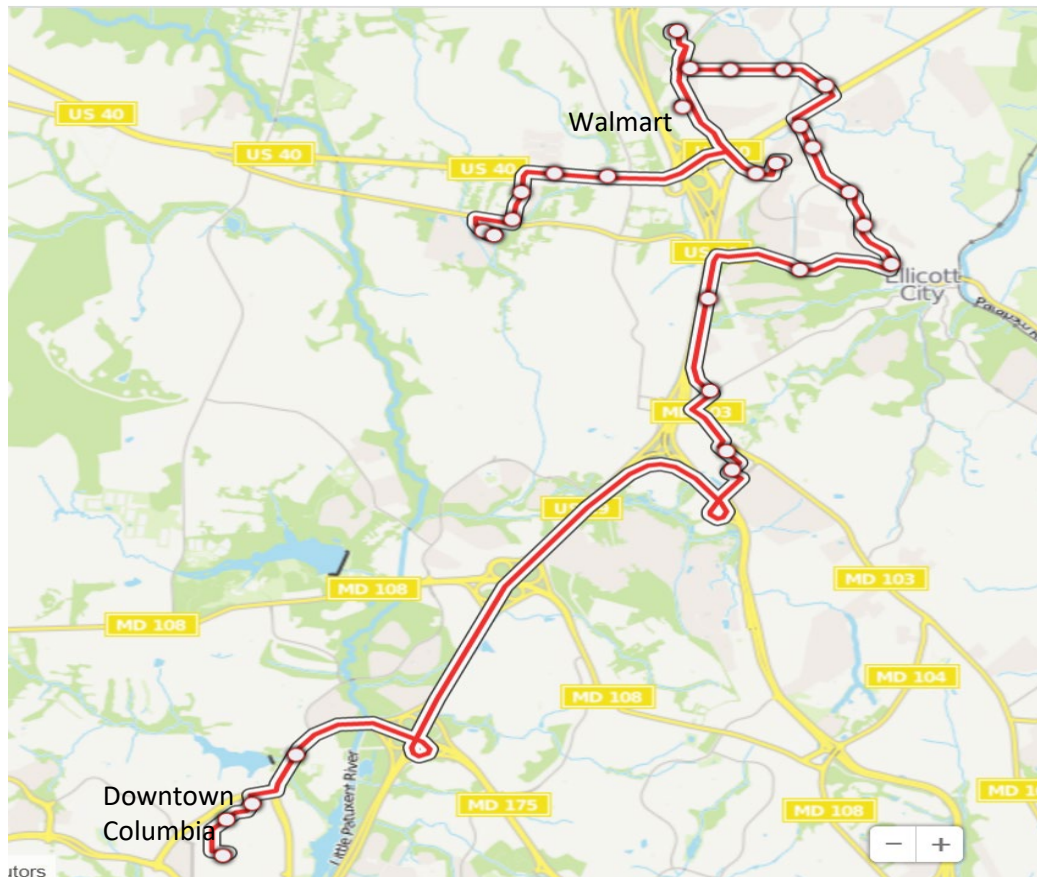
Options for Carls Court Bus Stop – Adjacent to Walmart (North Ridge Road)

BACKGROUND: In the past, the current Carls Court bus stop was located at the entrance to the Ellicott City Walmart, served by the 405. Although this provided very convenient service to Walmart employees and customers who use public transportation, the pathway of the bus through the Walmart property

- caused delays to the route, and
- allowed potential interaction between the bus, privately owned vehicles, and pedestrians, which can pose an unnecessary risk to all.

In 2019, construction at Walmart provided an opportunity to re-locate the bus stop off Walmart property to Carls Court, a public street just north of Walmart property. Carls Court proved to be operationally advantageous, as it provided an opportunity for the bus to change direction and to pause outside the flow of traffic on North Ridge Road and from the nearby development, Ellicott’s Retreat, a 55+ community, the entrance of which is a privately-owned road that intersects with Carls Court.

While the relocation to Carl’s Court was initially considered a temporary relocation, the operational and safety benefits of the location has caused the County and RTA to support continued use of the Stop. Due to complaints received by members of the community, the bus stop was moved from the north side of the court to the south side of the court, and drivers were reminded to stage their buses on the south side of the court near the bus stop sign.



RTA Route 405: Hourly service between Downtown Columbia and Ellicott City, including service to the Ellicott City Walmart

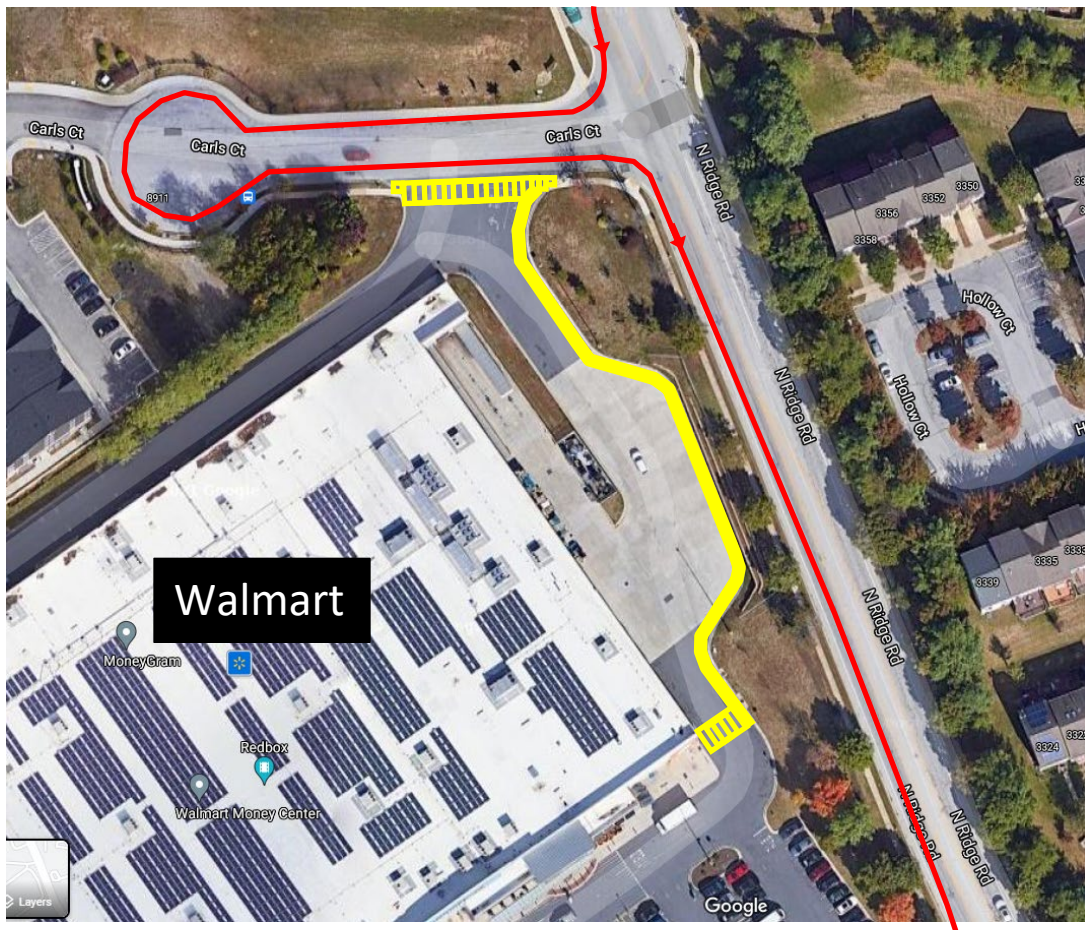
After another month, residents of the community complained again about the presence of the buses, the bus stop, and the litter left behind by those who used the bus stop. Office of Transportation staff responded to the complaints via letter, explaining that Carls Court

- is a public street,
- provides opportunity for the bus to change direction and pause outside of traffic on North Ridge Road, and
- the bus stop, being more centrally located, served the wider community as well Walmart employees and customers.

However, at a July 15th public hearing for RTA service changes scheduled for early September, a resident of the Ellicott's Retreat community reiterated the complaints previously received, as well as an objection to increasing service to the area and transfer opportunities at Carls Court.

OPTIONS: Below are several options for addressing the issues raised during this public testimony.

1. Continue to provide current hourly service to the bus stop located at Carls Court and plans to add a transfer opportunity between two routes (the 405 and the new 505). (No change)
2. Continue to provide current service and planned service increases while addressing the concerns of the residents by making low-cost changes:
 - a. Working with Walmart to provide a marked path through the Walmart property and adding two pedestrian crosswalks between the entrance to Walmart and the bus stop.



Walmart property showing proposed pedestrian crosswalks and painted pedestrian path through Walmart property.

- b. Asking drivers to immediately report the presence of litter at or in the immediate vicinity of the bus stop so that it can be removed in a timely manner.
 - c. Working with the community management to identify ways to use landscaping and other means to shield the residents from views of the bus stop.
3. Continue to provide current service and planned service increases while looking for long-term alternatives to the use of Carls Court as the location for the bus stop. Potential off-site locations include:
- a. Use of existing off-street parking along northbound and southbound North Ridge Road just north of Carls Court to add bus-only parking. This may or may not be possible due to the parking needs/requirements of the community, and passengers transferring between routes would have to cross North Ridge Road.

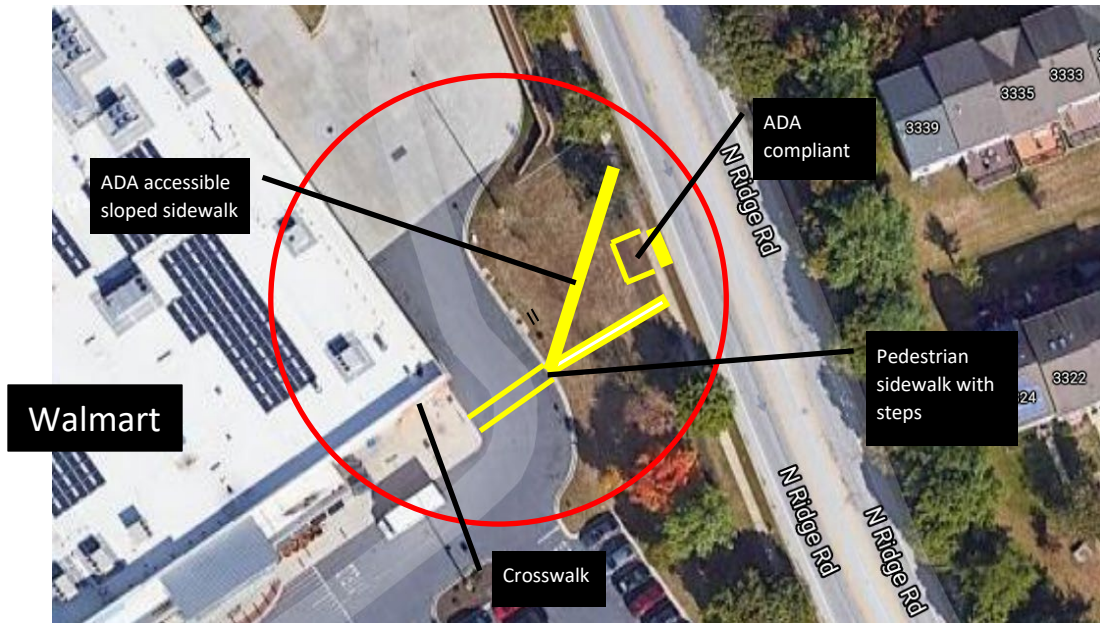


Off-street parking on North Ridge Road, north of Carls Court.

- b. Alteration of the roadway striping of North Ridge Road to widen the southbound portion between Carls Court and the entrance to Walmart (Hamlet Court) to two lanes and add an on-street bus stop at a location convenient for Walmart employees and customers along North Ridge Road. This would also require a crosswalk, a sidewalk with steps, and a sloped ADA-accessible sidewalk connecting to the existing sidewalk on North Ridge Road. Ideally, a bus stop shelter would be added for customer convenience. These improvements could cost between \$50,000 and \$100,000 and operational challenges related to bus turns would still need to be resolved.



Striped median in southbound North Ridge Road. This area could be used to add a southbound lane, allowing the bus to stop in the far route southbound lane to provide more direct access to the Walmart entrance for pedestrians without blocking traffic.



Walmart property with proposed crosswalks, sidewalks and passenger shelter

4. Continue to provide current and future service levels while looking for currently unidentified locations for the bus stop and transfer point in the area and identifying funding opportunities.

Item 4ii

Summary of BMC Draft Recommendations on Baltimore Region Transit Governance Options

July 2021

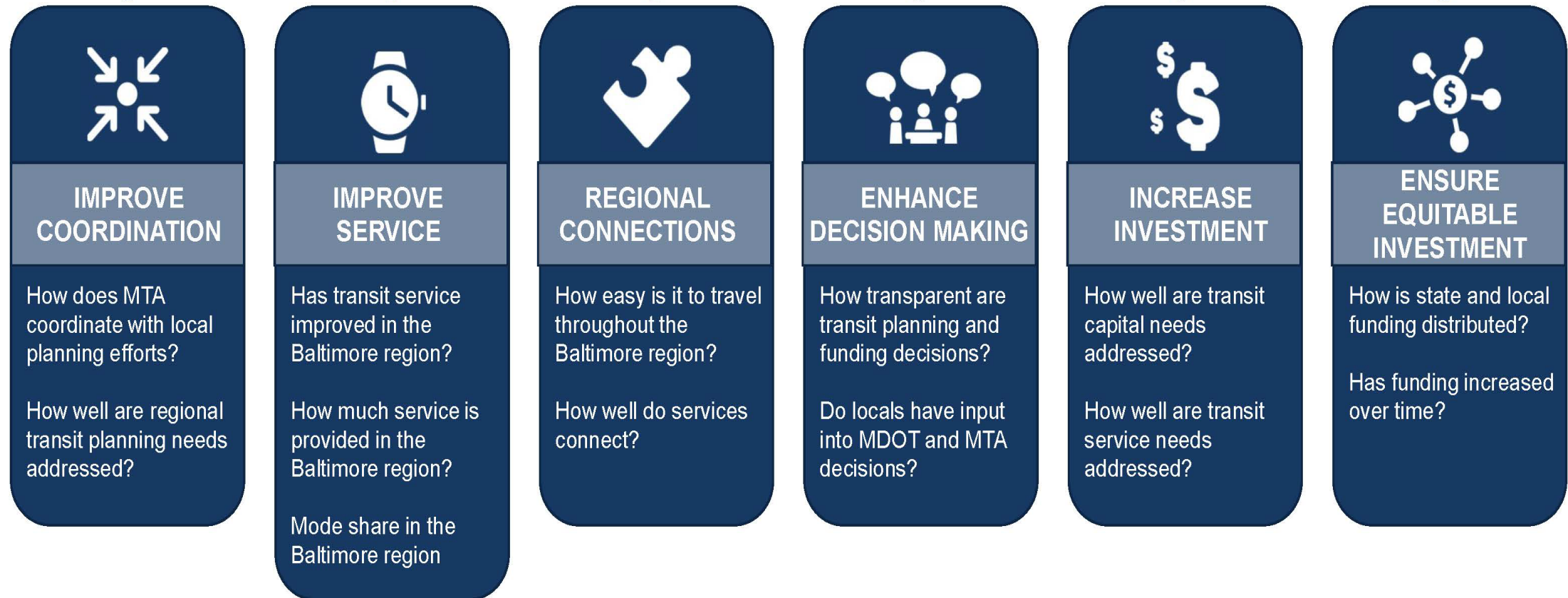
Howard County Office of Transportation

TRANSIT GOVERNANCE OPTIONS SUMMARIZED IN BMC CONSULTANT REPORT

Status Quo / Do Nothing and State Transportation Commission STC (Not evaluated below) – creates an advisory body out of existing commission that could prove challenging to negotiate for statewide attention unless it is established with some thought about representation, membership and mission (TTF Resource allocation). It, along with a blue ribbon commission could be the means to get to options 4-5 below.

- 2) State Transit Commission** – Would oversee all of MTA and transit investments with Administrator directed by the Commission; board members must include representatives from core service area and other regions with members appointed by the Governor and confirmed by the Senate; Similar to MD Aviation and Port Commissions.
- 3) Baltimore Advisory Board** –MDOT and jurisdictional participation would guide core service decisions with input & advice on budget, asset improvement, operational, service delivery and planning; MTA would continue to operate; membership fees est. by formula would support operations; would work best if there is a clear transit funding formula; similar to Middle Tennessee Regional Transportation Authority
- 4) Baltimore Transit Commission (BTC)** – Joint State-regional commission; manages and oversees transit investments and raises funds regionally for transit; LOTS could join or remain independent; local taxes would be difficult to implement state would need to cede authority without diminishing funding; Similar to WSTC and NVTC with WMATA;
- 5) Baltimore Regional Transit Authority (BRTA)** – New agency created; member jurisdictions have authority to raise funds and hire GM; MDOT provides state funding via formula and runs rest of state transit operations; Baltimore City and County would have to join; others would opt in; LOTS like CMRTA could opt in; similar to SEPTA

EVALUATION CRITERIA – GOALS SCORECARD

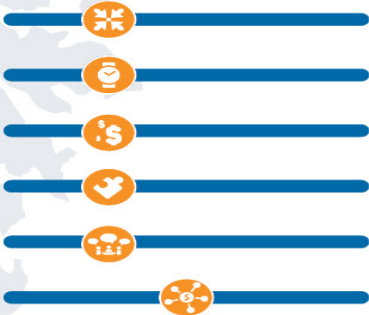
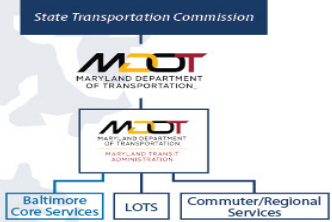


Goals scorecard was developed by BMC consultant and scores are reflected in following pages. Comments on benefits and challenges in the following pages are meant to highlight some from the report and offer more for Howard County consideration

All Models

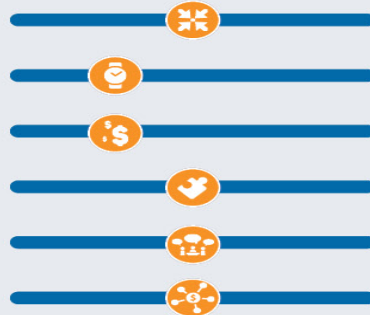
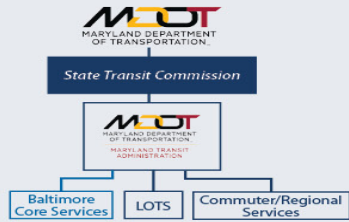
MODEL 1

State Transportation Commission



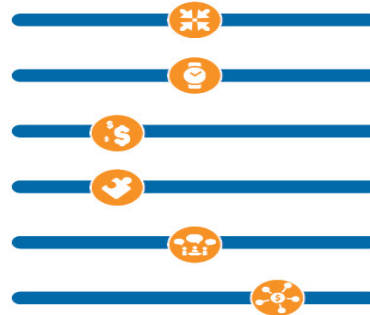
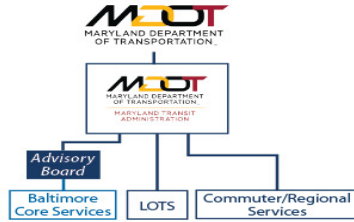
MODEL 2

State Transit Commission



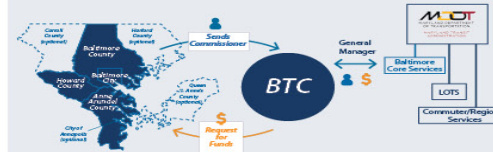
MODEL 3

Baltimore Advisory Board



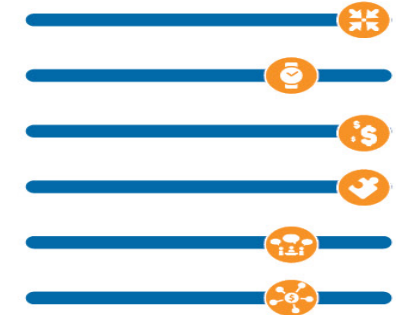
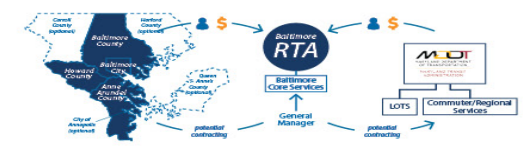
MODEL 4

Baltimore Transit Commission (BTC)



MODEL 5

Baltimore Regional Transit Authority (BRTA)



Next Steps for Transit Governance Discussion

HOWARD COUNTY CONSIDERATION OF REPORT

Draft Consultant Recommendations and Previous Eno Center report imply that the City and Baltimore County should take the lead on implementing any recommendations

Need to Consider how Howard County should evaluate various options and articulate position to public.

Potential Howard County Goals to Consideration in Evaluation of Future Proposals:

- Easier/more reliable access to funding that keeps up with inflation and State of good repair needs
- More equitable state/local funding treatment of transit (particularly paratransit) costs compared to neighbors (City, Balt. County, PG and Montgomery)
- Maintain ease of adjusting local transit service to accommodate local needs
- Improved transit commuting options to DC, Baltimore & Ft. Meade/Odenton and connectivity along US 29, US 1, US 40 and Mid-County East-West corridor

Are there any other Goals that the MTB would recommend Howard County Consider

Item 5

Development Project Report for the Howard County Multimodal Transportation Board

July 27, 2021

The Development Project Report for the Howard County Multimodal Transportation Board for plans going through the county review process.

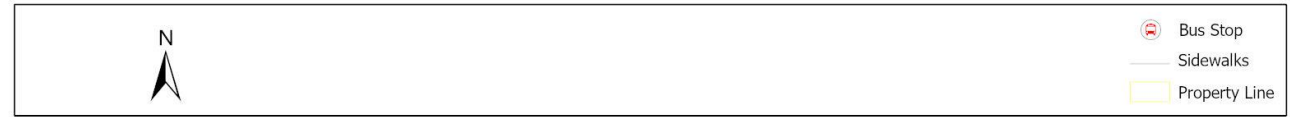
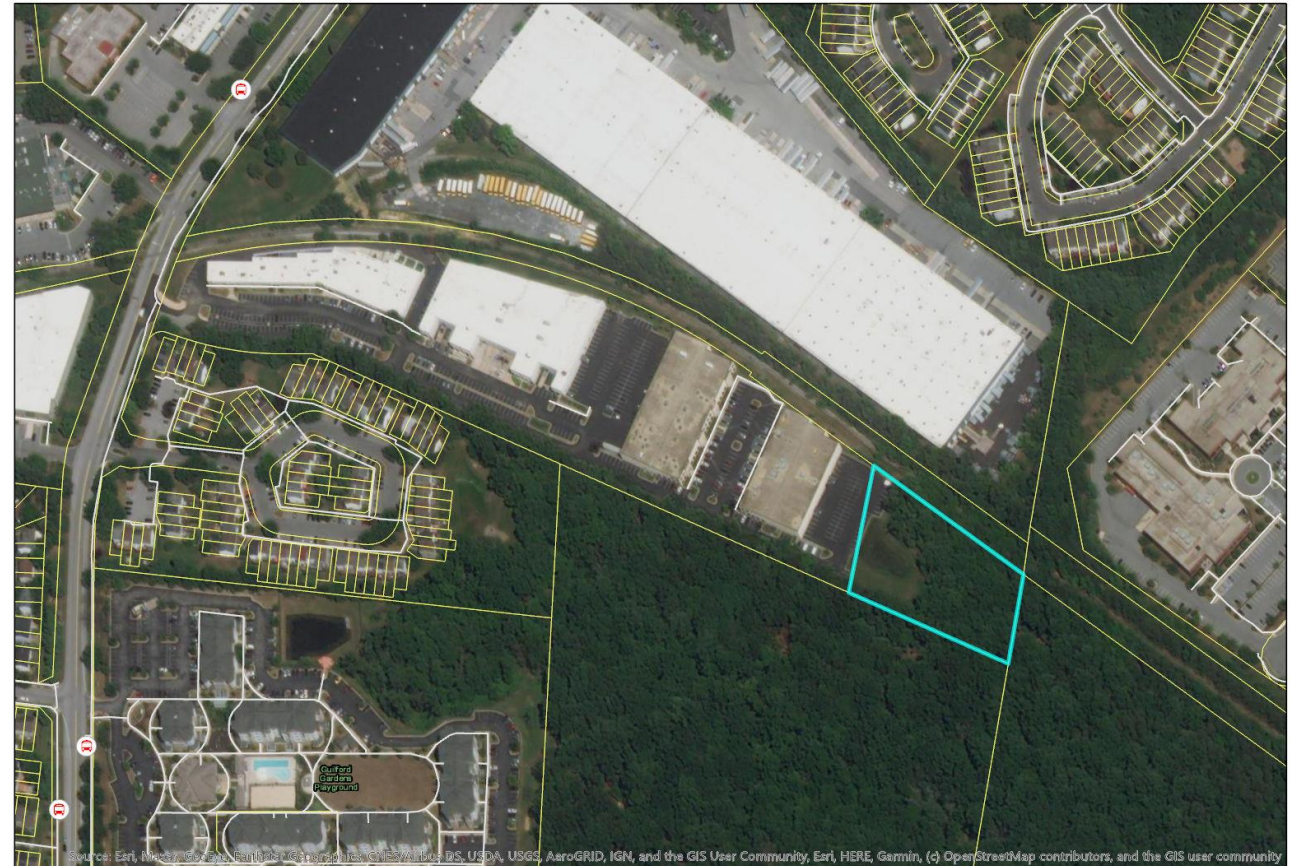
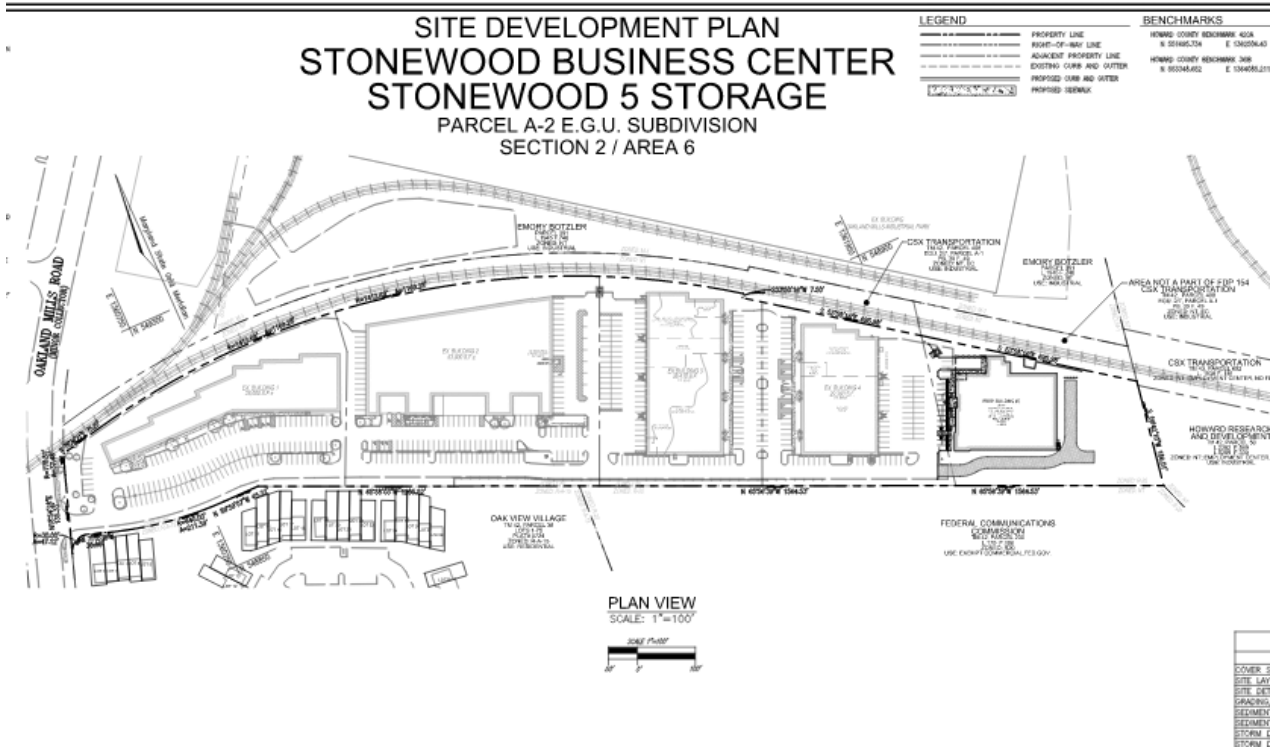
The report is composed of:

1. Upcoming development related public meetings for projects with transportation impacts.
2. A selection of plans submitted since the last MTB on 6/22/2021 to about one week before the regularly planned MTB meeting on 7/27/2021. This selection is based on staff assessment of plans that might be of interest to the MTB based on transportation impact, size and location.
3. Updates on already previously submitted development projects.

Upcoming Public Meetings

Project	Meeting Date	Meeting Type	Notes
ZB 1118M - Erickson at Limestone Valley	July 27	Zoning Board	To rezone 62.11 acres from B-2 & 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 & p/o 5450 Sheppard Lane)
BA 781-D - AGS Borrower Lakeview, LLC	August 23	Board of Appeals	Appeal of a Planning Board decision letter dated 1/25/21 Where the Planning Board denied SDP-20-042 (Lakeview Retail) - 13.933 acres (9841 & 9861 Broken Land Parkway, Columbia)

Plan Name	Plan Number	Units	Description	OOT Comments	Bike/Ped	Transit	Next Steps
Stonewood 5 Storage	SDP-21-052	123,768 sf storage	Storage structure.	No comments.			



Plan Review Updates on Previous Plans presented to the MTB
Items in red text are changes/updates since the prior report

Month entered for MTB	Plan Name	Plan Number	Roads/Streets	Number of Units/Sq. Ft.	Description	Comments	Bike/Ped	Transit	Plan Status / Next Steps
June-21	Woodmere Retail	SDP-21-045	9881 Broken Land Parkway	5,000 sq ft	Retail infill on parking lot.	The 10' multi use path along Broken Land Parkway conforms with BikeHoward recommendations. The internal path between building footprints is also good. However, there is no pedestrian connection from the new path to the site. Additionally, DPW suggests that crosswalks make sense on the south and east legs of the intersection, which would connect to existing sidewalk on Cradlerock Way. We would also like to see bike parking on the side. We would like some clarification that the ramps on the plan are indeed ramps and not stairs. In addition, the placement of handicap parking and accessible ramps should be revised to create a shorter distance between them.	Yes	Yes	Resubmit
June-21	Paddock Pointe – Phase 4	SDP-21-037	12201 Laurel Park Blvd, Laurel 20723	368 apartments		OOT would like to see the addition of bicycle parking and pedestrian design improvements.	Yes	No	Resubmit
May-21	Enclave at Hines Farm	SDP-21-038	Approximate Address: 10752 Scaggsville Rd, Laurel, MD 20723	63 age restricted, 34 SFD/29 townhomes		Connect the new street to Tipton Drive and Jandy Avenue to create a new through street. Extend sidewalk frontage along entirety of project on Scaggsville Road until the intersection at Jandy Avenue. Bike plan calls for the addition of sharrows.	Yes	No	Resubmit.
Apr-21	G&R Maple Lawn	ZB-1127M	Northside of Scaggsville Road near Murphy Road	505	This is a rezoning request to increase the approved number of housing units by 473 in one portion of Maple Lawn.	<p>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> <p>The proposed pathway connection to the school site does not provide a high quality connection to and through the school campus, as well as the other phases of Maple Lawn. To ensure this phase integrates with other phases of Maple Lawn, especially the commercial sections, the petitioner should develop, in coordination with the Howard County School System, a visible, lit and well-designed gateway pedestrian and cyclist connection to West Market Place.</p> <p>The petitioner references providing public transit facilities in the business and other districts. Howard County is planning to implement an extension of the Flash transit line from Montgomery County to Downtown Columbia, via Maple Lawn Boulevard and Johns Hopkins Road. This route will require several new stops, including potential stops on Maple Lawn Boulevard at MD 216 and Johns Hopkins Road. The petitioner should coordinate with OOT to locate stops, and contribute funding, to construct bus stops.</p> <p>The petitioner references a Transportation Demand Management Plan. Reviewed by zoning board.</p>	Yes	Yes	DPZ staff report in progress.

Mar-21	Roslyn Rise	SDP-21-030		163	This is a plan to replace a townhome development with a 2 building, 163 unit condo development.	OOT requests bike parking in both buildings and questions the redundancy of the two sidewalks leading to Trumpeter.	Yes	Yes	Approved
Feb-21	Wellington Farms Phase 1 Section 1 Address/Link: Project 10400-10472 Graeloch Rd, Laurel, MD	F-21-025			This is the road plan for a section of phase 1 of the 395 single family attached and detached development .	Following feedback from DPW related to the capacity at the intersection of Graeloch/Aurora Way. OOT, DPW and DPZ have requested the applicant provide a ped refuge island at the intersection. At this phase of the project, a traffic signal is not warranted by the MUTICD. Additionally, the applicant will widen to the proposed pathway on Leisher to 10 feet.	Yes	No	No update.
February 21	Bethany Glen ARAH	SP-21-002	9844-9898 Longview Dr Ellicott City, MD 21042	154 units of age restricted housing.	Applicant is proposing 154 units of age restricted housing in two areas, north and south of I 70.	OOT has requested the sidewalk segment extend to the firehouse to Postwick Road, sidewalk on internal roads as OOT requested the project extend a sidewalk around the cul de sac to access the future park/rec. facility and also add bike parking for the admin portion of the building. well bike lanes on MD 99.	No	Resubmit.	Applicant pushed back on the request to provide sidewalks on both sides of the road network in the development citing the zoning case material presented to the public which showed sidewalks on one side only. Approval would require a design waiver. The request for bike lanes on MD 99 could be partially fulfilled, however, since it is a state road, state policy does not support mandating a full bike lane if other improvements are not being made. No update.
Dec-20	Dorsey Overlook	SDP-20-074	MD 108 at Columbia Road	Site plan for 82 unit apartment.		OOT commented on coordinating with DWP on signal improvements at Columbia Road/Old Annapolis Road.	Ped access from 108/Columbia road intersection	Transit on Old Annapolis Road.	Approved.
October-20	Roberts Property (Elms at Elkrige	SP-21-001	US 1 near Duckett's Lane	359 multifamily and attached single family houses, 7,300 sq. ft commercial.	The applicant is proposing to build a mix of townhouses and apartments on the former site of an automobile junkyard. This project was based on rezoning case no. ZB-1116M. The applicant is proposing new signals at Duckett's Lane and Troy Hill, along with a sidewalk/shared use path along US 1 to the south and north.	Provide ped connections to Belmont station, confirm viability of sidewalk/pathway connection to the north and south, bus stop pad.	Yes	Yes	Resubmit, OOT is working with applicant to extend the shared use path to Loudon Ave.
October-20	Oakland Ridge Industrial Park	SDP-21-003		Commercial Building	The applicant is proposing to demolish an existing commercial building and replace	The applicant has been asked to provide ADA access from the sidewalk to the building.	Yes	Close to existing transit stop	Resubmit. No update.
Jul-20	Keim Property	SDP-20-048	MD 99 at Toby Lane	4 units	This is the site plan for 4 single family houses.	The applicant will be providing a fee in lieu to the sidewalk project on MD99 at Raleigh Tavern.	Yes	No existing transit	Holding until waiver. DPW denying waiver, will provide frontage. No update
Jun-20	Bethany Glen	BA-17-018C	MD 99, Bethany Lane, & Longview Dr.	154 SFA and SFD units	This is a conditional use zoning request, OOT is coordinating comments with DRP.	Will be asking for full frontage improvements along MD 99, as well as addressing potential pedestrian and potential speeding on one road.	Yes	No existing transit	Zoning Case. No update.
Apr-20	Lakeview Retail	SDP-20-042	Broken Land Parkway near Cradle Rock Drive	~8500 sq. ft	This project is a for a 8500 sq. ft one story two bay commercial building with a fast turn over restaurant and coffee shop. The project will have a drive through.	OOT is requesting the applicant provide sidewalk/pathway along the frontage to Cradlerock Rock drive and connect to an existing bus stop.	Yes	Yes	OOT will be requesting resubmission. Met with applicant, tentative solution is to provide side path, sidewalk on adjacent property to Cradle Rock. Project went to HC planning

									board, denied. Currently awaiting Board of Appeals.

Plans removed from table

Emerson SDP-21-017
Columbia EZ Storage SDP-20-077
United Way Daycare SDP-21-023
Elms at Elkrige SDP-21-001
Chapelgate Woods F-21-011
Talbot Springs ES SDP-20-051
Bethany Glen SDP-19-005
Westmount Phase IV F-21-032

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6) OFFICE OF TRANSPORTATION UPDATES

Item 6i

MEMORANDUM OF UNDERSTANDING
between
Howard County Public School System
Howard County, Maryland
and
Regional Transportation Agency of Central Maryland

The purpose is to provide students with safe, efficient and reliable transit across Howard County within the RTA fixed-route service area and hours.

RTA AND HOWARD COUNTY OFFICE OF TRANSPORTATION RESPONSIBILITIES

1. Subject to funding availability, the RTA and the Howard County Office of Transportation agrees to provide free fare on all regularly scheduled RTA fixed route bus service throughout the school year and summer to HCPSS students.
2. RTA bus operators will honor the presentation of a valid school-issued RTA Pass as valid fare payment aboard all RTA fixed routes. RTA will provide a mutually agreed upon number of bus passes to HCPSS middle and high schools for administration of the student free fare program. RTA anticipates implementing an electronic ticketing for use by students beginning calendar year 2022.
3. RTA's *Transit* mobile app will be available to students providing real-time bus arrival information, route schedules, service alerts, etc.
4. RTA will collaborate with the HCPSS Transportation Director to enhance opportunities for students to use RTA buses as an effective means of transportation and to resolve any issues regarding student use of RTA services.
5. RTA and Howard County Office of Transportation will work with HCPSS to create a more streamlined and automated system for administering the student free fare program during the 2022-2023 school year so that students in middle schools and high schools not directly on the RTA fixed route system can more easily access the bus passes.

HCPSS RESPONSIBILITIES

1. HCPSS will administer the student free fare pass program by
 - b. Maintaining an inventory of free student bus passes
 - c. Issuing the passes, and tracking the name, address and date for each student issued a free pass
 - d. Obtaining a parent/guardian permission form prior to issuing a bus to a student (Attachment A)
 - e. Notifying notify RTA when additional free student bus passes are needed

2. HCPSS will share information on its website and via HCPSS communications channels to inform students and parents about RTA's free student fare on RTA's fixed routes. For the first two years of this MOU, HCPSS will focus the promotion of the service to middle school and high school students.
 - a. HCPSS will share information about the number of bus passes issued to students, potential riders by school year and type of school (Middle, High School or Education Center) living within ¼ mile of an RTA bus stop along routes serving either a middle school or high school.

 - b. HCPSS will remind students that riding the RTA bus is a privilege and that the privilege can and will be revoked if the student fails to observe the basic standards of conduct and safety required of them. All students are expected to adhere to the same standards of behavior on the RTA bus as they are required to do on HCPSS buses:
 - i. Enter the bus in an orderly manner.
 - ii. Follow the instructions of the bus driver.
 - iii. Remain in seat while the bus is in motion.
 - iv. Keep the center aisle clear at all times.
 - v. Remain quiet and orderly.
 - vi. Be courteous to the bus driver and fellow passengers.
 - vii. Be alert to traffic when leaving the bus.
 - viii. No eating, drinking and smoking while on the bus.
 - ix. Use earphones when listening to music.

3. Collaborate with the RTA General Manager to enhance opportunities for students to use RTA buses as an effective means of transportation and to resolve any issues regarding student use of RTA services.



**Regional Transportation Agency of Central Maryland
Free Student Bus Fare Program
Consent Form**

HCPSS, in partnership with the Regional Transportation Agency of Central Maryland (“RTA”), is offering middle and high school students free fare on all regularly scheduled RTA fixed route bus service throughout the school year and summer.

RTA will provide bus passes to HCPSS middle and high schools for administration of the student free fare program. Your child’s school has RTA Bus Passes that can be used as valid fare payment aboard all RTA fixed routes. The RTA Bus Passes are available for use any time the RTA fixed routes are operational, i.e., weekdays and weekends, during the school year and summer.

HCPSS will remind students that riding the RTA bus is a privilege. All students are expected to adhere to the same standards of behavior on the RTA bus as they are required to do on [HCPSS buses](#).

Your consent is required for your child to receive an RTA Bus Pass. This is a voluntary program.

Please complete and return the form below to your child’s school if you would like your child to receive an RTA Bus Pass.

Student Name: _____

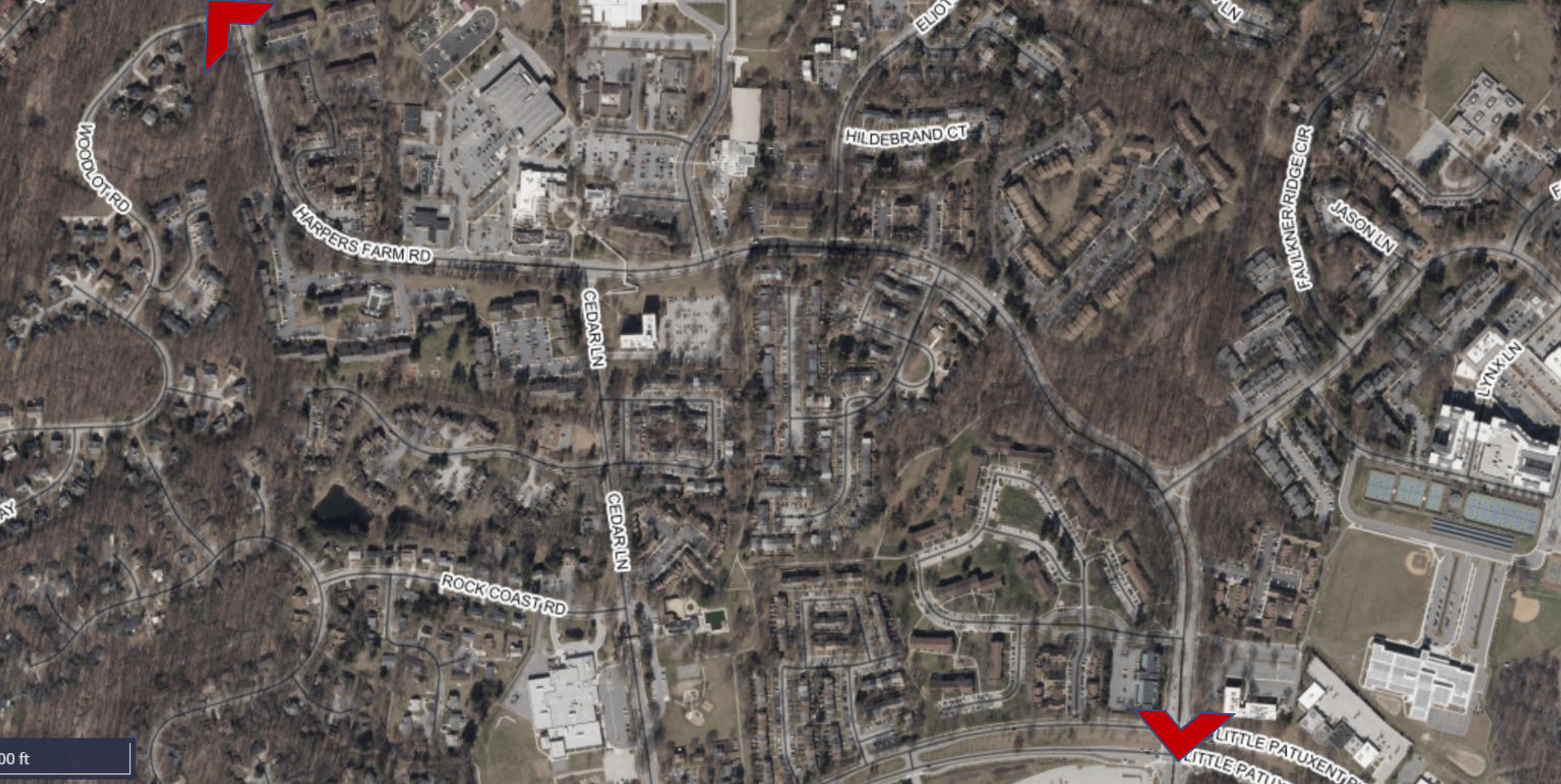
Parent/Guardian Name: _____

I give my consent for my child to receive an RTA Bus Pass.

Parent/Guardian Signature: _____ Date: _____

Bike Lanes Through Resurfacing, FY22

1. Harpers Farm Road from Little Patuxent Pkwy to Woodlot Rd, approx 1 mile



Bike Lanes Through Resurfacing, FY22

Patuxent Woods Drive from Broken Land Parkway to end, approx 1/3 mile



Bike Lanes Through Resurfacing, FY22

Gerwig Lane from Guilford to end, approx 1 mile



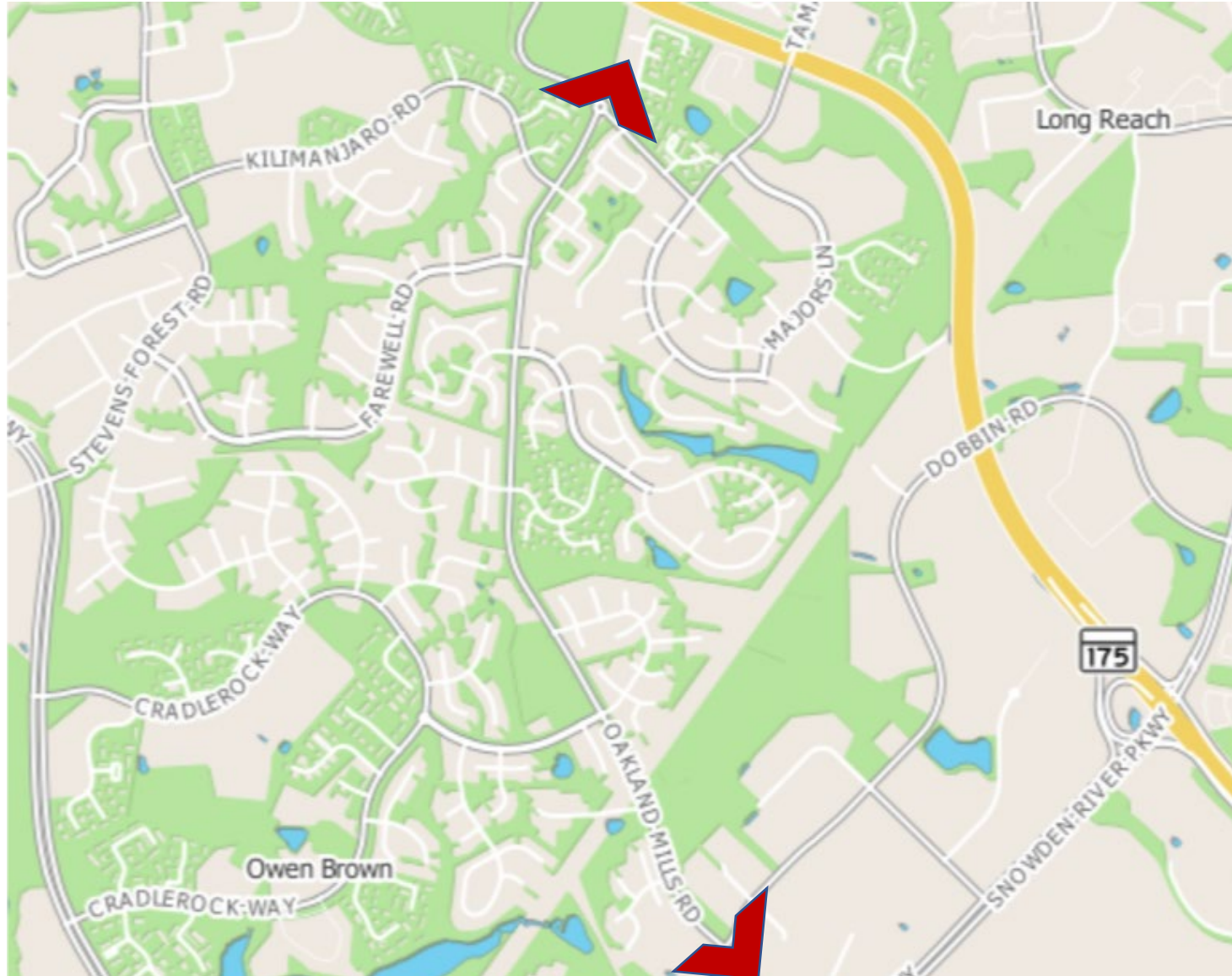
Bike Lanes Through Resurfacing, FY22

Guilford Road from Gerwig Lane to Murray Hill Road, approx 1 mile



Bike Lanes Through Resurfacing, FY22

Oakland Mills Road from Old Montgomery Road to Dobbin Road, approx 1.75 miles



Item 6iii - Complete Streets Update