



**MULTIMODAL TRANSPORTATION BOARD**

September 26, 2017

7:00 p.m.

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

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**AGENDA**

1. Approval of the August 7, 2017 Work Session Minutes

2. Announcements

Multimodal Transportation Board  
Meeting Recordings

3. Public Comment

4. Old Business

Regional Transportation Agency/ Commission  
RTA update  
Transit Development Plan

5. New Business

Field visits  
MTB Rules & Procedures  
US 1 Safety Evaluation  
New Office of Transportation Advisory Groups

6. Adjournment

Future MTB Meetings Dates  
October 24, 2017    Transit Development Plan  
December 5, 2017    Transit Development Plan  
January 23, 2018  
February 27, 2018

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



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**Members Present:** Ron Hartman, Chair      **Staff:** Clive Graham, Executive Secretary  
Jason Quan  
Alice Giles  
Astamay Curtis  
Larry Schoen

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**1. Approval of the July 25, 2017 Minutes**

Jason Quan moved to approve the minutes of the July 25, 2017 meeting, Astamay Curtis seconded the motion. The Minutes were approved by a vote of 5-0.

**2. Discussion and Consideration of Route Changes**

Clive Graham lead the Public Transportation Board (PTB) through a discussion of the route changes that were the subject of the July 25<sup>th</sup> public hearing. For each proposed route change he summarized the public comments that had been received on the change and presented the Office of Transportation staff recommendation. See attached "2017 Route Change Comments 8-3-17" and "2017 Route Change Recommendations Matrix"

PTB members discussed each change and the board made its recommendations on each one by consensus. For some of the changes PTB members asked questions of staff present: Kathleen Donodeo, Office of Transportation; Andrew Johnson, Regional Transportation Agency (RTA); Glenn Hoge, Maryland Transit Administration; Ramond Robinson, Anne Arundel County Office of Transportation

The PTB's recommendations are recorded on the 2017 Route Change Recommendations Matrix.

**3. Focus Areas**

The PTB decided to postpone discussion of focus areas till its next meeting.

**4. Adjournment**

Alice Giles moved to adjourn meeting, Astamay Curtis seconded the motion. The vote being 5-0, Ron Hartman adjourned the meeting at 8:45 p.m..

The next Public Transportation Board meeting is scheduled for **September 26, 2017 at 7:00 p.m.**

*Clive Graham*

Clive Graham  
Executive Secretary

8/17/17

Date

**SIGN-IN SHEET**

Multimodal Transportation Board

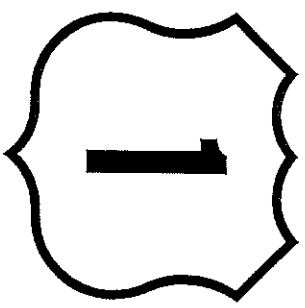
Date: 9/26/17

**PLEASE PRINT**

	NAME	ADDRESS	E-MAIL ADDRESS (Optional)
1	Mark Ruby	RTA	
2	DEB MEYERS	7261 Eden Brook DR 307	d44MEYERS@gm
3	RICK WILSON	9870 CENTURY DR 21042	CRANFORD@VERIZON.NET
4	DAVID ZINNER	8112 SEAWARD PATH DUNCAN	DAVID.ZINNER@DUNCAN
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# US 1 in Howard County



## Quick Facts

**Corridor Length:** 10.9 Miles from Elkridge to North Laurel

**Sidewalks:** 6.4 Miles of Sidewalk

- ▶ 0.9 miles of roadway with sidewalk on both sides
- ▶ 4.6 miles of roadway with sidewalk on one side
- ▶ 6.0 miles of roadway with no sidewalks

**Crosswalks:** 8 Marked Crosswalks across US 1

**Bus Stops:** 31 RTA, 14 MTA, 2 shared RTA/MTA

- ▶ 11 RTA stops and 10 MTA stops have no sidewalk access
- ▶ 24 RTA stops, 8 MTA stops, and both shared stops are more than 500 feet from a crosswalk across US 1

**Bike Lanes:** 0.4 miles

**Posted Speed Limits:** 35 MPH to 50 MPH

**Busiest Segment for Motor Vehicles:**

Whiskey Bottom Road to MD 32 (41,200 veh/day)

**Least Busy Segment for Motor Vehicles:**

Old Washington Road to the Patapsco River (23,840 veh/day)

**2016 Crash History:** 257 total crashes

- ▶ 161 Property Damage Crashes
- ▶ 92 Injury Crashes (3 pedestrian crashes, 1 bike crash)
- ▶ 4 Fatal Crashes (4 pedestrian crashes with 5 fatalities)



# US 1 Safety Evaluation

Howard County  
Office of Transportation

Howard County is undertaking a US 1 Safety Evaluation to identify short-term actions to improve safety for people walking and bicycling along US 1. Safety for other transportation modes—motor vehicles and transit—will also be considered. US 1 is a historically commercial and industrial corridor that has more recently seen new residential and mixed-use development.

The Evaluation's geographic scope is US 1 in Howard County between the Baltimore and Prince George's County lines. Within this 10.9-mile corridor, the Evaluation will identify specific locations and segments for detailed study based on historical crash data, known areas with high pedestrian/bicycle activity, and input from county departments, state agencies, and the public. Field visits will be made to these locations/segments to assess how current conditions contribute to existing hazards, and then develop short-term actions that can address hazards. Recommended actions may include engineering, enforcement, and education/awareness.

The Evaluation's focus is on short term actions rather than broader and future issues for the US 1 corridor, such as major intersection improvements and future road cross sections. The Evaluation will identify longer term needs and items for consideration in future planning, including a US 1 corridor land use study Howard County plans to begin in 2018.

The Howard County Office of Transportation is leading the study in partnership with the Maryland Department of Transportation (State Highway Administration, Motor Vehicle Administration, and Maryland Transit Administration), Baltimore Metropolitan Council, and the Howard County Departments of Public Works, Police, Fire and Rescue Services, Planning and Zoning, and Health. Howard County hopes to complete the Evaluation in Spring 2018.

Project Website: [www.howardcountymd.gov/US1Safety](http://www.howardcountymd.gov/US1Safety)

Project Contact: Chris Eatough

(410) 313-0567 • [ceatough@howardcountymd.gov](mailto:ceatough@howardcountymd.gov)



RULES  
+ PROCEDURES

HOWARD COUNTY PUBLIC TRANSPORTATION BOARD

RULES OF PROCEDURE

EFFECTIVE DATE MAY 24, 2011

Adopted August 12, 1976

Amended June 9, 1977

Amended January 12, 1984

Amended October 13, 1988

Amended September 17, 1990

Amended January 9, 1992

Amended May 24, 2011



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BEN PICKAR  
Executive Secretary

## **RULES OF PROCEDURE OF THE HOWARD COUNTY PUBLIC TRANSPORTATION BOARD**

### **SECTION 1.100--GENERAL**

These Rules of Procedure of the Howard County Public Transportation Board (Board) are adopted pursuant to the authority of the Howard County Code, Title 21 "Traffic Control and Transportation," Subtitle 5 "Public Transportation."

### **SECTION 1.100.A--ROLE IN PUBLIC TRANSPORTATION OVERSIGHT**

The Board shall review and evaluate technical reports, proposals, service plans, etc. on such aspects of intracounty transit service as: routes/schedules, fares, transfers to other routes/systems, county oversight functions, grant opportunities, and integration of highway and transit issues.

The Board shall serve as a forum for public comment on all aspects of existing and/or proposed intra county service.

The Board shall formulate and transmit to County Staff and/or the County Executive observations and recommendations regarding intracounty public transportation services, especially with regard to major decision points.

### **SECTION 1.101--ORGANIZATION**

The Board shall consist of seven (7) members appointed by the Executive, subject to confirmation by the Council, and shall serve for a term of five (5) years. Members of the Board shall receive no compensation for their services except reimbursement of reasonable expenses as may be provided in the budget.

The Board shall elect a Chairperson and Vice Chairperson, to serve for a term of one year at its first regularly scheduled meeting in the month of June in each year. A majority vote of sitting members shall be necessary to elect a board member to these offices.

The Vice Chairperson shall have all of the powers and responsibilities of the Chairperson, in his or her absence. The Secretary shall have all of the powers and responsibilities of the Chairperson, in the absence of the Chairperson and Vice Chairperson.

The Director of Planning and Zoning or the Director's designee shall act as the Executive Secretary to the board. The Executive Secretary shall attend all meetings, notify all Board members of meetings, maintain a complete record of all board meetings, and provide appropriate staff assistance as required.

The legal advisor shall be the county solicitor or other member of the Office of Law, as designated by the county solicitor, and may attend and participate in the meetings of the board upon request. The legal advisor shall assist the board, or a board member upon request.



SECTION 1.102--MEETINGS

The Board shall hold regular meetings quarterly. Special meetings may be held at any time at the call of the Chairperson. A quorum is necessary to hold a meeting. A quorum, necessary to transact business, shall consist of a majority of the current membership of the Board. A majority vote of the quorum shall decide any question or issue before the Board for action. Any business transacted absent a quorum will not be binding on the Board unless ratified by a quorum at a subsequent meeting.

Unless excused by resolution of the Board, whenever a member of the Board has accumulated three consecutive absences from regular public meetings, the Chairperson must notify the County Executive that the position is deemed vacant and that procedures for filling the vacancy be instituted with all due haste.

SECTION 1.103--PLACE AND TIME OF MEETING

The place of meeting of the Public Transportation Board shall be in the County Office Building Complex, Ellicott City, Maryland, except as may otherwise be scheduled by the Chairperson.

Public Transportation Board meetings shall begin at 7:00 PM. unless otherwise scheduled by the Executive Secretary after consultation with the Chairperson.

SECTION 1.104--RECORD OF MEETINGS

The Board shall keep the record of its resolutions, transactions, findings, determinations and decisions and shall keep minutes of its proceedings, all of which shall be filed in the Department of Planning and Zoning and shall be a public record.

SECTION 1.105--PUBLIC ATTENDANCE

The general public and representatives of the news media are encouraged and invited to attend all Board meetings and reasonable seating facilities shall be provided. All persons attending are expected to maintain order and decorum and to refrain from disturbing the orderly process of the meeting.

SECTION 1.106--ADVERTISING NOTIFICATION OF MEETINGS

It shall be the responsibility of the Executive Secretary to arrange appropriate public notification of the meetings.

SECTION 1.107--CONDUCT OF MEETING

On any matter before the Public Transportation Board, any member may ask relevant questions pursuant thereto of the Department of Planning and Zoning or any person attending the meeting, upon recognition by the Chair.

SECTION 1.108--MAINTENANCE OF ORDER

It shall be the duty of the Chairperson to maintain order during any meeting of the Public Transportation Board. Whenever confusion or disorder arises in the Meeting Room or demonstrations of approval or disapproval of those persons in attendance occur, it shall be the duty of the Chair to enforce order on its own initiative without any point of order being made by a member. Under circumstances of confusion and disorder, the Chair shall have the power, and it shall be the duty of the Chair, to order the Meeting Room cleared or to recess the meeting, and the Chair may, on its own motion and without a second or putting the matter to a vote, order the meeting recessed to a fixed hour and date.

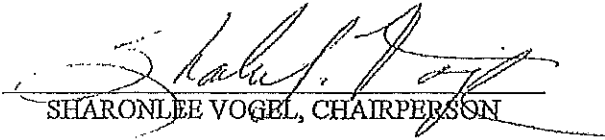
SECTION 1.109--RECOMMENDATIONS: RESOLUTIONS

Recommendations and/or Resolutions by the Public Transportation Board shall be in writing, shall be signed by a majority of the members of the Public Transportation Board present and attested by the Executive Secretary. Any member of the Public Transportation Board may file a dissent from the majority opinion which shall be attested by the Executive Secretary. The majority opinion and dissenting opinion(s) shall be made a part of the record of the proceedings filed with the Executive Secretary and maintained as part of the official records of the County.

SECTION 1.110--ADOPTION AND AMENDMENT OF RULES

Any interested person may petition the Public Transportation Board requesting the promulgation, amendment or repeal of any of these rules. Review of same shall be pursuant to Section 2.100 of the Howard County Code -"The Administrative Procedures Act."

HOWARD COUNTY PUBLIC TRANSPORTATION BOARD

  
SHARONLEE VOGEL, CHAIRPERSON


  
EDWARD STOLLOF, VICE CHAIRPERSON

  
OTHELLA ROGERS

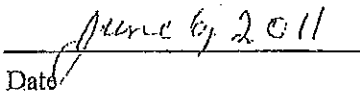
  
BARBARA KELLNER

~~CAROL FILIPCZAK~~ Resigned

  
CYNTHIA DAWSON



BEN PICKAR  
Executive Secretary

  
Date

**HOWARD COUNTY MULTIMODAL TRANSPORTATION BOARD**

**RULES OF PROCEDURE**

**EFFECTIVE DATE SEPTEMBER 26, 2017**

Adopted August 12, 1976

Amended June 9, 1977

Amended January 12, 1984

Amended October 13, 1988

Amended September 17, 1990

Amended January 9, 1992

Amended May 24, 2011

Amended September 26, 2017

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Clive Graham  
Executive Secretary

**RULES OF PROCEDURE OF THE HOWARD COUNTY MULTIMODAL  
TRANSPORTATION BOARD**

**Section 1.100 Authority**

These Rules of Procedure of the Howard County Multimodal Transportation Board (Board) are adopted pursuant to the authority of the Howard County Code, Title 21 "Traffic Control and Transportation," Subtitle 5 "Public Transportation."

**Section 1.101 General Powers and Duties, Officers, Members**

General powers and duties of the Board are set forth in Section 21.503 of the County Code.

The number of members and qualifications of Board members are set forth in Section 21.502 of the County Code.

The Board shall elect a Chairperson and Vice Chairperson, to serve for a term of one year at its first regularly scheduled meeting in the month of June in each year. A majority vote of sitting members shall be necessary to elect a Board member to these offices.

The Chairperson shall have the duty and responsibility for the overall coordination of the Board's activities. In addition, the Chairperson shall preside at public hearings and public meetings and shall rule on preliminary matters of a procedural nature.

The Vice Chairperson shall have all the powers and responsibilities of the Chairperson, in his or her absence.

Unless excused by resolution of the Board, whenever a member of the Board has accumulated three consecutive absences from regular public meetings, the Chairperson shall notify the County Executive that the position is deemed vacant and request initiation of procedures for filling the vacancy.

The Administrator of the Office of Transportation or the Administrator's designee shall act as the Executive Secretary to the Board. The Executive Secretary shall attend all meetings, notify all Board members of meetings, maintain a record of all board meetings, and provide appropriate staff assistance as required.

The Board's legal advisor shall be the county solicitor or other member of the Office of Law, as designated by the county solicitor, and may attend and participate in the meetings of the Board upon request.

**Section 1.102 Meetings**

The Board shall follow the provisions of Maryland's Open Meetings Act.

The Board shall normally meet monthly, ten times a year on the fourth Tuesday of the month. The Board normally shall not meet in August or in November, and in December shall meet on the first or second Tuesday. Special meetings may be held at any time at the call of the Chairperson.

A quorum is necessary to hold a meeting. A quorum, necessary to transact business, shall consist of a majority of the current membership of the Board. A majority vote of the quorum shall decide any question or issue before the Board for action. Any business transacted absent a quorum will not be binding on the Board unless ratified by a quorum at a subsequent meeting.

Each meeting shall include an open forum component in which members of the public are invited to comment about transportation.

#### **Section 1.103 Place and Time of Meetings**

The Board shall meet in the George Howard Building, 3430 Courthouse Drive, Ellicott City, Maryland, except as may otherwise be scheduled by the Executive Secretary after consultation with the Chairperson.

Board meetings shall begin at 7:00 p.m. unless otherwise scheduled by the Executive Secretary after consultation with the Chairperson.

#### **Section 1.104 Record of Meetings**

The Board shall keep the record of its transactions, resolutions, recommendations, and decisions and shall keep minutes of its proceedings, all of which shall be filed in the Office of Transportation and be a public record.

#### **Section 1.105--Public Attendance**

The general public and representatives of the news media are encouraged and invited to attend all Board meetings. All persons attending are expected to maintain order and decorum and to refrain from disturbing the orderly process of the meeting.

The Board may impose a reasonable time limit for speaking on those who wish to make an oral presentation to the Board.

#### **Section 1.106—Advertising, Notification of Meetings**

The Executive Secretary shall arrange appropriate public notification of the meetings.

#### **Section 1.107 Conduct of Meeting, Maintenance of Order**

On any matter before the Board, any member may ask relevant questions of the Office of Transportation or of any person attending the meeting, upon recognition by the Chair.

It shall be the duty of the Chairperson to maintain order during Board meetings. Whenever

confusion or disorder arises in the meeting room or demonstrations of approval or disapproval of those persons in attendance occur, it shall be the duty of the Chair to enforce order on its own initiative without any point of order being made by a member. Under circumstances of confusion and disorder, the Chair shall have the power, and it shall be the duty of the Chair, to order the meeting room cleared or to recess the meeting, and the Chair may, on its own motion and without a second or putting the matter to a vote, order the meeting recessed to a fixed hour and date.

**Section 1.108 Recommendations, Resolutions**

Recommendations and/or resolutions by the Public Transportation Board shall be in writing and shall be approved by a majority of the Board members present.

**Section 1.109 Adoption and Amendment of Rules**

Adoption and amendment of these Rules of Procedure shall be subject to Title 2, Subtitle 1. of the County Code, - Administrative Procedure Act, as applicable.

**HOWARD COUNTY PUBLIC TRANSPORTATION BOARD**

Ron Hartman, Chairperson	Alice Giles
Jason Quan, Vice Chairperson	Astamay Curtis
Larry Schoen	Brian Dillard
Deborah Meyers	

Clive Graham, Executive Secretary

\_\_\_\_\_  
Date

Transit Management of Central Maryland, Inc.

Summarized Financial Information for the two months ending August 31, 2017

August 31, 2017



Description	Month August 31, 2017	Monthly Budget	Monthly Budget Variance	YTD Actual August 31, 2017	YTD Budget August 31, 2017	YTD Variance	FY 2018 Annual Budget
Fare Recovery & Advertising	\$ 137,858	\$ 156,053	\$ (18,195)	\$ 257,747	\$ 312,106	\$ (54,358)	1,872,636
HC Funding Cabs & Non-profits Centers	\$ 49,843	\$ -	\$ 49,843	\$ 95,392	\$ -	\$ 95,392	-
Operation Cost	\$ 815,644	\$ 838,765	\$ (23,121)	\$ 1,642,391	\$ 1,677,530	\$ (35,139)	10,065,179
Cabs & Non-Profit Center Expense	\$ 49,843	\$ -	\$ 49,843	\$ 95,392	\$ -	\$ 95,392	-
Maintenance Cost	\$ 241,165	\$ 262,134	\$ (20,969)	\$ 501,239	\$ 524,269	\$ (23,029)	3,145,610
General & Administrative Cost	\$ 175,310	\$ 184,007	\$ (8,697)	\$ 353,468	\$ 368,013	\$ (14,545)	2,208,080
<b>Total Cost Expended</b>	<b>\$ 1,281,962</b>	<b>\$ 1,284,906</b>	<b>\$ (2,944)</b>	<b>\$ 2,592,491</b>	<b>\$ 2,569,812</b>	<b>\$ 22,679</b>	<b>15,418,869</b>
<b>Net fare recovery less costs expended</b>	<b>\$ (1,094,261)</b>	<b>\$ (1,128,854)</b>	<b>\$ (34,592)</b>	<b>\$ (2,239,351)</b>	<b>\$ (2,257,706)</b>	<b>\$ (18,355)</b>	<b>(13,546,233)</b>



### 2017 RTA Route Change Recommendations/Decision Matrix

#	Proposal	Comments/Input	Staff Recommendation	Public Transportation Board Recommendation 8-7-17	County Executive Decision
1	<p>New Route 504 connecting Piney Orchard and the Savage MARC train station via the Odenton MARC train station, Route 175, and National Business Parkway</p> <p>Current peak period 203/M service will become part of the 504. Mid-day trips will be provided by Anne Arundel County on a demand-response basis.</p>	<p>4 comments received</p> <p>Comments supportive. Concern expressed that proposed span of service does not meet all MARC trains at Odenton.</p> <p>4 comments received</p> <p>Some confusion expressed regarding plans for 203/M service.</p>	<p>Implement both proposals. Adjust proposed span of service/timing to ensure that all MARC riders are able to access RTA service.</p>	<p>Per staff</p>	<p>Per PTB</p>
2	<p>New Route 409B connecting the North Laurel Community Center with the Maryland Food Center via Route 1, Guilford Road including the Leola Dorsey Day Center, Stayton Road, Patuxent Range Road, and Dorsey Run Road at Route 175.</p>	<p>3 comments</p> <p>Comments supportive.</p> <p>One comment that route name might be confused with 502/B.</p>	<p>Implement as proposed</p>	<p>Per staff</p>	<p>Per PTB</p>

#	Proposal	Comments/Input	Staff Recommendation	Public Transportation Board Recommendation 8-7-17	County Executive Decision
3	Adjustment to Route 405/Yellow creating a loop of service via Town and Country Boulevard at North Ridge Road. Provides a direct connection to the Walmart on North Ridge Road.	No comments.	Implement as proposed.	Per staff	Per PTB
4	Southbound Route 409/Purple leaving Elkrige Corners will turn right onto Greenfield Road providing access to apartments. The route will continue left onto Rowanberry Drive to Route 1 south stopping at points on Greenfield Road and Rowanberry Drive. Two bus shelters will be added along Rowanberry Drive.	No comments.	Implement as proposed.	Per staff	Per PTB

#	Proposal	Comments/Input	Staff Recommendation	Public Transportation Board Recommendation 8-7-17	County Executive Decision
5	Route 501/Silver would run between Columbia Mall and Arundel Mills Mall only. Alternative for the current service from Arundel Mills Mall to Baltimore Washington Airport (BWI) would be MTA Route 75-Baltimore Link.	<p>11 comments received</p> <p>Among concerns:</p> <ul style="list-style-type: none"> <li>• Those coming from west of Arundel Mills Mall will now be required to transfer and pay a second fare to access BWI.</li> <li>• Patrons on Dorsey Road will lose frequencies and will have to backtrack to Arundel Mills Mall in order to reach BWI.</li> <li>• RTA paratransit riders who are not Anne Arundel County residents will be required to be certified by MTA (and transfer between paratransit services) in order to reach BWI.</li> </ul>	<p>Staff recommends authority to implement as proposed, due to budget limitations.</p> <p>Staff continue to look for alternative funding sources, and will try to restore funding for this service as soon as possible, hopefully no later than FY 2019.</p> <p>Staff recommends that County Executive Kittleman and County Executive Schuh discuss to determine whether funding to run this route for the remainder of FY 18 can be found.</p> <p>Current estimated need is approximately \$200,000.</p>	<p>Cannot support the cut from a service perspective – the service is viable from a ridership perspective (one of the most productive routes). The connection all the way to BWI is important to serve regional needs. The MTA 75 routes exists but brings costs/inconveniences to 501 riders.</p> <p>Counties should work together as partners to figure out how to continue the service.</p>	<p>Per PTB. However, to meet Anne Arundel County's budget needs, I would support less frequent service for the entire route versus cutting the Arundel Mills Mall to Baltimore Washington Airport.</p>

#	Proposal	Comments/Input	Staff Recommendation	Public Transportation Board Recommendation 8-7-17	County Executive Decision
6	Route 503/E will be re-routed between the intersection of Guilford Road/Gerwig Lane and Patuxent Woods Drive. The proposed route will travel between Guilford and Snowden River Parkway, serving the Howard County Food Bank.	3 comments received  Comments generally supportive. One rider expressed concern about continued ability to transfer to 407 at Owen Brown. However, this transfer will still be available.	Implement as proposed. The Office of Transportation (OoT) will work with Howard County Department of Public Works (DPW) to make crossing Gerwig Lane at the Food Bank as safe as possible.	Per staff	Per PTB
7	Route 401/Green current stop at Hickory Ridge Place will be relocated to Sunny Spring. Route 404/Orange will continue to serve the front door of Hickory Ridge Place.	1 comment received  One comment received regarding need for residents of Hickory Ridge Place to be able to access the bus safely.	Implement, but locate 401 bus stops on Hickory Ridge Road, just east of Sunny Spring (on existing 401 Route), rather than on Sunny Spring as proposed.	Per staff	Per PTB
8	Route 405/Yellow will remain on Route 40 and stops on North Chatham Road will be relocated to Route 40 west of North Chatham Road.	5 comments received  Several comments regarding difficulty of crossing Route 40 at Chatham Road.	Implement as proposed. Approach SHA regarding possibility of adjusting signal timing in order to allow pedestrians more crossing time, as well as potential of installing a concrete pedestrian refuge in the grass	Per staff. PTB strongly supports safe crossing of US 40.  Note: there were many comments requesting Sunday service on the 405. The PTB recommends Sunday service as soon as	Per PTB

#	Proposal	Comments/Input	Staff Recommendation	Public Transportation Board Recommendation 8-7-17	County Executive Decision
			median of Route 40.	possible; an hourly headway with the addition of one bus to serve key destinations.	
9	Route 405/Yellow will serve the Walmart at EC at a relocated bus stop. Bus stop will be moved to the western end of the parking lot. A shelter will be provided at this location	1 comment received  One comment received regarding increased difficulty of accessing the relocated stop from the local neighborhood.	Implement as proposed. Stop is meant to serve Wal-Mart patrons. In addition, examine options for re-locating or adding stop on North Ridge Road to better serve local residents.	Per staff	Per PTB
10a	Routes 406/Red and 408/Gold remain on Foreland Garth. Routes will not pull into Longwood parking lot.	No comments received.	Implement as proposed.	Per staff	Per PTB
10b	Routes 406/Red and 408/Gold will remain on Tamar Drive at the Village Center. The existing bus stops in Village Center	1 comment received  Only comment received noted the need to help patrons find the re-located	Implement as proposed.	Per staff	Per PTB

#	Proposal	Comments/Input	Staff Recommendation	Public Transportation Board Recommendation 8-7-17	County Executive Decision
	discontinued - buses will stop on Tamar Drive east of Cloudleap Court.	bus stops on Tamar.			
11	The Columbia Medical Center stops currently served by Route 407/Brown will now be served by Route 408/Gold.	3 comments received Comments expressed concern about the increased waiting times at Columbia Medical Center, particularly during the mid-day, when the 408 runs on a 2-hour headway.	Implement. Examine possibility of having in-bound trips on the 407 stop at the Medical Center only on those hours when the 408 does not stop (about three/day).	Per staff. The benefits to 407 timetable of not serving the Medical Center outweigh the inconvenience to small number (10) riders from not serving it.	

Approved as noted:

\_\_\_\_\_ Date \_\_\_\_\_

Allan Kittleman, Howard County Executive

Attest: \_\_\_\_\_ Date \_\_\_\_\_

Clive Graham, Administrator, Office of Transportation

2017 Proposed RTA Route Change Comments

COMMENT NUMBER	NAME	E-MAIL	COMMENT
1	Adeline Wilcox	awilcox1@mindspring.com	Suppose I take the Camden MARC train from College Park/Greenbelt/Muirkirk to Baltimore for a morning medical or dental appointment. It would be helpful to ride only one midday RTA bus between Odenton MARC or BWI Light Rail to Laurel where I could transfer to the 302 RTA bus or 89 Metro Bus back to the Camden Line MARC station I originated from. When I worked this out recently, it was 3 RTA buses from BWI to Laurel. Even cutting it to 2 buses makes it more feasible for the diehard green traveler.
2	Susan Portis	shport00@yahoo.com	I picked up your proposal brochure on the bus. It lists "Proposed Service Enhancements to Existing Routes and Bus Stops: Routes 203/M, etc. 1. New Route 504: Where is the bus stop in Piney Orchard? Will the bus pull into the shopping center, pick up at the current stop in front of the BP station, or pick up at the Community Center? The map is not clear. Will the 504-bus stop at Severn Square Shopping Center and/or Ridgeview Plaza Shopping Center? 2. Current Route 203/M: Is this route going to continue as it currently exists, with the addition of new Route 504 instead of the old peak services? The brochure doesn't make it clear, as it says the new service (Route 504) only runs during peak hours (to supplement the existing route?). And Route 203/M is listed under "Proposed Service Enhancements." Enhancement is defined as an increase or improvement in quality, value, or extent--expanding, increasing services (not cutting back or decreasing them). 3. The chart at the bottom of that page (service days/existing/proposed frequency) only shows weekdays proposed to be 6:18AM-10:23 AM. These hours don't match the top of the page which says, "services will operate Monday-Friday 5:30 a.m. to 10:30 a.m. and 3:00 p.m.-6:30 p.m." Will these buses run every 30 minutes or every hour? With the traffic and road construction along this new route, it will probably take almost an hour to run it one way. 4. Where/when are the Anne Arundel County info sessions? I don't see this info on your website. p.s. Will we be getting newer buses? The current ones break down way too often.
3	Tilakarathne Kalogana	tilakarathnck@yahoo.com	On behalf of the Port Capital and Howard Square newly developing community area residents, I would really appreciate if you can fix a Bus Shelter for the open air bus stop which is held at the Montevedio Road (Route 100).
4	Deborah Stempien	dstemp787@gmail.com	LOCATION OF YOUR MEETINGS - Why cannot you hold meetings in Columbia right by a bus stop. Even if the B bus does go to your facility at 8510 Corridor Road, I believe the last bus leaves at 8:00 pm so therefore you are making it difficult for the average bus rider to attend your meetings. It is like we are invited but you make it hard for us to attend. Condition of buses - We have endured so many breakdowns and being late for work and all you ever do is buy second hand buses. I regret your decision to start the new electric buses (even though I used to write about it in the local HCC Times newspaper) because it only involves one bus line and meanwhile we have to ride in buses that break down often - not to mention start on fire - do not have heat or proper air conditioning. I feel we are getting gipped and that Howard County caters to the rich people bus disregards lower income people who depend on buses to get to work, doctors' appointments or shopping, etc. Silver Bus - Why have you decided to stop the bus from going to the Amtrak and Airport. Now how are we to get to this location without having us pay the high taxi fares which can run about \$60. What made you decide that and why aren't you providing easy ways to get to the train, bus or airports? SNOWDEN SQUARE STOP DANGEROUS AT NIGHT POOR LIGHTING I called the bus company about this but they say that is not their responsibility. If it is the owners of the shopping center, somehow nothing gets done. There is motion detector lighting but it goes off after a few minutes. There should be lights at this bus depot. BUS DEPOTS IN GENERAL - The Crossroads at Columbia Crossing is a major stop yet there is no bus shelter provided at any of the 3 stops. SUNDAY SERVICE FOR 405/YELLOW BUS AND 503/E - Could you not offer limited service on Sunday for these routes? SUGGESTED SHUTTLE BUS ROUTE TO MALLS SHOPPING CENTERS - Perhaps offer an express bus that goes from the College to the Mall, then to the Columbia Crossings, Walmart at Dobbin, Wegmans, then to Snowden Square and back and forth.

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COMMENT NUMBER	NAME	E-MAIL	COMMENT
5	Genevieve Ungar	<a href="mailto:gknowlesungar@hotmail.com">gknowlesungar@hotmail.com</a>	203/M, change hours to start at 8:30am. Also, provide buses that don't break down while in route to locations. Sometimes, it is difficult to get to destinations on time without being late.
6	William Cowan	<a href="mailto:william.c.cowan@gmail.com">william.c.cowan@gmail.com</a>	Route 504 - For the new route 504, the times are confusing. One section says it operates from 6:18am to 10:23am, but then another section says it operates from 5:30 am to 10:30am and 3:00pm - 6:30pm. The connections at the MARC station for the new route 504 need to be better coordinated with the MARC schedule. Right now, a commuter taking the bus from Crofton / Piney Orchard to take the MARC to DC has the following options: Arrive at 7:39am for the 7:41am train (likely too short of a transfer), Arrive at 8:15am for the 8:39am train (way too long 25-minute wait), Arrive at 8:45am for the 9:29am train (again, way too long of a 45 minute wait). Outreach should be done to all of the businesses along National Business Parkway to encourage usage from the MARC stations and from Crofton. Of importance is to make known the ability to sign up for Guaranteed Ride Home and ability to get transit passes pre-tax. The maps on the flyer doesn't visually show any service to Waugh Chapel Town Center or Crofton. A person interested in the service is going to take a quick look and think that it doesn't apply to them. Route 501 / Silver - An explanation of why the service to BWI is being cut would be helpful to analyze if it truly is an enhancement. I understand the overlap with the MTA #75 route, but removing an overlap isn't necessarily an enhancement. Is there extremely low ridership on this section of the 501? What's the projected increased travel time for commuters who depend on this service? Currently the first bus doesn't arrive at BWI until 7:12am and the last leaves at 9:53pm. Rather than cut service due to (assumed) low ridership, was the consideration made to increase service hours to actually service the early morning and late night shifts at the airport to increase ridership?
7	William Cowan	<a href="mailto:william.c.cowan@gmail.com">william.c.cowan@gmail.com</a>	201/J - The first Freetown Village departure is at 7:25am, with arrival at the Cromwell Light Rail Station at 7:45am. My recommendation is having an earlier departure from Freetown village so residents can get to the light rail and get to jobs in Baltimore prior to 8am. 202/K - From what I've seen, it doesn't appear that this route has much ridership between 175 / Reece to Ridge/Severn. I would suggest looking at changing the routing to be: Depart Meade Village, L on MD 174, L on New Disney, R on Carriage, L on Severn, R on Ridge. This would serve the Lake Village Apartments and additional communities while avoiding the fairly unpopulated portion of Reece and 175. Fort Meade will still be served by the Mapes Rd gate. General Comments - Many employees who depend on transit aren't working Monday through Friday. Headways should be increased on weekends to serve those who rely on transit. Bus stops need to be improved. Many don't have sidewalks, standing pads, crosswalks, or safe places to wait. Has outreach been made to the counties and SHA in order to provide those amenities under their funding mechanisms? I agree with the bus stop enhancements that remove stops from within shopping centers. This unnecessarily slows down routes and doesn't make transit attractive to choose riders. Explanations should be given as to the following to help review the changes: Reasons for the enhancements or new service. Why some bus stops were added or removed (safety, community opposition, etc). What other enhancements were considered but were ultimately not placed in the plan. This will give residents ability to specifically point to a planned improvement when lobbying for additional funding. What data went into making the decisions? Compare rider survey vs. enhancements. Riders want more Saturday and Sunday service, yet none is planned. Connections to the other locations are not included in the service enhancements. I understand a current issue is that many busses have reached the end of their useful life and sometimes complete runs need to be skipped due to bus or driver availability. Communication of this MUST improve. I sometimes take the 201/J from Cromwell. I should be able to check RTA's twitter feed to see "7:00am depart from Cromwell - bus not available". It seems like an easy implemented - but essential improvement - that the Agency notifies riders of missed trips on a real-time basis. See Colorado DOT Bustang for an example of an agency that effectively utilizes social media: <a href="https://twitter.com/ridebustang?lang=en">https://twitter.com/ridebustang?lang=en</a>



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COMMENT NUMBER	NAME	E-MAIL	COMMENT
8	Eric Chapple	<a href="mailto:eric.i.chapple@email.com">eric.i.chapple@email.com</a>	I work in a job that sometimes requires me to work in buildings in the 800 block of Elkridge Landing Road. Currently, RTA Mobility can take me there via the BWI route. I am unable to use the suggested alternative because I am not a member of MTA and it would not be feasible for me to join. I take great comfort in knowing that regardless of which building I am assigned to, RTA Mobility can take me to my place of employment. If BWI is eliminated from the route, that would no longer be possible, and I would no viable alternative to get to the location. I hope the Business light rail/BWI portion of the route remains. Thank you all for your time.
9	Elaine Bonner-Tompkins	<a href="mailto:elainebonnertompkins@msn.com">elainebonnertompkins@msn.com</a>	I live in Maple Lawn in Fulton, MD and I'm sending this email to ask that RTA service to be extended into our neighborhood. Currently we are only served by the commuter bus that runs off of on Rt 29 at the Scaggsville Park and Ride. We do not have public transportation options that take us to Columbia or Laurel. Nor is our local high school - Reservoir HS - accessible via public transportation. My son is attending Atholton HS this summer and has no reliable home except for Uber. As such, has no other option except to take the bus to Columbia Mall/Library where he has to wait for a ride home when my husband or I get off of work.
10	Gregory Tyson	<a href="mailto:gtyson1@gmail.com">gtyson1@gmail.com</a>	I strongly recommend that instead of or in addition to enhancements, improvements should be made to the existing buses. The 302/G route, which services stops only once an hour, has routine breakdowns (approximately once every two weeks), meaning that riders have to wait an entire hour for another bus to show up. This makes it so people who have to make it to work or are trying to make it home are delayed. Most people affected by these RTA breakdowns do not have the financial resources to take a taxi or ride-sharing service to make it to work or home in time. In conclusion, before creating additional routes or bus stop enhancements, I ask that you please make sure that existing routes are properly serviced by functioning buses.
11	David Drasin	<a href="mailto:drasind@email.com">drasind@email.com</a>	I have looked at the changes suggested for September. Unfortunately, public transportation in Howard County is not our strong suit, which is unfortunate since the county is (justifiably) proud of its diversity, and our population includes seniors, students and groups without cars or are uncomfortable driving outside their own neighborhoods. Moreover, Howard County is a bit of an orphan, since it is not in neither the core Baltimore or Washington areas, while the centers of jobs and entertainment lie there. Thus, Ellicott City's connections to the Baltimore area are remarkable inferior to those of nearby Catonsville. Other than the weekday service, primarily during rush hours, the only transit service connecting Columbia with the metropolitan areas is the hourly Silver bus/501, which I have used several times. In addition to serving important services in Howard County, it connects with the large Arundel Mills Mall and also the BWI area: business district, rail station and airport, from which is regular and frequent light rail service into Baltimore and its northern suburbs. While the service is slow, it is reliable (in my experience), and is used by diverse communities whose focuses are spread across the route. I understand that you plan to to truncate route 501 at Arundel Mills, while expecting riders wishing to continue to BWI to use a Baltimore Link bus, scheduled hourly most of the day, with no arranged connection at that mall. This greatly diminishes our connectivity, and will greatly inconvenience riders from S. Baltimore/BWI who work/live in Howard County, for example workers in the hotels or airport. In the discussion, it became clear that the extension to BWI is well-used, but Ann Arundel County is no longer willing to contribute to maintain this portion of the route, all of which lies within Ann Arundel. where I have seen standing-only crowds), but it ignores the key advantage of Columbia has being in a large metropolitan, which James Rouse understood more than a half-century ago. I can appreciate the formal argument that the miles being eliminated lie outside our County, but people ride the buses because of their destinations, not out of loyalties to a specific area. Serving our own population seems more important than being concerned about "freeloading" by another jurisdiction.
12	Roy Ferguson	<a href="mailto:royaferguson@yahoo.com">royaferguson@yahoo.com</a>	My biggest concern is with the reduction in service on the 501/Silver line. I do not ride this line often but do use it from time to time. My observations when I do ride are that the majority of the people who use the service between Arundel Mills and BWI board before that and the line does provide significant service to Howard County residents, employees, and shoppers. I obviously have no control over the actions of the Arundel County government but Howard County consistently is one of the 5 wealthiest counties in the country. If Arundel will not step up to the plate I believe Howard County should and can continue to support this valuable people to the people of Howard County. I understand that the changes proposed would allow the operation of the reduced service with 2 buses instead of 3 on weekdays. I'm not convinced that saving is true.

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COMMENT NUMBER	NAME	E-MAIL	COMMENT
			<p>on weekends and especially on Sundays when only 1 bus is used. I think if the service is cut back it should at least be continued as a weekend only or Sunday only service. I am also concerned about the changes to the service to medical services at Knoll North Drive. In mid-day, the 408/Gold only runs at 2 hour intervals leaving long delays before or after medical appointments. I understand the difficulty of making the left turn from Rouse Parkway onto Thunder Hill road. I do not see that problem with serving the area on the return trip where the bus now travels straight across Rouse Parkway and makes a right turn after stopping the medical offices. If the stop could be maintained on the 407/Brown returning to the mall at least appointments could be scheduled to align with the service to the center and the wait after visiting a provider would be reduced.</p>
13	Ann McClain	ann.mcclain2@gmail.com	<p>I am deeply distressed about the proposed changes to the 503E and 407 Brown. As I write this note I am waiting for a 503E that has not shown up. This is the 2nd day in a row that this has happened. There is a dozen of us that will be negatively impacted by the change because it serves as a direct connect at Owen Brown for me and others. It also prevents me from being able to walk a short distance on Guilford when the bus is late. The other problem is the change increases the fare for everyone. The service has already caused a bad review on my job because the bus makes me late. I take the 5:30am bus most days to avoid being late, but now that bus is becoming problematic. When the bus ran on the hour the connections were better. The addition of the new stops hurt the commuter bus riders and no one is ever picked up at those stops on Patuxent Woods. Some new or better maintained buses are needed in Laurel. Thank you for reading my rant. By the way the bus still has not come. I am late for work again.</p>
14	Joan Driessen (Association of Community Services)		<p>ACS strongly objects to the elimination of the 501/Silver Route extension to Baltimore-Washington International (BWI) airport. This extension not only provides airport access to flyers, but more importantly to airport corridor workers access to these well-paying jobs are critical to many Howard County households. The MTA Route 75-Baltimore route link from Anne Arundel Mills to BWI is not a good alternative as there appears to be no timing coordination between the routes (of particular concern for use by early morning and late evening shift workers), thereby adding yet more waiting and travel time to an already long commute. We therefore strongly encourage Howard County to ensure regional or local funding for this critical Route 501 extension. (2) We certainly applaud the re-routing of Route 503/E to enable access to the Nonprofit Collaborative, the Food Bank and the emerging Howard County Community Resources Campus. We wonder, however, how this new routing can be tied into servicing the Stanford Road-located Health Department and Social Security Office? Both of these agencies are critical to low income households and part of the County's human services network. (3) The proposed new 409B route, particularly with its extended weekday and Saturday hours, will provide essential service to individuals seeking access to the new and existing community services located in Laurel. We urge, however, your continued work to ensure that pedestrians can safely cross and walk along Route 1 to get to the bus stops. We know that the Guilford Road and Route 1 intersection is a particular challenge and appreciate that you continue to seek a solution. (4) On the 405/Yellow route, will an expanded median be included at the Rt. 40 and North Chatham Road intersection? We view this as critical to ensuring the safety of all riders, but particularly those seniors, people who are physically challenged and others who may not be able to cross busy Rt. 40 within a single stoplight cycle. The issue of where the bus can stop and allow safe loading and unloading on the eastern side of Route 40 also needs further consideration. (5) We appreciate the commitment to help ensure uninterrupted service to the Long Reach community during redevelopment of the Village Center. (6) We encourage good communication to help current 407/Brown Route users understand how to adjust to its elimination. (6) One last point that is not specific to the proposed RTA enhancements, but that we think is important to future planning. We understand that installation of equipment to measure ridership on all bus routes is recognized as an important goal but remains unfunded and on the drawing board. In the meantime, we would like to suggest that use of community manpower can provide an option for gathering a set of preliminary ridership data. ACS would appreciate the opportunity to talk with Transportation Board members and Office of Transportation staff about our concept. In closing, ACS applauds this important set of enhancements that provide a strong foundation for further progress in ensuring all Howard County households have transportation access to local and regional employment, human services, shopping and family activity opportunities.</p>

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COMMENT NUMBER	NAME	E-MAIL	COMMENT
15	Douglas Meggs		Speaking for homeless people who will be using the Day Resource Center. Please put a bus stop out there on Route One and Guilford for the homeless people who need to get their meals Need Sunday service on Route 405 Need to improve operations at Columbia Mall -- it is confusing, and the buses need LED signs on the right sides so people can tell which bus is which. Need bathrooms/port-a-potties at the Mall. Many bus stops are dangerous, too close to traffic
16	Marie Solvar		Need Sunday Service on the 405. Drivers should stop at all stops, should stop at red lights, and are often rude.
17	Lorraine Hall		Would like Sunday Service on the 405
18	Lynn Johnson		Need Sunday service on the 405 Early 405 buses should stop at Parkview. The first few buses of the day don't stop there, so people have to walk across Route 40, and it is a dangerous crossing. Then they stop at the Miller Library, even though it isn't open yet.
19	Greg Friend		Buses at the BWI light rail should be better timed to meet the trains.
20	Joan McLaughlin		We need staff at the Columbia Mall to help people find their buses. I am concerned about people not having enough time to cross Route 40 at Chatham Road. The 409 is unclear.
21	Charlie McManus		The only existing connection between the RTA and the MTA buses is at BWI. Now that will be moved to Arundel Mills Mall. On Route 40 and on Route One, RTA and MTA buses go near each other, but they should meet each other and allow for transfers.
22	Joyce Palmer		Very concerned about taking the 407 off the Columbia Medical Center. Will the 408 stop at Vantage Point, where the 407 used to stop? When we pull up to the Mall, if we're running a few minutes late, the other buses are supposed to hold, but they pull out and leave us behind.
23	Marian Hutchins		Would like Sunday Service on the 405

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COMMENT NUMBER	NAME	E-MAIL	COMMENT
24	Lila Cumm		Would like Sunday Service on the 405
25	Yvonne Roman		Would like Sunday Service on the 405
26	Joel Herewitz		Please keep the 501 to BWI. I have taken it to the airport, and a lot of people use it to connect to the light rail. It's already a very long, multi-seat road. A better idea would be to add an express bus from Howard County to BWI. Why is the shelter at the Wal-Mart on Route 405 being moved further away from Ridge Road? People will have the entire parking lot to get to the rest of the neighborhood. We need to serve Downtown Ellicott City Need signal pre-emption
27	Jamie McKay		If the 501 is cut between Arundel Mills Mall and BWI, Dorsey Road will lose a portion of its service. This will result in longer headways for riders along Dorsey Road. In addition, people on Dorsey who wish to access the airport will have to backtrack to the Mall in order to transfer.
28	Carrie Baez (??)		I helped plan the Columbia bus routes in the 1960's and 1970's. All routes should have the same frequencies so that everyone can make their connection. If we disconnect anything on the 401, the people who live at Hickory Ridge Place won't be able to get to the Safeway. They connect from the 401 to the 404 at the Hospital to get to the Safeway because they don't like the Giant. They should have a safe stop.
29	Philip Dulaney		I am a member of the PAG. We need better connections between RTA service and MTA service in the Route 40 corridor. I had to go from Ellicott City to the Rolling Road area of Route 40, and it took me 8.5 hours (is this right?) Had to go from Ellicott City to Columbia Mall to Arundel Mills to BWI to MTA services, all to get a few miles east of where I started.
30	Marlene Handler		I am concerned about the 405 being taken off Chatham Road; it's hard to cross Route 40 there. Don't pull the 501 out of BWI -- you can wait under cover at the airport and stay dry -- the shelters at Arundel Mills are not big enough to keep the wheelchairs out of the rain.
31	Erica Smeltzer		I am a current rider of the 203/M. I will use the new 504 to access the Odenton MARC station. Peak period service for the route is fine, but the PM peak service ends really early. This route used to be peak only, and then when they added mid-day, they ended it service earlier, and now they're going back to peak only, but making it even earlier. At the times listed, I will no longer be able to take it, because the last bus will be gone when my train arrives. It is great to connect the two MARC lines, because that way if something affects service on one line, you can get to the other.

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COMMENT NUMBER	NAME	E-MAIL	COMMENT
32	Jean Danulle		My two daughters take paratransit every day to work. Often, it is hard to get through to someone to find out where their ride is. A lot of times they take cabs, because they can get there at a more specified time, but the cab drivers don't know how to deal with people with disabilities. Also, there are programs for the disabled at CCBC in Catonsville, but there is no transportation to get there.
33	Person who spoke earlier		We need a connection from Ellicott City to hook up with MTA – you should not have to go to Columbia Mall to Anne Arundel to Baltimore.
34	Did not introduce themselves		I live in Elkridge. Most of the proposed changes are improvements. Right now, though, sidewalks are completely closed and there is a lot of renovation going on Route One. We need to remain ADA-compliant while making improvements.
35	Did not introduce themselves		I live in Piney Orchard and I do not understand the proposed changes.
36	Alex Peltzer		I think that the route 409B will be confused with the 502B simply in name. If the 409B is just an extension of the 409 Purple service then maybe calling it 409 Express or 409 Purple via North Laure; something to maintain the difference. The silver route should also be changed to an express bus if service needs to be cut. The major points of that stop are Arundel and BWI. The other stops it makes can be covered with other existing routes.