



MULTIMODAL TRANSPORTATION BOARD

January 22, 2019
7:00 p.m.

George Howard Building, Columbia-Ellicott Room
3430 Court House Drive, Ellicott City, MD 21043

AGENDA

Regular monthly meeting

- 1. Approval of Agenda**
- 2. Approval of the November 27, 2018 Minutes**
- 3. Public Comment**
- 4. Announcements/Updates**
 - i. Office of Transportation Staff Changes
 - ii. Land Development Updates
 - iii. Old Guildford Road/Patuxent Branch Trail
 - iv. Transit Development Plan Implementation
 - v. MD 99 Corridor Investigation
 - vi. Central Maryland Regional Transit Plan
- 5. New Business**
 - i. Priority Letter
 - ii. 501 Route
 - iii. MTA 201-Stop in Howard County
- 6. Adjournment**

Future MTB Meetings Dates

February 26, 2019
March 26, 2019



**MULTIMODAL TRANSPORTATION BOARD
MINUTES**

November 27, 2018 at 7:00pm

Members Present: Astamay Curtis
David Drasin
Alice Giles via phone
Ron Hartman, Chair
Larry Schoen, Vice Chair
David Zinner
Rick Wilson

Staff: Clive Graham, Office of Transportation
David Cookson, Office of Transportation
Rashidi Jackson, Office of Transportation
Jason Quan, Executive Secretary
Lauren Frank, Office of Transportation

Members Excused: Brian Dillard

Worksession

The Multimodal Transportation Board (MTB) meet to discuss Bus Rapid Transit ideas. The MTB created a list of ideas (see attached) that the Office of Transportation (OoT) will present to the MTA (Maryland Transit Agency) and the new Howard County Executive.

Regular Monthly Meeting

1. Agenda (minute :01)

No objections to the agenda.

2. October 23, 2018 Minutes (minute :01)

Ron Hartman moved to approve the minutes from the October 23, 2018 Multimodal Transportation Board (MTB) meeting. David Cookson noted a grammatical error in the minutes; under item iv. the word “the” needs to be added. “Clive said that [the] Transit Development Plan”.

Ron Hartman moved to approve the minutes, Astamay Curtis seconded and the motion passed unanimously.

3. Public Comments (minute :01)

There were no public comments.

4. Announcements/Updates (minute :01)

Clive made the following announcements:

i. Land Development updates (minute :01)

Clive informed the MTB members there were no significant updates. Plan changes/updates are marked in red (see attachment).

ii. Public Hearing on Regional Transportation Agency routes December 13, RTA offices (minute :06)

Clive is confident that Anne Arundel County will execute the memorandum and advised that the MTB will not have to hold the meeting.

iii. Public meeting on MD 99 Corridor Investigation December 11, Mt Hebron HS (minute :09)

During the MTB October 23 meeting, Clive presented a brief overview on the MD 99 Corridor project.

5. New Business (minute :10)

i. Presentation, Jason Quan (minute :10)

Jason Quan presented the proposed Regional Transportation Agency (RTA) route and service changes (see attachment). Three information sessions will be held to inform riders of the changes. Ron Hartman asked if the proposed changes were currently in the budget. Clive mentioned money is available to implement the changes in the fourth quarter of FY19. The RTA commission will hold a hearing to make a recommendation for the proposed changes and the final decision will go to the Howard County executive.

The proposed changes will affect ten routes, most of them serving Howard County. The plan stemmed from the Transit Development Plan (TDP) completed earlier this year and adopted by the county council. Within the plan were surveys regarding improvements focusing on better reliability and more frequent service.

ii. Questions/comments from MTB (1:04 minute)

Astamay Curtis asked if there would be enough vehicles at this point to support service? Glenn, Jason, & Andrew agreed that it would be the same number of vehicles with an increase in service and staffing hours.

Terry Hansen, Howard County Office of Aging, asked if Clive would have an opportunity to speak on the new changes to the transition committee. Clive is sure they will want to know OoT's priorities.

David Drasin requested item points of the plan. Andrew explained the plan would take 15-20-year-old routes, update with current traffic patterns of today with more frequent service, better routes, shorter headways, and more reliable service.

iii. Questions/comments from the public, staff available to talk individually.

No questions or comments from the public.

6. Adjournment (minute 1:11)

Before the adjournment, Rick Wilson provided an update on bus passes. Rick was disappointed that the bus passes have not been better received. 20% of the passes have been used to date. Students are not utilizing the bus passes because they are afraid to use public transportation, find the app difficult to use, & do not feel safe on public transportation. Rick was informed about travel trainers, a free service through Center for Mobility Equity (CME) where riders learn to ride the bus system.

Ron adjourned the meeting at 8:40 pm. The next MTB meeting is scheduled on January 22, 2019.



12/13/2018

Jason Quan
Executive Secretary

Date



12/13/2018

Lauren Frank
Office of Transportation

Date

Plan Review Updates for the MTB 11/20/18-1/21/19
Items in red text are changes/updates since the prior report

Month entered for MTB	Plan Name	Plan Number	Roads/Streets	Number of Units/Sq. Ft.	Description	Office of Transportation Comments/Recommendations			Plan Status / Next Steps
						Comments	Bike/Ped	Transit	
Jan-19	Dorsey's Ridge	F-19-047	Old Columbia Road	57 units	These plans are for the road constructing and stormwater management plans for Cooks Lane, including sidewalks, the overall plan also includes a shared use pathway along the utility ROW to connect to veterans elementary, which will be shown at the site plan stage.	The plan is currently under review by OOT.	Yes	No	In review
Dec-18	Simpson Oaks Trail	SDP-19-025	Internal-Nature Trail	N/A	Natural surface trail with a large suspension bridge over the river.	The plan was reviewed by OOT and requested resubmission to provide additional information on wayfinding.	Yes	No	12-18-18, Resubmission Requested
Jan-19	Wilde Lake Multi-use Pathway	SDP-19-036	Twin Rivers Road	N/A	This is the site plan for a shared use pathway from Governor Warfield Parkway to Wilde Lake Village Center	The plan is in review and we are actively working to ensure the plan reflects the best design standards	Yes	Yes	In review
Jul-18	Milk Producers	S-18-003	Leishear Road, Gorman Road	794 units	This is a Sketch Plan, the first plan in the development cycle, for a 794 residential unit development. The project is located on the "Milk Producers" area near MD 216 and Leishear Road. The applicant is proposing to build the project in three phases with a mix of single family attached and detached houses	7-24-18 The project is still under review by OOT, but we do not expect any significant comments or issues since the road infrastructure is already built, there is no transit service in the area 9-21-18 After reviewing this development plan, OOT made the following comments regarding transportation: provide bike lanes and sidewalks along Leishear Road, show/provide detail of the road improvements at the intersection of Gorman Road & Leishear Road, add a second entrance to the development, provide pathway connections that connect to schools and internal road connections to optimize the flow of traffic.	Y	N	7-24-18 The plan is still under review, but we expect to approve the plan. 9-21-18 Resubmission Requested. Plan submitted, pathway through project to schools, sidewalk on Graeloch to connect to Hammond school campus.
Jul-18	Oxford Square - Parcel HH Bristol Court and The Yards.	SDP-18-055 and SDP-18-019	Coca Cola Drive, CSX Tracks	~1500 units, 190,000 sq. ft.	These are resubmission of earlier plans for two parts of Oxford Square, a 90 acre mixed use project, located near the intersection Coca Cola Drive and MD 100, with a final build out of just under 1,500 residential units and 190,000 square feet of commercial/retail space,	7-24-18 OOT requested the developer to provide information for a pedestrian connection, and the shuttle service from Oxford Square to the Dorsey MARC Station. 9-21-18 The developer has resubmitted the plans to the county for review, however OOT's comment have not been addressed. Following discussion with applicant, OOT has approved the plans.	Y	N	7-24-18 Resubmission Requested. OOT approved the plans.
Nov-18	Brightview Senior Living	SDP-19-032	Martin Road	90 Units	This development is for a senior living development located at Martin Road and Seneca Drive. OOT commented at the Zoning Board (ZB) case which allowed the property to be rezoned from R-12 (Residential) to Community Enhancement Floating (CEF).	11-19-18 The plan is being reviewed by OOT Staff. At the ZB stage, OOT requested the applicant: update the existing pathways at Martin Road Park to AASHTO Standards, provide on street parking and bike racks, provide bike lanes along Martin Road, build crosswalks along Martin Road, and supply a bus shelter.	Y	Y	11-19-19 The plan is still under review. Revised plans submitted and approved by OOT on 1-17-19
Nov-18	Eden Brook	SP-18-003	Guilford Road	24 Units	This development is for 24 age-restricted townhomes. The property is currently zoned R-12 (Residential), with frontage along Guilford Road and Eden Brook Drive	11-19-18 OOT is currently reviewing the plans. Comments will be provided at the next MTB Meeting	Y	Y	11-19-19 The plan is still under review. Revised plans submitted on 1-18-19, under review.

Plan Review Updates for the MTB 11/20/18-1/21/19
Items in red text are changes/updates since the prior report

Month entered for MTB	Plan Name	Plan Number	Roads/Streets	Number of Units/Sq. Ft.	Description	Office of Transportation Comments/Recommendations			Plan Status / Next Steps
						Comments	Bike/Ped	Transit	
Jul-18	Sheppard Lane Road Improvements	F-18-099	Sheppard Lane, MD 108	N/A	Road plans for the realignment of Sheppard Lane at MD 108 and are linked to the River Hill Square development project and the proposed Erickson Senior Living. These projects will be providing shared use paths along their frontages along MD 108 as per the Clarksville Streetscape Design Guidelines.	7-24-18 We will be reviewing the plans to ensure the designs are consistent with the Clarksville Streetscape Design Guidelines. 9-21-18 OOT requested the developer provide the following improvements: a safe crossing to get across MD 108 at the Sheppard Lane Intersection, reserving space for a future transit stop, ensuring the proposed pathway meets AASHTO standards, and provide a safe crossing at the entrance of River Hill Square. 10-4-18 OOT approved the plans. The developer complied with the comments that were made at the initial review.	Y	Y	7-24-18 The plan is still under review, but we expect to request a resubmission. 9-21-18 Resubmission Requested 10-4-18 Approved
Jul-18	The Village at Town Square	P-18-004	Resort Road, Turf Valley	153 units	This is a 153 unit development, with 92 townhouses and 61 apartments in the Turf Valley development. The project is located on Resort Road, a fully built road developed under previous road plans for Turf Valley	7-24-18 The project is still under review by OOT, but we do not expect any significant comments or issues since the road infrastructure is already built, there is no transit service in the area	N	N	7-24-18 The plan is still under review, but we expect to approve the plan. 9-21-18 Approved
Jul-18	Potter Place	S-18-008	Port Capital Drive across from Blackbird Lane.	26 units	This project proposes 26 condo unit in three buildings located at Port Capital Drive across from Blackbird Lane. The project will provide lead-in and internal sidewalks, there are existing sidewalks on Port Capital Drive.	7-24-18 The project is still under review by OOT, but we do not expect any significant comments or issues since the road infrastructure is ready built there is no transit service in the area	N	N	7-24-18 The plan is still under review, but we expect to approve the plan. 9-21-18 Approved
Sep-18	Cubesmart Storage Building	SDP-19-004	US 1, Montgomery Road	111,625 SF	This site development plan is for a three story self storage building (111,625 SF) at the intersection of US 1 & Montgomery Road The current property is zoned M-1 (manufacturing). As part of the site development plan, the developer is showing sidewalk along Montgomery Road, a 10' multi-use path along Washington Blvd, and a marked cross walk across the driveway.	OOT will be requesting the developer to extend the sidewalk along Montgomery Road to the property line and OOT is working with SHA to determine how a crosswalk across Montgomery Road could be implemented.	Y	N	Resubmission Requested
Sep-18	Magnolia Manor West	SDP-19-012	Old Scaggsville Road	6 units	This development is for 7 single family homes off MD 216 (Old Scaggsville Road.) The developer has provided road improvements along the frontage of the property, and proposes internal sidewalks. This development is apart of the a much larger development (Magnolia Manor, 61 lots) which is located on the other side of MD 216.	OOT has no issues/concerns with the development shown on this plan. The developer addressed OOT's comments in prior review phases.	N	N	Approved
Oct-18	Maple Lawn South Phase II	SDP-117-052	Maple Lawn South Boulevard. to Murphy Road	110 Units	This plan is for the balance of units in Maple Lawn South. The developer has provided road improvements (bike lanes, and sidewalk) along Old Scaggsville for the first phase. The developer provided sidewalks throughout the development.	OOT has no issues/concerns with the development shown on this plan. The developer addressed OOT's comments in prior review phases.	N	N	Approved

Notes:
Projects less than 20 dwelling units and small non-residential projects are not included on this report unless there are significant transportation issues
Approved means OOT recommends approval

RTA Route and Schedule Change Recommendations/Decision Matrix					
Route		Existing	Proposed	RTA Staff Recommendation	Central Maryland Transportation & Mobility Commission Recommendation
Route 401 - Clary's Forest - Columbia Mall					
	Weekday	- 30 min. frequency during morning and afternoon peak - 1 hour frequency between 10 am and 2 pm; 6 pm and 11 pm	- Adds 1/2 hour frequency during mid-day and early morning peak	Implement as proposed.	Implement as proposed.
	Saturday	- 1 hour frequency all day	- Adds 1/2 hour frequency between 8:00 am and 6:00 pm		
	Sunday	- 1 hour frequency all day	- Ends 1 hour later		
Route 403 - Dorsey Search VC to Columbia Mall					
	Weekday	- Used to be part of Route 405 - 1 hour frequency during the day - 2 hour frequency after 6 pm	- Hourly service all day - Extends service to Selborne House from 8pm to 10 pm	Implement as proposed.	Implement as proposed.
	Saturday	- Used to be part of Route 405 - 1 hour frequency during the day - 2 hour frequency after 6 pm	- Extends service to Selborne House from 6 pm to 8 pm - Hourly service all day		
NEW	Sunday	- No Sunday service	- 9:30 am to 5 pm - Hourly frequency.		
Route 404 - Hickory Ridge to Columbia Mall					
	Weekday	- Serve both Hickory Ridge and Kings Contrivance - Hourly service during the day - 2 hour frequency after 6 pm	- Serves Hickory Ridge - Kings Contrivance to be served by Route 414 - Hospital served by Route 401 - 1 hour frequency all day	Based on rider feedback, staff recommends realigning the proposed route to serve the hospital and exterior stops at Howard Community College. In addition, we recommend serving the Robinson Nature Center on an "on-demand" basis Wed. - Sun. during business hours.	Implement the 1 hour frequency proposed, but realign the route (per RTA staff recommendation) to serve the hospital and exterior stops at Howard Community College. As well as "on-demand" service to the Robinson Nature Center.
	Saturday	- Hourly service during the day - 2 hour frequency after 6 pm	- 1 hour frequency all day		
	Sunday	- 2 hour frequency all day	- 1 hour frequency all day		
Route 405 - Ellicott City to Columbia Mall					
	Weekday	- A and B Loops (counter clockwise and clockwise) - 50 minute ride time	- Elimination of A & B Loop - Replaced by single Ellicott City Loop; Loop does not operate after 6 pm - Dorsey's Village will be served by Route 403 - 35 minute ride time between Ellicott City and Columbia	Implement as proposed.	Implement as proposed.
	Saturday	- Service ends @ 8 pm	- Extends to 10 pm		
NEW	Sunday	- No Sunday Service	- 9 am and 6 pm - 1 hour frequency - Loop does not operate on Sunday.		
Route 406 - Columbia Gateway to Columbia Mall					

	Weekday	- Operates via 175, Long Reach to Columbia Crossing, Dobbin Center, Snowden Square, & Gateway - 45 minute ride time to Snowden Square - 5:30 am to 11:00 pm	- More direct alignment via Broken Land Pkwy and Snowden River Pkwy - 30 minute ride time to Snowden Square - No longer goes through Long Reach or serves Columbia Crossing & Dobbin Center - will be served by Route 408 - Shorter span, 6:45 am to 6:00 pm	Implement as proposed.	Implement as proposed.
	Saturday	- 7:30 am to 10:00 pm - 2 hour frequency after 6 pm	- No Saturday service - To be picked up by Route 408		
	Sunday	- 10 am to 6:00 pm - 2 hour frequency	- No Sunday service - To be picked up by Route 408		
Route 407 - Kings Contrivance to Columbia Mall					
	Weekday	- 1 hour frequency - Serves Columbia Medical Plan	- 1/2 hour service to Owen Brown; Kings Contrivance will maintain at 1 hour service - Columbia Medical Plan served by Route 408	Implement as proposed.	Implement as proposed.
	Saturday	- 2 hour frequency after 6 pm	- 1/2 hour service to Owen Brown; Kings Contrivance will maintain at 1 hour service.		
	Sunday	- 2 hour frequency all day	- 1 hour service all day		
Route 408 - Sherwood Crossing to Columbia Mall					
	Weekday	- Service to MD Food Center via Oakland Mills, Long Reach, and Sherwood Crossing - 2 hour frequency after 6:30 pm	- More direct route to Columbia Crossing and Sherwood Crossing - Adds connection to Snowden Square - Oakland Mills will be served by Route 407 - Route will no longer terminate at MD Food Center - MD Food Center will be served by Routes 409 and 501 - 30 minute frequency to Columbia Crossing during the day; 1 hour frequency to Sherwood Crossing all day - Carriage House Lane stops will no longer be served	After the Public Hearing, staff recommends an adjustment to the route 408 which would serve Columbia Crossing and Dobbin Center. In addition, two new routes would be developed (Route 402 and 412) to supplement service to Columbia Crossing and Dobbin Center.	Implement as recommended by RTA staff.
	Saturday	- 2 hour frequency all day	- 30 minute frequency to Columbia Crossing during the day; 1 hour frequency to Sherwood Crossing all day		
NEW	Sunday	- No Sunday Service	- 8:30 am to 8:00 pm - 1 hour frequency		
Route 409/409B - Town Centre Laurel to Elkridge Shopping Center					
	Weekday	- Route 409: Town Centre Laurel to Elkridge SC - Route 409: 6 am to 10:00 pm - Route 409B: North Laurel Community Center to MD Food Center - Route 409B: 6 am to 6 pm	- Combines both Routes 409 and 409B into one route - Route 100 Industrial Park and Dorsey MARC Station will no longer be served - Service ends at 7:00 pm - North Laurel Community Center no longer served 409 will continue to be serve by Route 503	Implement as proposed.	Implement as proposed. Important: The Commissioners representing the City of Laurel and Prince George's County did not support ending

	Saturday	- Route 409: 2 hour frequency all day - Route 409B: 1 hour frequency all day	- 1 hour frequency all day - Reduced hours in the evenings		service at 7 pm. Span of service will be reassessed in the future based on demand and funding availability.
	Sunday	- No Sunday service	- No Sunday service		
Route 414 - Kings Contrivance to Columbia					
	Weekday	- Used to be part of Route 404 - Service to 9 pm - 45 min. between Kings Contrivance and Columbia Mall	- Separate route for direct connection and shorter ride time. - 25 min. between Kings Contrivance and Columbia Mall	Implement as proposed.	Implement as proposed.
	Saturday	-	- Saturday service on Route 407		
	Sunday	-	- Sunday service on Route 407		
Route 501 - Arundel Mills to Columbia					
	Weekday	- via Broken Land Pkwy and Snowden River Pkwy - 1 hour frequency all day	- via 175 for a more direct routing - 30 min. frequency between Snowden Square and Columbia Mall during the day - 1 hour frequency between between Arundel Mills and Columbia Mall - Broken Land P&R will no longer be served	Staff recommends maintaining the 60 min. frequency on the 501. This service area will be supplemented by the NEW Route 402 and 412 which will provide 1/2 service between Columbia Mall and Dobbin Center.	Implement as recommended by RTA staff.
	Saturday	- 1 hour frequency all day	- 30 min. frequency between Snowden Square and Columbia Mall during the day - 1 hour frequency between between Arundel Mills and Columbia Mall		
	Sunday	- 2 hour frequency all day	- 1 hour frequency all day		
Reduced service hours on Christmas Eve, New Year's Eve and Thanksgiving Eve.					
		Regular service hours on Christmas, New Year's and Thanksgiving Eve's.	End service early on the day before Christmas, New Year's and Thanksgiving.	Staff recommends reducing service to 9 pm on Christmas Eve.	Implement as recommended by RTA staff.

Connecting Our Future

A Regional Transit Plan for Central Maryland



Central Maryland Regional Transit Plan

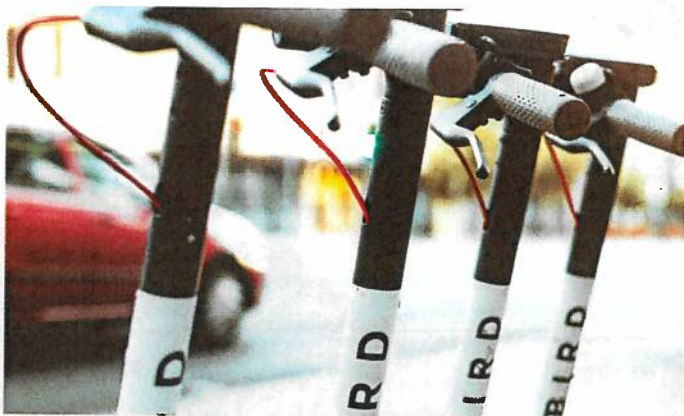
MDOT MTA is leading the development of a new Regional Transit Plan for Central Maryland. This plan will define public transportation goals over the next 25 years for Baltimore City and the following surrounding counties: Anne Arundel County, Baltimore County, Harford County, and Howard County.



VISION FOR MOBILITY

The plan will provide a regional vision for mobility that reflects our rapidly changing world. We travel in different ways than we did just 10 years ago. The sharing economy—with ridesharing options, motorized scooters, and bikeshare—provides new alternatives. Mobility apps provide multimodal and real-time information about transportation options, so that we can make choices that work for us.

MDOT MTA will be working with the public and with a broad range of partners, including a Commission, local governments, and other transit providers to develop this plan.



VISION FOR DESTINATION

The places we go have changed. In the past jobs and shopping were in downtown Baltimore; now many of these destinations have moved out of downtown. Suburban land uses are less dense and therefore less supportive of traditional transit services. Now is the time to improve the existing services while exploring new solutions.

The Plan will focus on seven topics; some will provide a better understanding of what transit resources exist, while others will explore opportunities to improve mobility.

State of Good Repair

Identify the level of reinvestment needed to maintain the existing transit services in Central Maryland.

Service Quality and Integration

Evaluate existing transit services and identify potential improvements to make it easier to travel around in the Central Maryland region.

Corridors of Opportunity

Identify existing and potential corridors that could benefit from additional transit investment.

Funding

Identify funding and financing strategies to support regional mobility services based on best practices and regional analyses.

Customer Experience

Identify ways to improve the experience of using transit—from planning a trip to reaching a destination—through new technologies, improved amenities, and better customer service.

Access

Work with MDOT MTA's partners so the areas served by transit are safe, comfortable, and convenient for people and businesses who use the region's transit options to live, work, and prosper.

New Mobility

Assess the new mobility options available in the Baltimore region (e.g., bikeshare, scootershare, carshare, rideshare, autonomous vehicles, microtransit) and identify opportunities and challenges associated with leveraging these services to meet regional mobility needs.