



PUBLIC TRANSPORTATION BOARD

January 24, 2017

7:00 p.m.

The George Howard Building
3430 Court House Drive, Ellicott City, MD 21043

AGENDA

1. Approval of the December 7, 2016 Minutes
2. Announcements
3. Public Comment
4. Old Business
 - RTA Bus Replacement
 - Role of the Public Transportation Board- bike/ped committee
 - Regional Transportation Agency Commission
 - Transit Center
 - Transit Development Plan
 - US 29 Pedestrian /Bicycle Bridge – Preliminary Design Options
 - Complete Streets
5. New Business
6. Adjournment

Future PTB Meetings Dates

January 24, 2017	Transit Center
February 28, 2017	Priority Letter/ RTA Update
March 28, 2017	Pedestrian Plan
April 25, 2017	Bike Share
May 23, 2017	Transit Development Plan/ MTA Update

For confirmation, please call the Office of Transportation at 410-313-4312.



Members Present: Ron Hartman, Chair
Jason Quan
Astamay Curtis
Hector Garcia

Staff: Clive Graham, Executive Secretary
John Ainsley

Excused: Larry Schoen
Alice Giles

1. Approval of the December 7, 2016, Minutes

The minutes were approved by a vote of 4-0.

2. Announcements

None.

3. Public Comments

Katie DiSalvo-Thronson from the Horizon Foundation addressed the Board requesting its support for “The Bikeway” a core of bicycle and pedestrian routes designed to help people in Howard County bike and walk more easily and safely to destinations. The Foundation will be requesting the County fund the Bikeway in its capital improvement program for \$9 million over three years (see Attachment)

Phil Nichols said that the routes were drawn from the Bicycle Master Plan. Larry Schoen recommended the Board send a letter of support to the County Executive. He had drafted a letter that had been circulated to members on December 6. He explained that the Executive was holding his 1st FY2018 Citizens’ Budget Hearing to take testimony on the upcoming budget. He planned to attend and could testify and deliver the letter.

Discussion followed regarding a letter setting forth the Boards broader priorities for the Executive to consider. Ron Hartman agreed to take members’ comments and finalize this letter.

4. Old Business

Clive Graham gave updates on several old business items. He said his updates would be brief in light of the large number items of new business.

Fare Change Policy

The Office of Transportation (OoT) presented the policy to the Regional Transportation Agency (RTA) Commission. The public input process is expected to begin in the Spring.

Regional Transportation Agency Bus Replacement

Clive said he anticipated taking the proposed lease-purchase finance plan to County Council in February 2017. Bus production timing would be reserved through a letter of intent to be sent to the bus manufacturer in the next few days.

Role of the Public Transportation Board- bike/ped committee

Phil Nichols said that the Administration was starting to meet with Council members to discuss the proposed legislation. He thought the legislation would be pre-filed in January 2017 with a public hearing in February.

Regional Transportation Agency Commission

Clive said the Commission was not yet formally seated because the partner jurisdictions had not signed the Memorandum of Understanding. However, Commission members had been meeting informally and were contributing to the FY 2018 budget process.

Clive said that Mark Pritchard had been unable to attend the Board meeting but had submitted the RTA's monthly performance report.

Transit Center

Clive said the transit center location study was about 50% complete. The Office of Transportation (OoT) had met with GGP and Howard Hughes. He expected to be able to brief the Board on the study in January.

Central Maryland Transit Development Plan – (TDP)

KFH, consultant firm for the TDP, was still in data collection mode. The response to various surveys has been very strong. Fred Fravel, KFH, noted that, for example, over 1,000 on board rider surveys had been completed. A separate survey of paratransit riders was currently underway.

US 29 Pedestrian/ Bicycle Bridge- Preliminary Design Options

Clive said there had been a strong consensus around the geodesic spiral design. This had been presented to the PTB at its October meeting. The County Executive had directed staff to proceed with detailed engineering.

5. New Business

Bridge Columbia

Fred Goettemoeller and Cathy Spain from the Bridge Columbia group gave a powerpoint presentation to the Board (see Attachment). Fred explained the concept as a new transit route, partially on-road and partially off-road dedicated transitway that would run east-west across the County between Howard County Hospital and the Gateway area. A new transit bridge over US 29 would be a centerpiece of the route and result in time-savings compared to current east-west routes.

Clive noted that the TDP would include an assessment of the benefits and costs of the concept route. The assessment would allow Bridge Columbia to be considered comprehensively as part of the broad assessment of routes being undertaken in the TDP.

Ron asked about right of way east of US 29 the route would follow. Fred explained that Jim Rouse had created several 50-foot wide right of ways in the early days of Columbia. They still existed and shared use trails followed many of them, including the one proposed by Bridge Columbia.

PTB members asked to remain posted on progress on the study.

Complete Streets

Phil Nichols reminded the Board that the County is developing a Complete Streets Policy and that will lead to a Complete Streets and Bridges Design Manual. This initiative was recommended in both the Howard County General Plan (PlanHoward) and the Howard County Bicycle Master Plan.

The Complete Streets Implementation Team comprised of staff from the County and the Columbia Association has developed a draft Policy. Prior to the PTB meeting Larry Schoen had circulated the draft to board members with some edits he recommended. He said that the Team was requesting public comment by December 24th.

Board members expressed general support for Larry's edits. Discussion ensued whether to send Larry's detailed edits or a set of broader comments regarding the overall principles. Larry thought sending "higher level" comments from the Board was appropriate, and he could submit his detailed suggestions from himself as an individual.

Larry pointed out that County Executive Kittleman's first FY 2018 Citizens' Budget Hearing was scheduled for December 14. He planned to attend and could deliver a letter from the PTB on priorities it would like to see addressed in the budget, including more support from the Maryland Transit Administration (MTA). Ron offered to draft this letter.

PTB Agenda Topics for 2017

Members suggested several topics including: the downtown transit center, bus rapid transit, the Transit Development Plan, bike share, the pedestrian master plan. Ron added that he wanted the board to continue to focus on the RTA.

Follow up discussion- September MTA Bus Presentation

Clive reminded the Board that following MTA's presentation an OoT MTA coordination meeting had been set up for December 12. Ron said he regretted that due to a work conflict he would no longer be able to attend. He said he was quite frustrated, feeling that MTA's policies were going in the wrong direction. He felt that central Maryland did not get the financial support it merited, resulting in the problems the RTA is facing. Clive said the OoT was trying to understand how funds get allocated among the Locally Operated Transit Systems (LOTS).

Ron said he was particularly irked by the upcoming \$2 million maglev study of a Baltimore-Washington route. He could not understand how the huge cost could possibly justify the time savings, particularly when existing services could be made so much better from investment.

6. Adjournment

Mr. Hartman adjourned the meeting at 8:50 pm. The next Public Transportation Board meeting is scheduled for **February 28, 2017 at 7:00 pm.**

Clive Graham

Clive Graham
Executive Secretary

12/17/16
Date



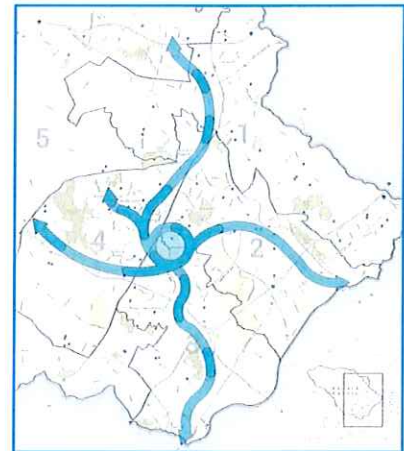
The Bikeway

Making Life Better in Howard County

The Bikeway is a core network of bicycle and pedestrian routes that will help people in Howard County bike more easily and safely to places they need to go—including school, work, place of worship and parks. This network of safe, accessible, on-road facilities and off-street paths extends from Clarksville to Elkridge and Laurel to Ellicott City. The Horizon Foundation, Bicycling Advocates of Howard County and other community organizations are asking the county to fund \$3 million for three consecutive years as the next step in ensuring our streets are designed to promote health, help the environment and contribute to a robust economy.

Earlier this year, the County Council unanimously approved Howard County's first bike master plan, introduced by County Executive Allan Kittleman. The Bikeway includes 10 percent of the routes in this plan, and is a strategic first investment. A national engineering and planning firm developed the Bikeway proposal after assessing the bike master plan and identifying projects within it that would better connect county residents and lay the groundwork for the plan's full implementation.

- The Bikeway = **50 total miles** including 18.9 miles of existing routes and 31.6 miles of new routes.
- **More than half of county residences, schools and parks** are located within 1 mile of the Bikeway.
- **4 MARC stations** (Laurel, Savage, Jessup, Dorsey) are within 2.5 miles of the Bikeway.



The Bikeway is Good for Health

With better bike routes and connections, the Bikeway will allow more people to bike just as easily as they can drive a car.

- Only half of U.S. adults meet the recommended guideline for physical activity per week. But research shows that people who live near trails are 50 percent more likely to meet those guidelines and 73 to 80 percent more likely to bicycle.
- Biking to work is linked with an 11 to 18 percent reduction in the risk of cardiovascular disease, according to a study in the journal *Circulation*.
- Studies of children and youth indicate that walking or bicycling to school is related to higher overall physical activity. But half of children attending school in the U.S. are dropped off in a car, according to the Safe Routes to School National Partnership.
- For children, one mile of walking meets two-thirds of the recommended physical activity a day.



The Bikeway is Good for the Environment

When more people choose biking over driving, they help create a more sustainable future.

- According to a NASA analysis, motor vehicles are the greatest contributor to atmospheric warming.
- One-third of the Chesapeake Bay's nitrogen load, which contributes to dead zones, comes from airborne pollution. A significant portion comes from cars and trucks on Maryland's roads and highways.

- The Rails to Trails Conservancy found that increasing the share of all trips made by bicycling and walking from 10 percent to 13 percent could lead to fuel savings of 3.8 billion gallons a year and reduce greenhouse gas emissions by 33 million tons per year. This is equivalent to replacing 19 million conventional cars with hybrids.
- If 20 percent of children living within two miles of school were to bike or walk instead of being dropped off in a car, it would save 4.3 million miles of driving per day. Over a year, that saved driving would prevent 356,000 tons of CO₂ and 21,500 tons of other pollutants from being emitted.



The Bikeway is Good for the Economy

Communities that promote biking are seeing positive economic impacts, including transportation cost savings, increased property values and greater sales growth.

- Eight out of 10 communities that made bike and pedestrian improvements to their streets saw increased property values in a study by Smart Growth America.
- In Salt Lake City, after 30 percent of parking on a major commercial street was replaced with protected bike lanes, crosswalks and sidewalks, retail sales went up 8.8 percent, higher than citywide sales.
- A planned protected bike lane network in Austin is projected to increase the city's traffic capacity by about 25,000 trips per day at about the same cost ratio as a single expressway widening.
- Bicycling infrastructure projects create an average of 11.4 jobs per \$1 million spent, compared to 7.8 jobs for road-only projects, according to a study from the University of Massachusetts, Amherst.



Bicycle & Pedestrian Networks Make a Difference

Across the U.S., communities are improving streets to encourage biking, and these efforts are working.

- In five states, walking and biking to school increased 37 percent after sidewalks and crosswalks were improved.
- Bicycling in New York City increased 102 percent since 2007, and 289 percent compared to 2001. During the same time, safety increased for all road users.
- One year after the installation of a protected bike lane in downtown Long Beach, a city survey found an increase in walking and bicycling traffic and a decrease in the number of bicycle and car crashes.
- In San Jose, California, bicycling to work increased 200 percent between 2006 and 2008, with more than half of all trail users commuting to work.

A Responsible Investment

The Bikeway is financially feasible. Our funding request would be less than .2% of the current year's total budget, and the county can complete the Bikeway through bond funding, typically used for capital projects. This means it would not detract from the county's operating budget. By committing \$3 million in bond funding for three consecutive years, we can build the Bikeway and enjoy the all benefits it brings!

Show Your Support

Join us and tell your county leaders: "I want the Bikeway!"
Add your voice of support online at <http://bit.ly/HCbikeway>.

For more information, visit www.thehorizonfoundation.org/HCbikeway.



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BUS AND PEDESTRIAN BRIDGE

BRIDGE COLUMBIA

Connecting all of Columbia's Activity Centers
with a Rapid Bus, Bike and Pedestrian Corridor



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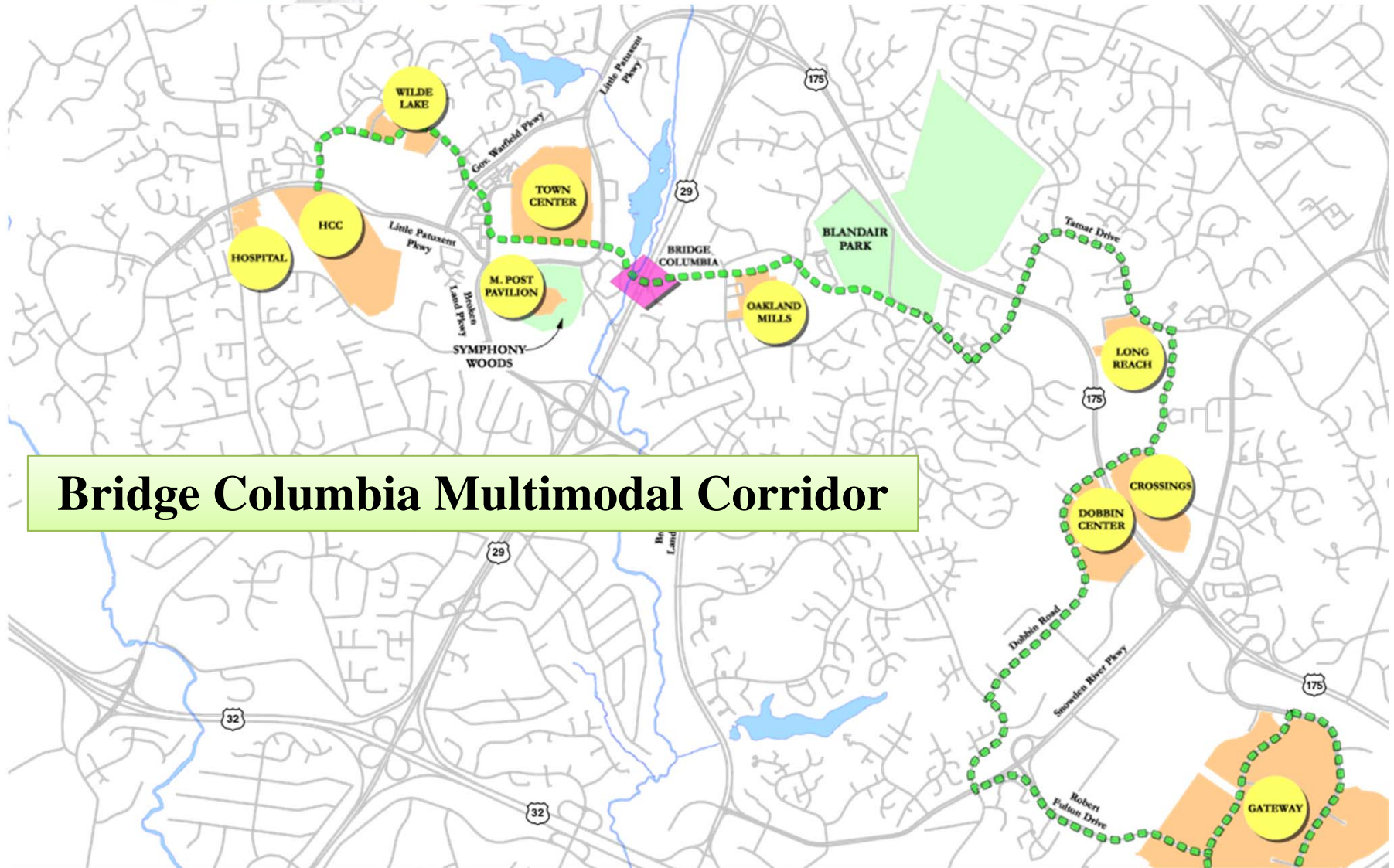
What is Bridge Columbia?

A proposed bus, bike and pedestrian corridor linking all major Columbia destinations that would:

- Improve access to Downtown, the College, the Hospital and Village Centers without increasing congestion or parking demand
- Use existing bus rights-of-way owned by CA
- Having as its Linchpin an iconic structure over US29 announcing *“Innovation has a Home in Columbia, Howard County, Maryland!”*



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Bridge Columbia Multimodal Corridor



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”Rapid Bus Route, Bikeway and Walkway”



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The Proposed US29 Bridge:



An Iconic Concept



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Current Crossing

Widening/Rebuilding the Existing Bike/Pedestrian Bridge to Carry Buses

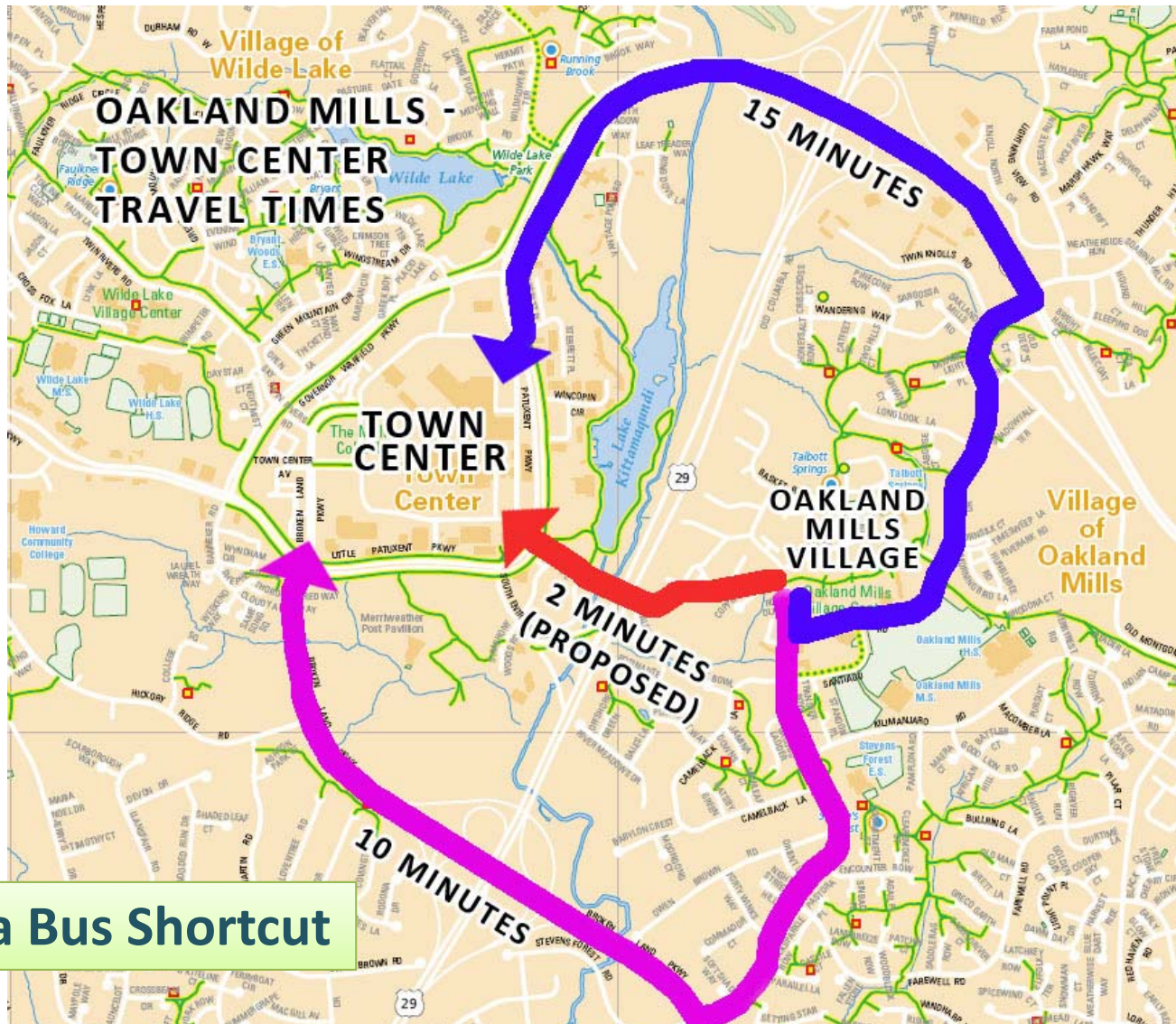
Makes the crossing safer and more attractive



Bridge Columbia



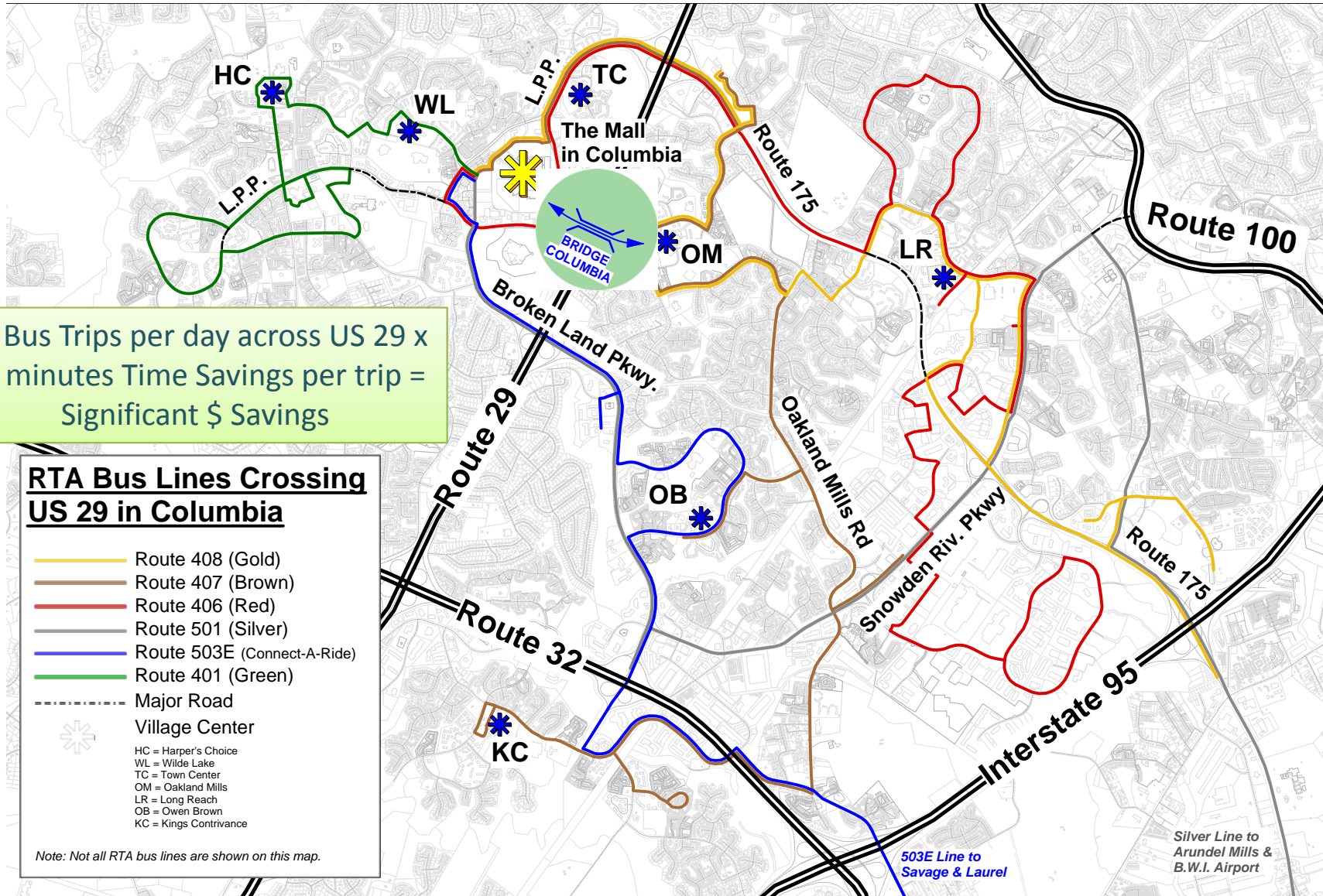
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Provides a Bus Shortcut



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70 Bus Trips per day across US 29 x
10 minutes Time Savings per trip =
Significant \$ Savings

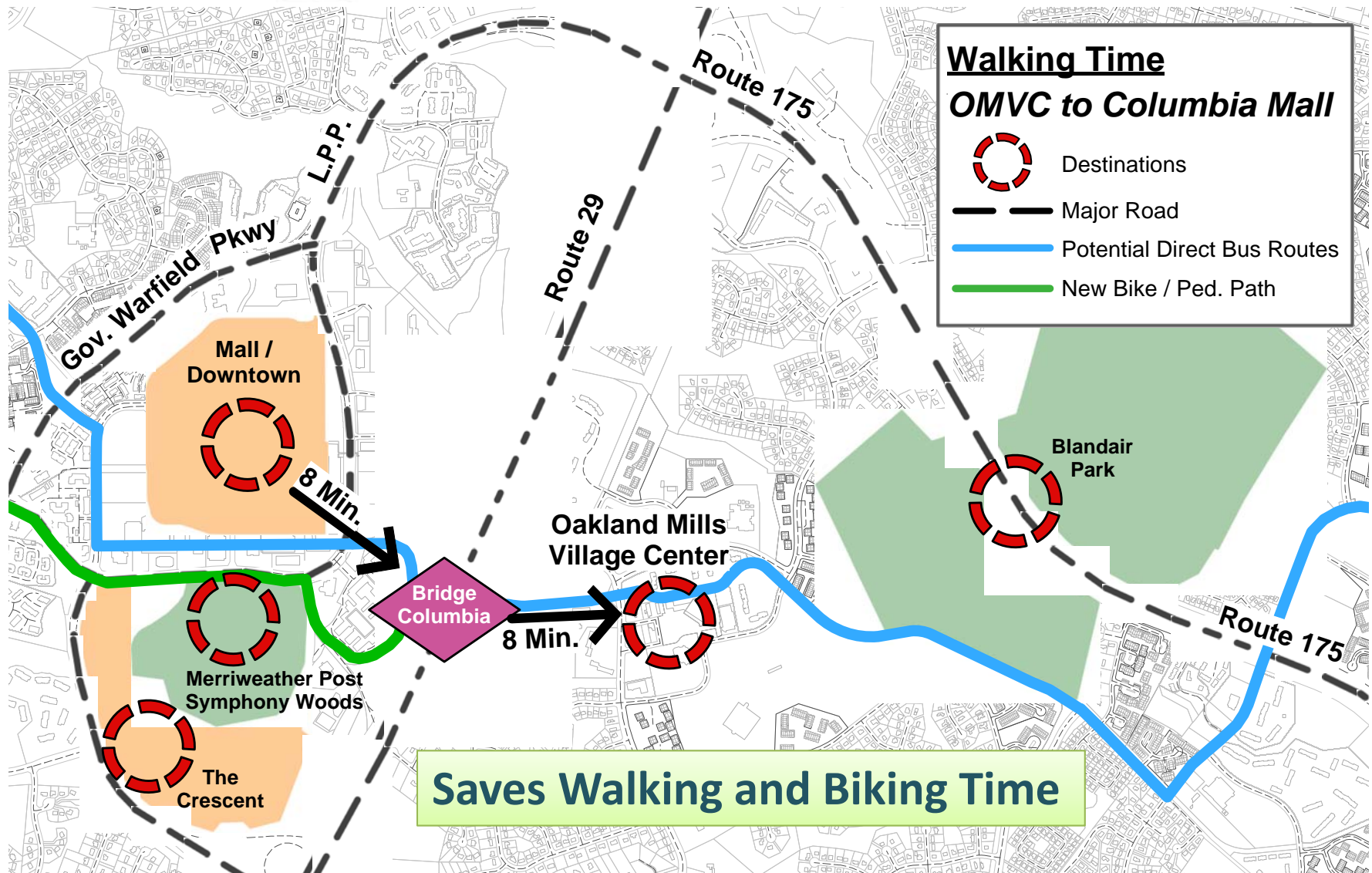
**RTA Bus Lines Crossing
US 29 in Columbia**

- Route 408 (Gold)
- Route 407 (Brown)
- Route 406 (Red)
- Route 501 (Silver)
- Route 503E (Connect-A-Ride)
- Route 401 (Green)
- - - Major Road
- * Village Center
- HC = Harper's Choice
- WL = Wilde Lake
- TC = Town Center
- OM = Oakland Mills
- LR = Long Reach
- OB = Owen Brown
- KC = Kings Contrivance

Note: Not all RTA bus lines are shown on this map.

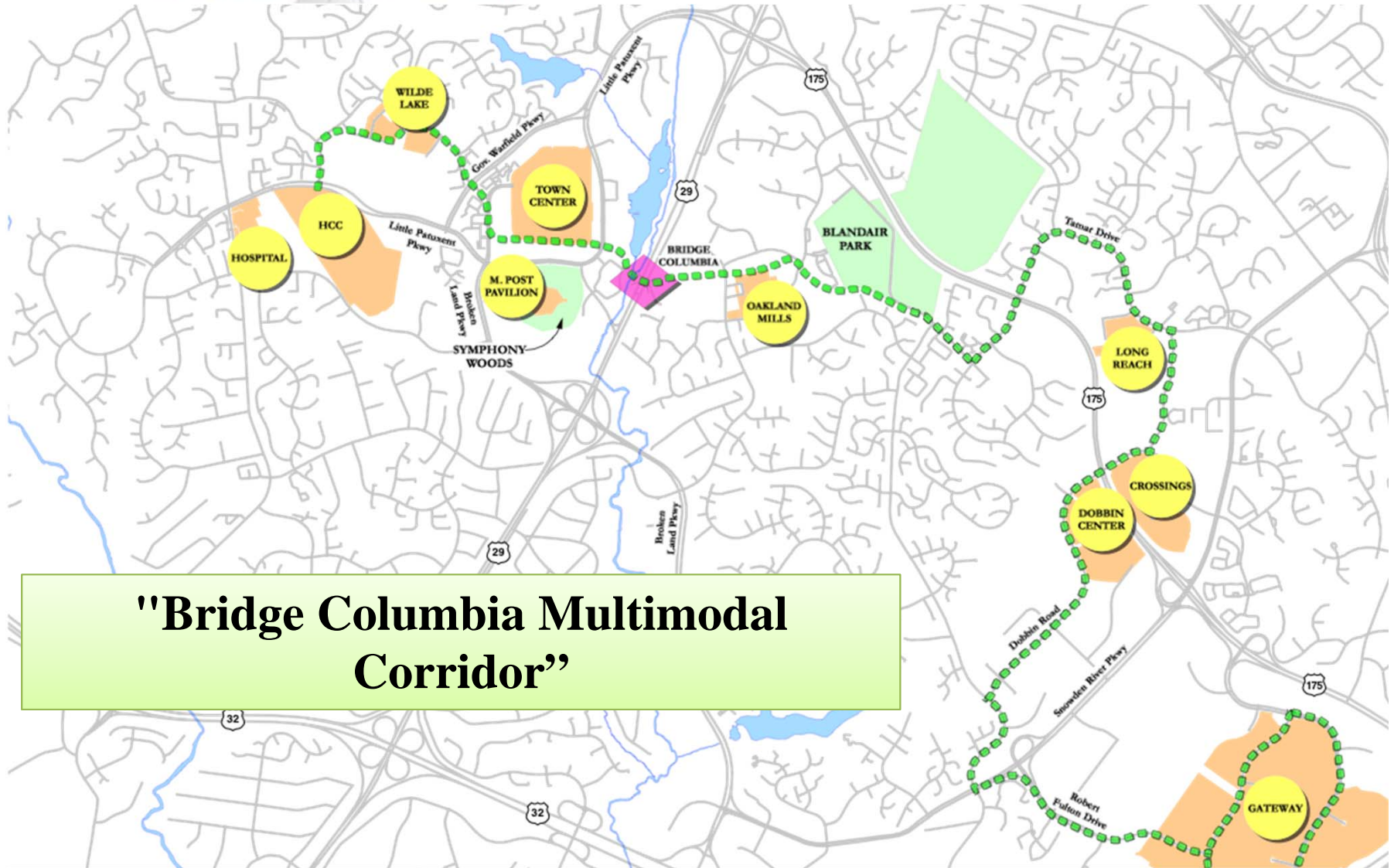


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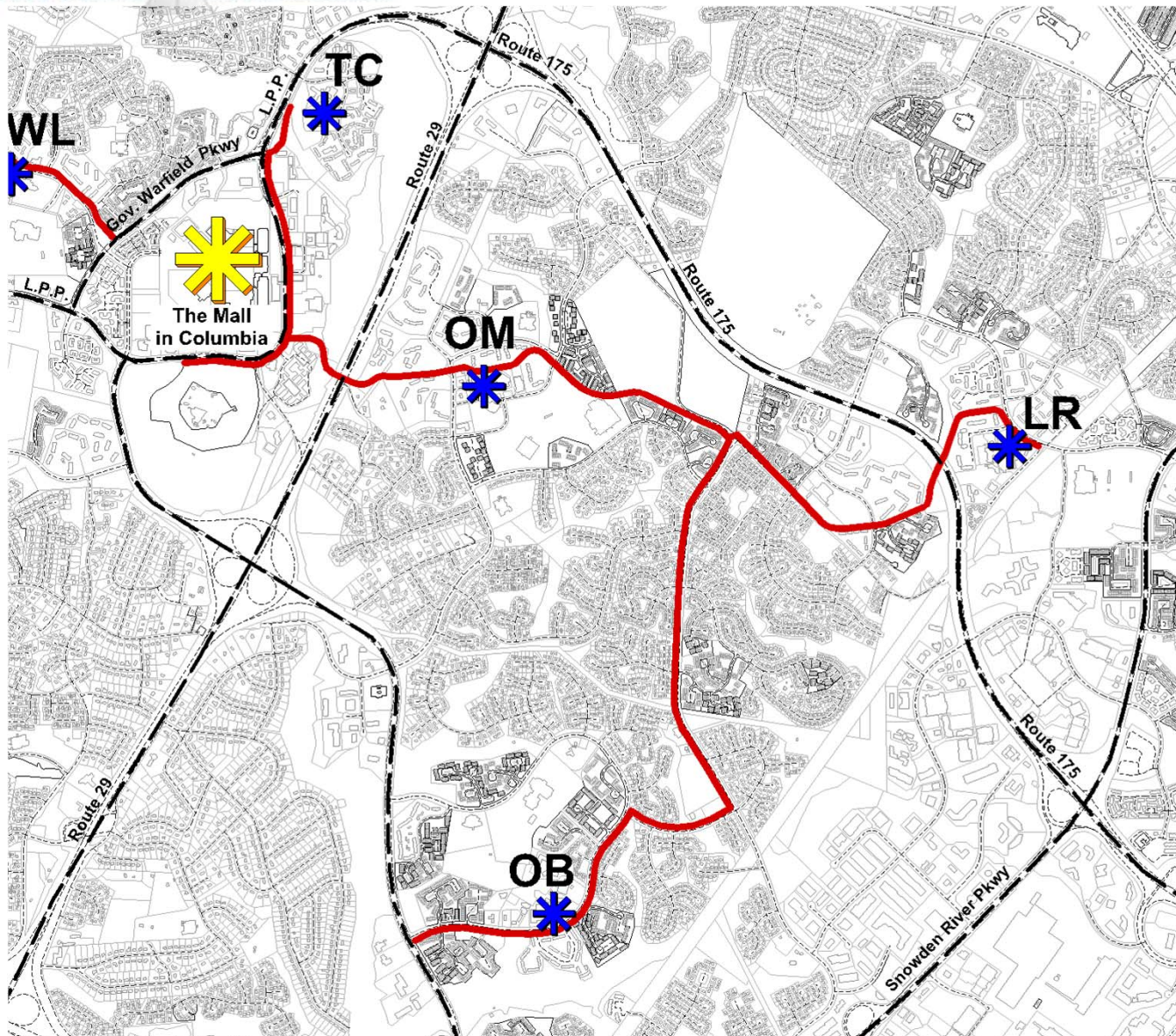
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"Bridge Columbia Multimodal Corridor"



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Why do we need Bridge Columbia?

- Creates a transit spine that will support frequent service and thus attract choice riders
- Supports the preferences of Millennials and Residents hoping to age in place
- Improves access to Downtown, Gateway and other employment areas without adding to congestion or parking demand



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More reasons we need Bridge Columbia:

- Improves mobility for pedestrians and bicyclists, as well as transit users
- Signals Howard County's commitment to Sustainable transportation and Healthy living
- Supports the Reinvention of the Village Centers
- Improves the Efficiency of the transit system
- Makes Columbia a great place to live and work, for Millennials, Seniors and all Non-drivers



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Examples of Similar Projects:

- Delta Ponds Bridge, Eugene, Oregon
- Community Bus Rapid Transit System, Runcorn, UK



Delta Ponds Bridge

Eugene, Oregon

\$3.9 million

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About same length as
Bridge Columbia
Pedestrians and Bikes only



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Community Bus Rapid Transit System

Runcorn, UK



Busway At Village Center



Bus stops along Busway

Bus – only roadways carry
2.5 million
passengers per year



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Project Status

- High Priority Project for HC Executive Kittleman
- \$950,000 in 2016 & 2017 HC capital budget for Studies and Interim Improvements
- Initial Feasibility Study Completed
- Included in Howard County's priority letters to the MD DOT.
- Discussions underway with MTA and Regional Planning Council on Federal Grant Application
- Included in Transit Development Plan (TDP) Studies now beginning



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Bridge Columbia Scope in TDP

- Assess Proposed Transitway Routes
- Assess the Ridership potential of the Transitway
- Consider Impact on Land Use Redevelopment, the Environment and Open Space
- Assess the Transitway's support of other existing and proposed routes in the TDP
- Incorporate Findings in the TDP



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Bridge Columbia Supporters

- Howard County Executive
- Howard County Council
- Senators Kasemeyer and Guzzone and many members of Howard County delegation
- Central Maryland Chapter of the National Federation of the Blind of Maryland
- Columbia Association Board of Directors
- Community Associations of Allview, Harpers Choice, Kings Contrivance, Long Reach, Oakland Mills and Owen Brown
- Howard County Chamber of Commerce

Plus over 300 Supporters on our Mailing List



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COLUMBIA WITH A BIKE,
BUS AND PEDESTRIAN BRIDGE

Presented by: Friends of Bridge Columbia

www.bridgecolumbia.org

Contact: Fred Gottemoeller

443-285-1513

Other members:

Bob Bartolo

Sandy Cederbaum

Karen Gray

Cathy Spain

John Slater

Paul Verchinski



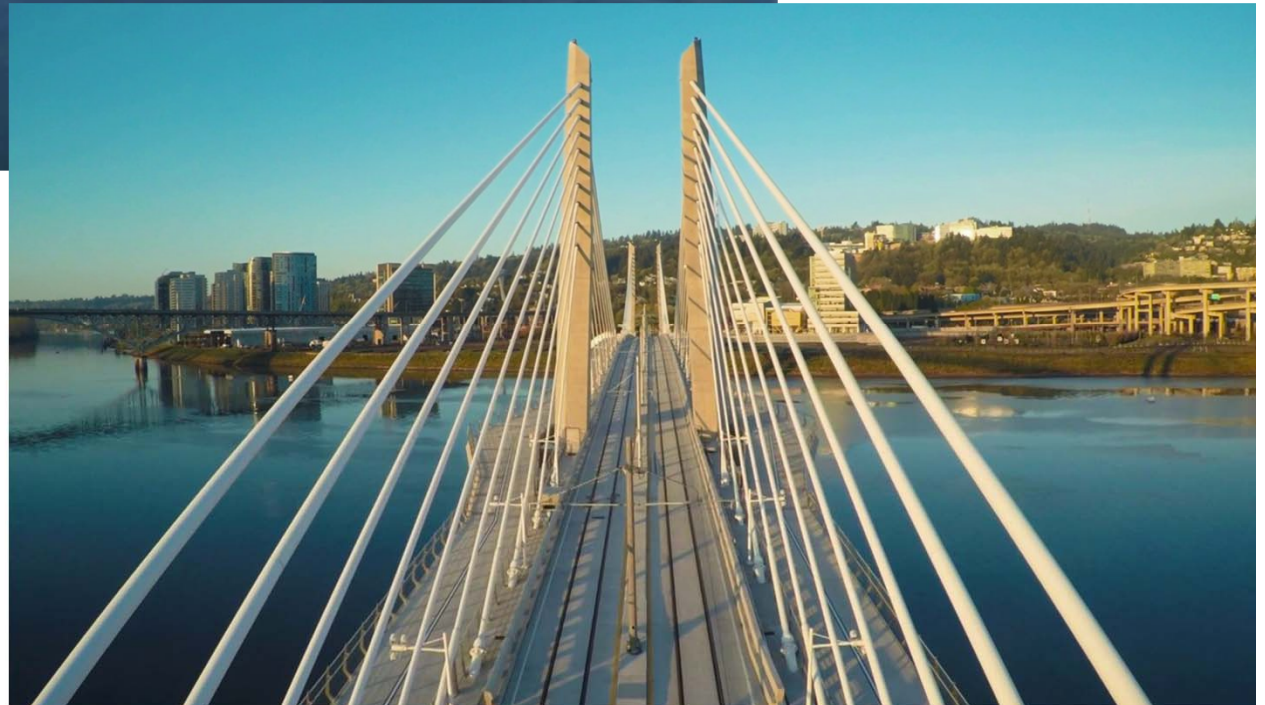
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Tillicum Crossing

Portland, OR

Pedestrians, Bikes
and Transit only





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Coordinates Policies and Leverages Investments

- Integrates county and private investments in Downtown, the Inner Arbor, Oakland Mills, Blandair Park and Long Reach
- Supports Howard County Community College and Howard County Hospital
- Symbolizes of Columbia's and Howard County's innovation and forward thinking



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COLUMBIA WITH A BIKE,
BUS AND PEDESTRIAN BRIDGE

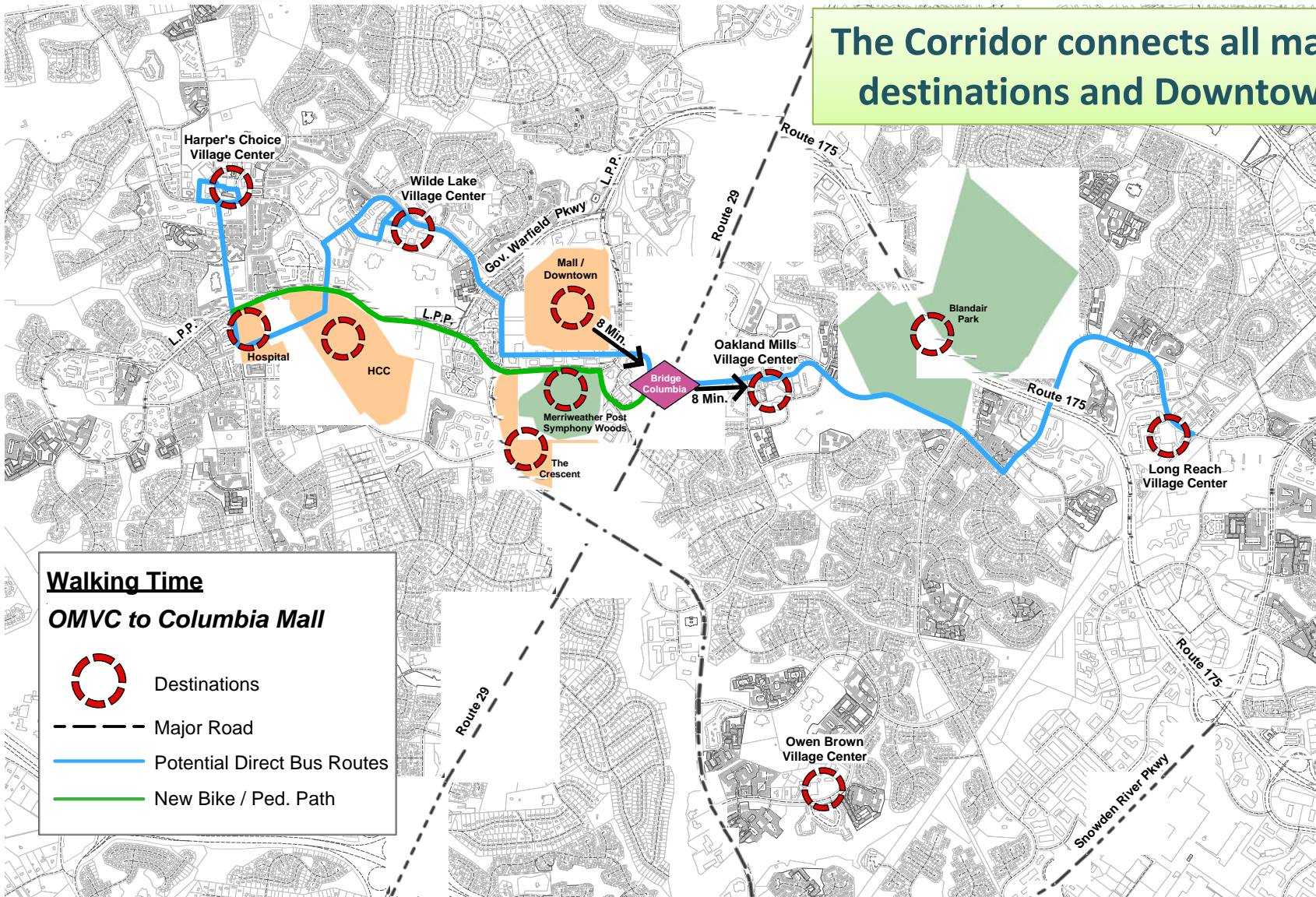
Funding

- Cost \$10 - \$20 m before inflation and contingencies
- Multiple funding sources required—federal, state, county, private
- Must be added to local, regional, and state plans



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The Corridor connects all major destinations and Downtown





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The Existing Bridge:

- The only Pedestrian/Bicycle Crossing of US 29 in Columbia
- Unattractive and Perceived as Unsafe





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Supports Existing Communities

- Necessary for the redevelopment of Oakland Mills
- Reduces air pollution and energy consumption
- Supports healthy living
- Improves connectivity between villages and Downtown



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Enhances Economic Competitiveness

- Allows Downtown and Oakland Mills to Support Each Other
- Less congestion and need for parking in Downtown and Oakland Mills
- More visibility for Columbia on US 29
- More interest in Columbia as a place to live and work, especially for millennials and seniors



HOWARD COUNTY PUBLIC TRANSPORTATION BOARD

3430 Court House Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2350

Ron Hartman, Chair
Jason Quan, Vice Chair

www.howardcountymd.gov

FAX 410-313-3467

TDD 410-313-2323

December 14, 2016

County Executive Allan Kittleman
George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

Re: FY 2018 Budget - Citizens' Budget Hearing

Dear Executive Kittleman

As discussions begin over next year's budget, the Public Transportation Board would like to express a series of priorities that we hope you will take into account. We recognize that resources are tight and, as a result, we ask only that there be some increment of increased financial commitment in each of these areas to make progress and not lose momentum as the population continues to grow.

Trends in Howard County as well as nationally, suggest that people are looking for alternatives to automobile dependency. Certainly, we see evidence of this in the development of downtown Columbia as efforts are underway to achieve a walkable, bike-friendly environment as well as in other parts of Howard County. Attention to sidewalks and bicycle rights-of-way are all very encouraging. These movements are being driven by both an aging population as well as the millennial generation that seeks the convenience and freedom of not having to drive everywhere. Additionally, as newcomers settle in Howard County from other parts of the world, mobility options are critical as they create new lives here.

Therefore, we ask that you consider these items.

- **Intra-Howard County Public Transportation.** Ridership on RTA services have fallen over the past two years. We see that not as a lack of demand for transit but, instead, a reaction to the deteriorating level of service which is reducing ridership to the absolute core of people who have no other choice. The current Transit Development Plan initiative will be helpful to determining the most efficient set of routes. However, the fleet and the technological infrastructure is, in general, well beyond its useful life, resulting in frequent break-downs, late buses, sub-optimal use of resources and trips missed entirely. At present, there is a proposal to acquire new buses under a lease arrangement. We ask the following:
 - Increase the number of buses to be acquired this year and in the following years and seek ways to bring them into service sooner than the current expected 2-year wait.
 - As long as the service is run by agreement with a private operator, review the contract for contractual provisions to align the incentives of the RTA and the operator to provide higher quality service and reduce the driver annual turn-over which currently exceeds 50%.
 - Invest in modern, state of the art technology for tracking vehicles to provide better customer service.

- **Bicycling.** We are pleased to see how much progress Howard County has made with promoting bicycling through improved routes and good publicity. At our most recent meeting, we discussed the Bikeway initiative and we have sent a separate letter endorsing it. This will in a relatively short timeframe benefit over half of county households, which will be located within one mile of the network. It is also strategically designed: it would connect 18.9 miles of bike facilities with 31.6 miles of new routes and form a north/south and east/west axis that will form the core of a more connected countywide bike system.

We ask the following:

- Continue funding implementation of the Bicycle Master Plan, particularly as legs of the network become ripe for construction by virtue of grants received, private development and other synergies.
- Approve the Bikeway initiative at the proposed funding level of \$3 million annually.
- **Complete Streets.** The Complete Streets initiative will facilitate mobility options in Howard County that do not involve a single passenger automobile. It will make it easier for pedestrians and public transit users to walk to their destinations as well as to bus stops. It will create street life which enhances safety and will contribute to healthier life styles. We ask the following:
 - Adopt the policies embodied in Complete Streets to all new development plans and transportation programs including capital investments.
 - Fund staffing and consultants needed to update County regulations and Design Manuals on a rapid schedule.
- **Connections to and from Howard County.** All of the services which connect Howard County to adjacent counties and to Washington and Baltimore are provided by the MTA., Howard County is served primarily by suburban buses which travel from Columbia and Ellicott City to downtown Baltimore, Silver Spring and downtown Washington. However, buses only run in the peak hours with no service between 8 am and 4 pm and after 7:30 pm and no service on weekends. This makes the service unavailable to anyone who travels mid-day, late, and during weekends. Additionally, no convenient service runs to BWI or the nearby MARC stations in Savage or Odenton. It is also important to note that this is not a budget issue. MTA service is provided solely at state expense. Baltimore County and other jurisdictions have far more MTA service than Howard County but they contribute nothing. We ask the following:
 - In the same way that you have worked effectively with the State on road projects, work pro-actively and persistently with the MTA to provide bus service to Howard County commensurate with what it provides to adjacent counties. with an emphasis on mid-day, late night, and weekend service to Baltimore and Washington as well as efficient connections to BWI and MARC.

We appreciate your consideration of these concerns and we are happy to discuss them with you.

Sincerely,



Ron Hartman, Chair



HOWARD COUNTY PUBLIC TRANSPORTATION BOARD

3430 Court House Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2350

Ron Hartman, Chair
Jason Quan, Vice Chair

www.howardcountymd.gov

FAX 410-313-3467

TDD 410-313-2323

December 14, 2016

County Executive Allan Kittleman
George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

Re: FY 2018 Budget - Citizens' Budget Hearing

Dear Executive Kittleman,

In our role as advisors to the County Administration on transportation matters, the Public Transportation Board expresses enthusiastic endorsement of the Bikeway, a smart and strategic first step toward fulfilling the vision set in the Bicycle Master Plan "to be a bicycle-friendly County where residents and visitors, school children and seniors, men and women feel comfortable and safe bicycling on our roads and trails as a means of daily transportation and healthy recreation."

The proposed Bikeway includes 10 percent of the routes in the Master Plan, to be funded over three years. This timeframe jumpstarts implementation with a thoughtful approach that will benefit over half of county households located within one mile of the network. It is also strategically designed: it would connect 18.9 miles of bike facilities with 31.6 miles of new routes and form a north/south and east/west axis that will form the core of a more connected countywide bike system.

As you know, the Public Transportation Board considers public transportation options to include motorized public transit, pedestrians and bicycle facilities. As county demographics, driving habits and expectations change among younger and older residents alike, we believe that improving biking opportunities will help ensure Howard County continues to be one of the best places to live. Investing in the Bikeway will greatly enhance the quality of life of county residents and increase the appeal of the community while also increasing the efficiency and effectiveness of biking as a viable transportation option.

Research suggests that building the Bikeway will help more residents who want to bike and walk to do so. According to the UC San Diego Active Living Research center, people who live near trails are 50 percent more likely to meet recommended physical activity levels and 73 to 80 percent more likely to bicycle. We are excited that Bikeway routes would be within one mile of 56 percent of county residents, as well as more than half of the county's parks and schools, and within 2.5 miles of all four MARC stations in the county. This means the Bikeway has great potential to increase the biking and walking of tens of thousands of people. Lastly, while the Bikeway is focused on making it easy, safe and appealing for more county residents to bike, the plan includes a nearly 10-mile off-road, shared-use path that would also benefit pedestrians.

We are proud to have leaders who understand the benefits of improving public transportation and biking, and we applaud the county's adoption of the Bicycle Master Plan. We urge you to fund the Bikeway as estimated by Toole Design Group under contract to The Horizon Foundation: \$3 million per year for FY 2017, 2018 and 2019.

December 14, 2016

This will continue the progress and ensure that residents can experience tangible, useful improvements now, and not have to wait for the distant future.

Respectfully,

A handwritten signature in blue ink, appearing to read "Ron Hartman". The signature is written in a cursive style with a large initial "R".

Public Transportation Board

Ron Hartman, Chair

Jason Quan, Vice Chair

Astamay Curtis

Hector Garcia Jr.

Larry Schoen

Alice Giles



HOWARD COUNTY PUBLIC TRANSPORTATION BOARD

3430 Court House Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2350

Ron Hartman, Chair
Jason Quan, Vice Chair

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December 27, 2016

Chris Eatough, Bicycle Pedestrian Coordinator,
Howard County Office of Transportation
George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

Re: Howard County Complete Streets Policy, October 2016

Dear Chris,

Below are the Howard County Public Transportation Board Comments on the DRAFT: Howard County Complete Streets Policy, October 2016

1. Vision

The PTB supports this vision of safety, comfort and access to all.

2. Scope

The PTB supports the scope of applicability to all projects, public and private.

3. Alternative Compliance

The PTB supports the concept of Alternative Compliance subject to certain clarifications.

- Be explicit that Fee in lieu is not in the spirit of this policy.
- Do not single out transit accommodations as not being required - instead rely on the more demanding general statement that an accommodation is not required where there is documented absence of current and future need;
- Avoid any implication that allows exceptions to maintenance of traffic.

4. Conflicting or Competing Needs

The PTB supports this strong statement affirming the importance of safety, and demands a statement about the goal being zero fatalities for pedestrians and bicyclists such as that pursued by nearby jurisdictions; for example see <http://www.dcvisionzero.com/>.

5. Creating a Network

The PTB supports the concept of network, but it must be strengthened to be truly meaningful. The efficiency and usefulness of public transportation is improved when a single stop serves a large area accessible by pedestrians. If there are roadways, fences or streams that prevent access, it hurts the ability to provide public transit as well as pedestrian and bicycle trips.

Address this by stating that facilities on public and private property that impede the free flow of pedestrians and bicycles and limit access to public transit shall be avoided. Connections, such as bike/ped bridges and tunnels over streams and under roads that facilitate such free flow shall be encouraged and where appropriate shall be mandatory parts of improvements and projects.

6. Coordination and Engagement

The PTB supports this need to work with other entities provided that it emphasizes that the County must *lead* by working pro-actively with the State of Maryland, neighboring communities and counties, and businesses and educational institutions to develop plans, facilities and accommodations, including road profiles for State roads, that further the County's complete streets policy and continue such infrastructure beyond the County's borders. The County needs to increase its responsibility to push for an improved Route 1 profile, for instance.

7. Design Guidelines

The source of design guidelines must be broadened to specifically include established national, local and organizational authorities. This welcomes the use of design guidelines from progressive jurisdictions around the nation and organizations such as Association of Pedestrian and Bicycle Professionals and Complete Streets Coalition.

8. Context-Sensitivity

The PTB supports the need to evaluate context of projects and to strive for connectivity.

9. Performance Measures

The PTB supports the use of performance measures but it must be strengthened by specific mention of public transit network performance measures. There are a number of measures that can and should be used to evaluate the performance of the network, as distinct from the performance of the service. Furthermore, safety, measures, which may be normalized to use measures, must carry the highest weight. (The normalization to use measures is needed because increasing use can result in increased incidents.)

10. Implementation

PTB supports these detailed implementation steps subject to certain augmentation:

- Emphasize that funding must include maintenance of facilities.
- Require maintenance of traffic for all modes by stating that projects that are implemented shall be maintained until they are decommissioned or replaced. All forms of transportation shall be equally maintained, including maintenance of traffic during improvements or projects. Maintenance of one mode shall not disadvantage another.

The PTB thanks you and the Complete Streets Committee for your work on this effort. We appreciate your consideration of these comments in this letter and we are happy to discuss them with you.

Sincerely,



Ron Hartman, Chair