



**MULTIMODAL TRANSPORTATION BOARD**

October 27, 2020 - 7:00 p.m.

**Held via Webex event**

**Ellicott City MD 21043**

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**AGENDA**

**Regular monthly meeting**

- 1) Approval of Agenda for Meeting – Chairperson Schoen**
- 2) Approval of September 29, 2020 Meeting Minutes – Chairperson Schoen**
- 3) Public Comment – General Topics** (*Participants that have signed up in advance will have 3 minutes each to address the MTB*)
- 4) New Business/Ongoing Business**
  - i. Introduction to DPW Director, Tom Meunier, PE
  - ii. Pedestrian Crossings in Howard County – Inventory by type and list of known requests – Kris Jagarapu, PE and Chris Eatough
  - iii. MTA Statewide Transit Plan – Jaime McKay, Maryland Transit Administration, Office of Planning and Capital Programming
  - iv. Revised Resolution on MTA Service Reductions/Suspensions Effective November 2nd – Bruce Gartner
- 5) Office of Transportation Updates**
  - i. Complete Streets Update to County Council – November 9, 2020
  - ii. Transportation Town Hall – November 18, 2020 – 6:00pm
  - iii. E-Scooter Sharing Permit Award – Mid December (Mid-March Operational Start)
- 6) Future Meeting Items**
  - i. Complete Streets Implementation Updates- Ongoing
  - ii. FY 22 CIP Development
  - iii. Studies of Regional Transit Authority for Baltimore Region
  - iv. Update on Statewide Transit Innovation Grant Projects (Mobile Payments and Bus
- 7) Adjournment**
- 8) Next Meeting – December 8, 2020 – 7:00pm**

## Item 2 - Minutes



MULTIMODAL TRANSPORTATION BOARD  
MINUTES September 29, 2020 7:00pm

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**Members**

**Present:** Ted Cochran  
Larry Schoen  
Monica Simon  
Shariar Etemadi  
David Drasin  
David Zinner

**Staff:** Bruce Gartner, Executive Secretary  
Jason Quan, Office of Transportation  
Brian Muldoon, Office of Transportation  
Kimberly Woods, Office of Transportation  
David Cookson, Office of Transportation  
Molly Nur, Office of Transportation  
Allison Calkins, Office of Transportation

**Members Excused:** Alice Giles

**Members of the Public:** Cindy Burch  
Terri Hansen

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**1. Approval of Agenda for Meeting**

The draft agenda for the meeting was approved by members without modification.

**2. Review of unofficial minutes from August 25, 2020**

David Zinner motioned to approve the minutes, Monica Simon seconded the motion. The motion to approve the minutes carried.

**3. Public Comment**

There were no public comments.

**4. Follow up on Strategic Roadway Safety Plan Comments**

David Cookson and Cindy Burch (BMC Staff) provided a brief follow up on the Howard County Strategic Roadway Safety Plan (SRSP) Mr. Cookson announced the plan is completed and a press release is planned for October. Mr. Cookson stated OOT is coordinating an October event with BMC ‘s traffic safety ambassador program. The ambassadors are characters dressed in white with lighted billboards who will walk along roads to promote road safety, specifically driver awareness. OOT has also reached out to the Howard County Police Department to coordinate participation; they have not responded.

Ms. Burch summarized her conversation with David Zinner about the SRSP.

For distracted driving, the statewide SHSP plan is being updated, and will provide an opportunity for input on changes to how state legislation or BMC will be involved in those statewide conversations and raise the issue of distracted driving laws and enforcement (one area mentioned by David Zinner).

In response to other comments from Mr. Zinner, Ms. Burch stated that the Department of Aging is involved in different sections of the plan

David Zinner also raised two specific points. Mr. Zinner suggested putting rumble strips into the design manual and mandatory retrofitting of automated sensor technology for those who had been convicted of distracted driving and caused injury. Ms. Burch and Mr. Cookson stated that these ideas could be considered as part of the Design Manual update or the state legislative process.

Mr. Schoen questioned whether signal phasing was included in the plan. Mr. Cookson stated the SRSP focuses on strategies for actions and coordination, not specific engineering solutions.

The MTB members agreed to wait until the SRSP is finalized before issuing a motion to support it.

## **5. Approval of Complete Streets Community Engagement Plan**

Chris Eatough gave a brief update on the Complete Streets Community Engagement Plan (CEP). The CSIT community engagement effort for the CEP has been extensive. Last week the CSIT hosted two “Draft Complete Streets Community Engagement Plan Workshops”. The workshops were advertised extensively. There were two separate times available for the workshops to accommodate everyone’s availability. The video and presentation are available online for anyone to view. The CSIT is trying various methods to reach people for their input, which is what the plan is all about. The goal of this plan is to be more inclusive and more diverse to interaction with the public regarding transportation projects. A copy of the draft was provided to the members prior to the meeting.

Chris Eatough asked whether the plan looks like it will be effective in helping the County be more inclusive and diverse with public interaction. Ted Cochran stated that he believes it will be. Ted thought that the workshops hosted by the CSIT had on the engagement plan were well done. David Zinner suggested that an executive summary of the draft with big print be provided to let people ease their way into the document. Chris Eatough told David that the document is more for project managers, so that they have all the tools at hand to do community engagement. The CSIT will have a shorter document that will be public focused and will summarize the plan and operate like an executive summary. Larry Schoen questioned the disposition of adding the new language. Bruce answered by telling Larry that that will be worked on offline. Larry will see it as part of the Complete Streets Implementation Team, then the plan will be forwarded to Council in the 12-month report. County Staff from OOT, DPW and DPZ will probably do an in person briefing to Council on November 9<sup>th</sup> if requested.

Sharier motioned to support the Community Engagement Plan Draft, David Zinner seconded the motion. The motion to support carried.

## **6. New Business/Ongoing Business**

### **i. MDOT Draft CTP- Bruce Gartner**

Bruce Gartner announced that on September 1<sup>st</sup> MDOT announced their six-year plan. The plan includes capital program reductions to a lot of system preservation. There are significant transit reductions that were put in place to help balance the financial plan. The Baltimore Region and Baltimore MTA were hit with a lot of the reductions. While there are reductions to commuter rail, and commuter buses, serving the DC area, MDOT hasn't proposed any reductions to the system serving the Washington suburbs. The apparent lack of equity between the two metropolitan areas in the State with respect to transit funding decisions is a concern to many of the jurisdictions in the region. There have been discussions with other Baltimore Metropolitan Council Members who all still have questions about the impact will be on the six-year plan.

Some of the MDOT Consolidated Transportation Program Reductions include:

- \$150 million cuts to MTA on top of last year's \$303 million reduction to the 6-year CTP will further impact the failing transit network in the Baltimore Region.
- Cuts to system preservation budgets for all MDOT modes has a longer-term fiscal impact on our transportation network.
- Reductions to SHA's \$7.6 billion program account for almost half (\$909 million) of the total reductions which is similar to their relative share of the total program.
- Reductions to MTA's \$2.69 billion program account for 8 percent of the capital reductions which is less than their 17.7 percent share of the total program.
- WMATA has not been impacted by any capital reductions despite representing 17.7 of the MDOT capital program.

### **ii. MDOT-MTA Proposed Service Reductions-Bruce Gartner**

Bruce Gartner went over some of the County's concerns with the reductions in the region and the potential disproportionate impact it would have on those without access to vehicles. The 2 biggest concerns for Howard County: the elimination of the 150 route, and when they reduce Camden line trains, the ability to bring them back in if and when ridership increase.

- MTA-#150 Express Bus eliminated from Columbia to Harbor East via Ellicott City. The 150 services five trips per day in each direction. Only reverse commute options (2 trips) from Baltimore City.
- Three MARC Camden Line Trips Cut. Trains 844 and 848 from Union Station. Train 855 to Union Station. Impact on TOD at Dorsey, Savage and Laurel Park.

The MTA has reduced local grant funding by about 20% and plans on doing that for FY 21 and FY 22 at a minimum. The CARES Act Funding will remediate the impact for the 2 fiscal years but starts becoming problematic in FY 23. David Drasin questioned why MDOT would eliminate the 150 Route instead of suspending it until revenue flows back in. Bruce Gartner answered by telling David that the MDOT financial plan is bad right now and that they can't afford to commit to do anything. Which doesn't mean that they wouldn't bring the Express Routes back at a later time.

Bruce Gartner indicated that the MTA and Howard County plan to move forward with evaluating corridors referenced in the Central Regional Transit Plan. There are two high priority corridors in Howard County.

1. The East/West Connection to Baltimore City (US 40 Corridor)
2. The North/South Connections to Montgomery County and DC Metro Area (US 29 Corridor)

MDOT and BMC have funds available to study one of these two corridors (most likely the US 40 Corridor).

The County Executive also has stressed the need for safety improvements on US 1 and continued grant funding for additional bike and pedestrian routes within Howard County. The US Safety Plan improvements are estimated to cost \$3 million to construct. The County continues to fund the design of the US 1 projects so that they are ready for construction when the State identifies funding.

iii. Consideration of MTB Resolution Concerning Transit Service Reductions- Larry Schoen.

The group briefly reviewed the "[Proposed MTB Resolution on Baltimore Region Transit Services Reductions](#)" draft resolution. David Zinner motioned for the board to adopt the resolution, Shahriar Etemadi seconded the motion subject to some minor edits.

Monica Simon questioned whether the equity standpoint of the 150 route has been addressed. The 150 Route is connecting riders who could be coming in from Baltimore to Howard County to work. Bruce answered Monica by telling her yes, that's why the OOT is focused on the 150 Route as opposed to the commuter rail which tend to be more affluent riders. The 150 connection into Catonsville is a high transit need corridor. Larry suggested that Monica review the resolution and suggest ways that it can be strengthened. The motion to approve the resolution carried.

## 7. Development Updates- David Cookson

Upcoming Public Meetings			
Project	Meeting Date	Meeting Type	Notes
ZB-1119M Redevelopment of Hickory Ridge Village Center	September 30th	Zoning Board	Redevelopment of Hickory Ridge Village Center to amend the Preliminary development Plan to add an apartment building and remodel the shopping center.
ZRA 192 Annapolis Junction Town Center LLC	October 1st	Planning Board	Applicant is requesting to increase the height limit for buildings in the TOD.
ZB 1118M Erickson at Limestone Valley	October 7th	Zoning Board	Continuation of rezoning case for continuing care retirement community and to permit the expansion/relocation and architectural
BA 766-D – British American Bldg., LLC, et al	October 16th	Hearing Examiner	Appeal of approval of the Royal Farm Store on Snowden River Parkway.

Larry Questioned whether any of the projects had transportation related issues that the MTB should be made aware of. David Cookson informed Larry that the Hickory Ridge Village Center project has transportation related issues. Transit service that went through the village center will be pulled out if it hasn't been already. Which will keep in line with the ongoing practice to try to pull out routes that deviate into shopping centers because it causes a lot of trouble. The stop would be moved to Freetown Road. The Erickson Project as part of their project they have proposed to build a significant portion of the Clarksville Shared-Use Pathway Streetscape Project expanding both East and West.

## 8. Adjournment

The meeting was adjourned at 8:16 p.m.

## 9. Next Meeting

The next MTB meeting is scheduled for October 27, 2020.

/2020  
Date

Bruce Gartner  
Executive Secretary

/2020  
Date

Kimberly Woods  
Office of Transportation

## Item 3 - Public Comment



Item 4i - DPW Director

Item 4ii - Pedestrian Crossings

Item 4iii - Statewide Transit Plan -  
Presentation follows



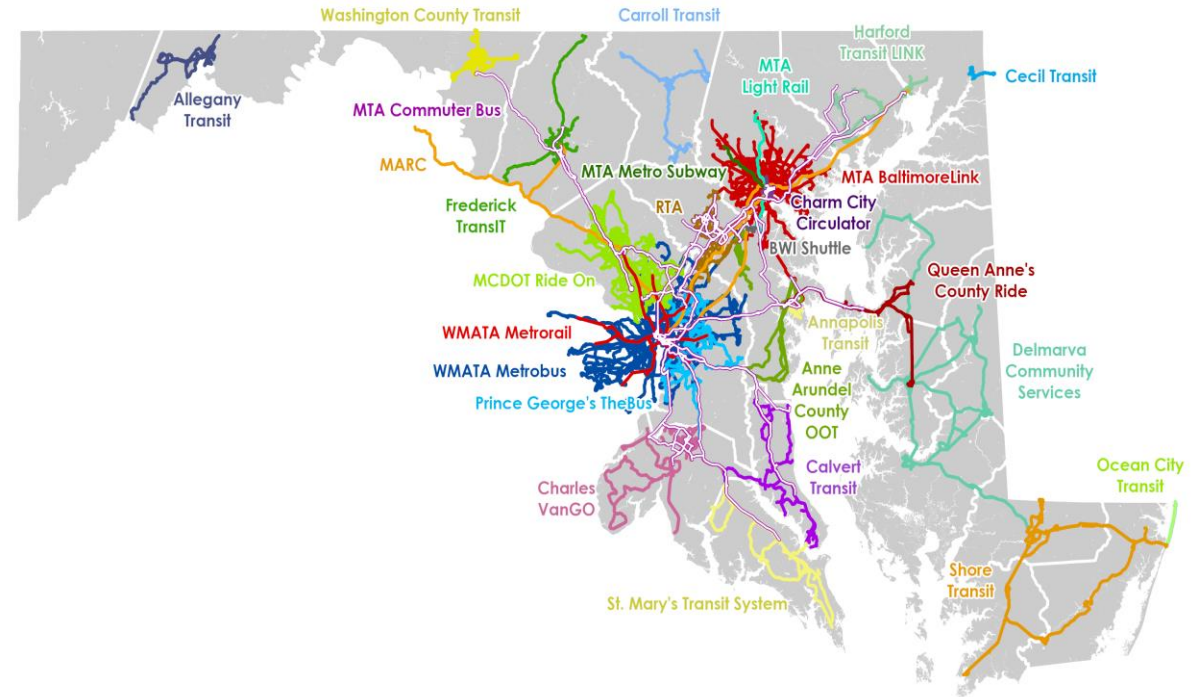
# MARYLAND STATEWIDE TRANSIT PLAN

Multimodal Transportation Board | October 27, 2020



# Agenda

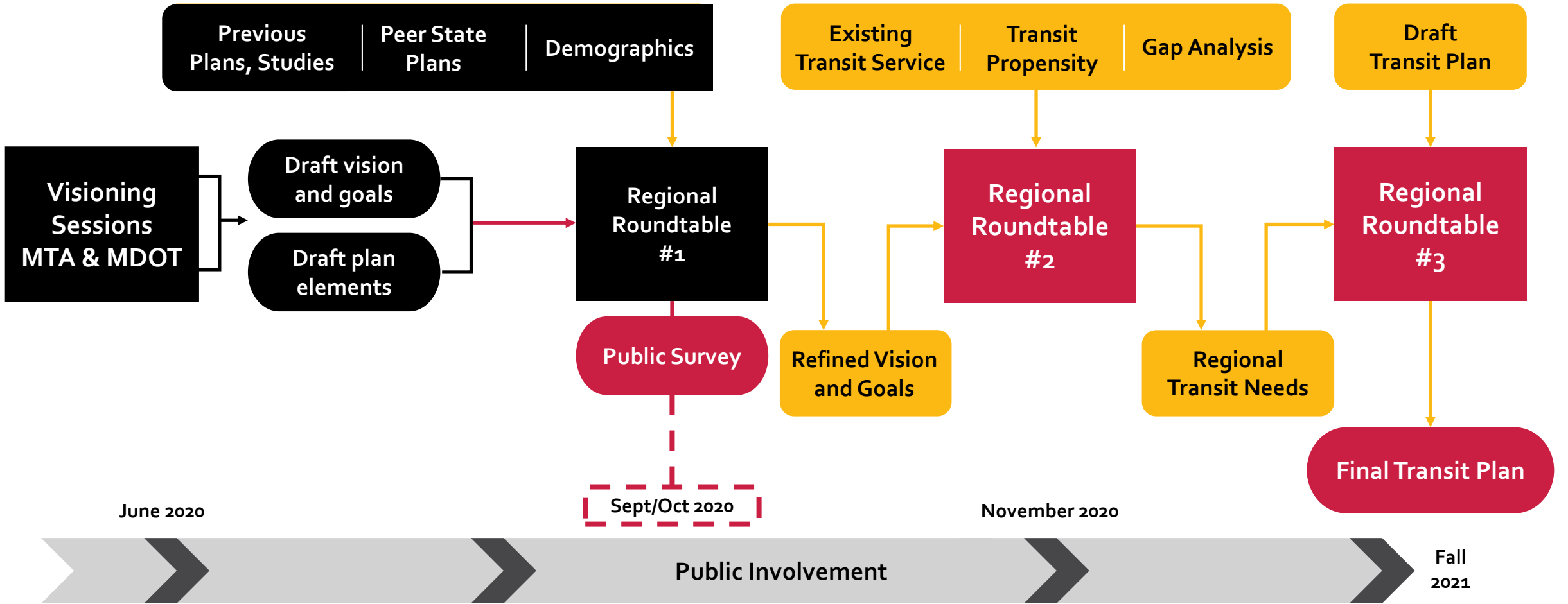
- Plan approach and schedule
- Draft vision and goals
- What we've heard so far
- Ways to provide input
- Questions/Comments








# Proposed Approach

- Address the **50-year vision** of transit statewide
  - Define desired performance and customer experience outcomes
  - Convey the benefits of transit and the relationships with economic opportunity, land use, and first mile/last mile access
- Create a **framework** for coordinated transit service and customer experience
  - Stitch together local and regional plans across the state
  - Understand the technology, policy, and service delivery gaps and opportunities
  - Create an action plan and performance metrics

# Schedule



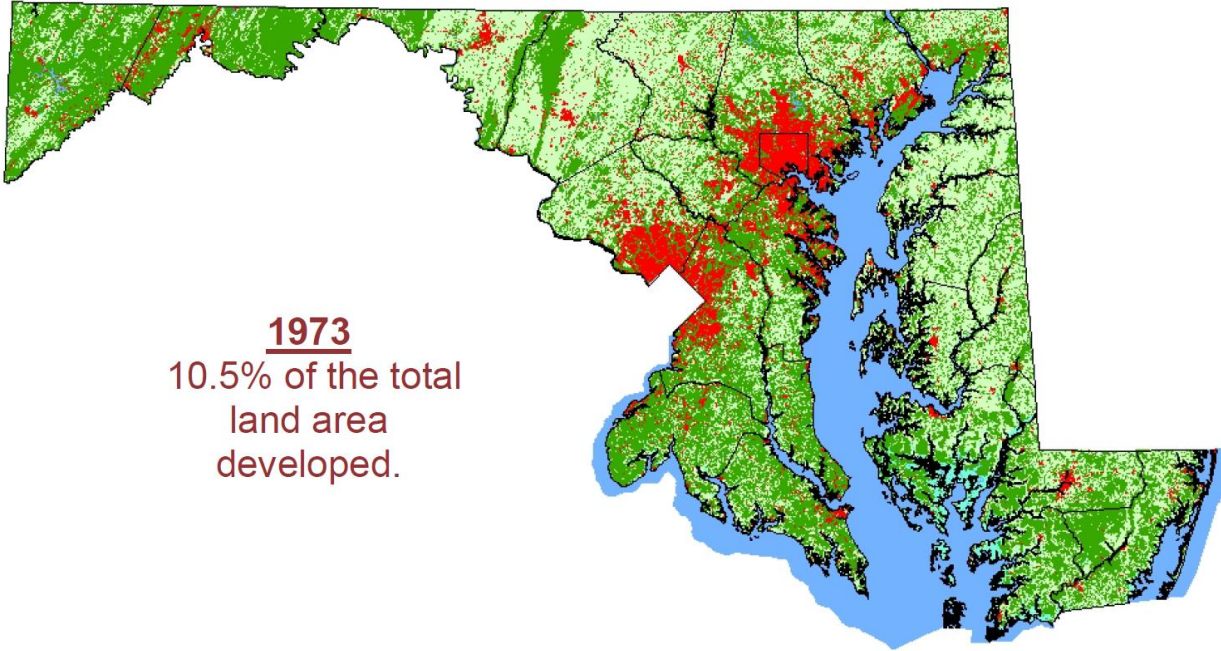
# MARYLAND STATEWIDE TRANSIT PLAN

	<b>1970</b>   MTA takes over Baltimore Transit Company	<b>1978</b>   MTA takes over Lutheran Family Services paratransit						<b>2017</b>   BaltimoreLink network redesign	
		<b>1983</b>   Baltimore Subway opens	<b>1987</b>   Subway extended to Owings Mills	<b>1992</b>   Baltimore Light Rail opens	<b>1995</b>   Subway extended to Johns Hopkins	<b>1997</b>   Light Rail final expansion to BWI			
	<b>1974</b>   MDOT first subsidizes commuter rail	<b>1984</b>   MARC brand is created	<b>1986</b>   MARC service extended to Martinsburg	<b>1991</b>   MARC service extended from Baltimore to Perryville	<b>2001</b>   Frederick Branch opens				
	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>	<b>2010</b>	<b>2020</b>			
	<b>1976</b>   First RideOn fixed-route service		<b>1990</b>   The Bus established	<b>1993</b>   TransIT established	<b>2003</b>   Shore Transit established		<b>2014</b>   RTA established		
	<b>1969</b>   Metrorail construction begins	<b>1978</b>   Metrorail service to Silver Spring and New Carrollton begins			<b>2004</b>   Final expansion of Metrorail into Maryland		<b>2016</b>   Purple Line construction begins		
	<b>1972</b>   MDOT purchases BWI	<b>1980</b>   BWI Amtrak Station opens							
	<b>1971</b>   Amtrak is established			<b>1992</b>   ADA takes effect, FTA requires paratransit services be implemented by 1997					

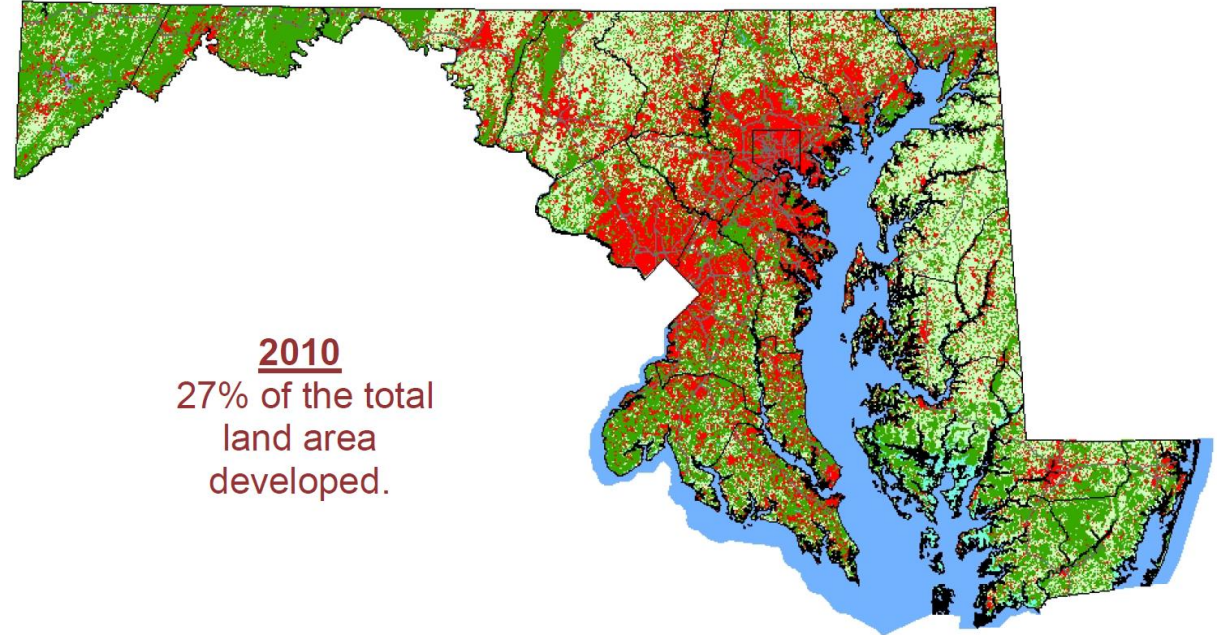


# Developed Land in Maryland

**1973**



**2010**



# Draft Vision

Maryland's public transit system will **connect people, places and opportunities**, supporting Maryland's economy with **efficient, equitable, sustainable and innovative** transit. Transit riders across the state will experience **convenient and coordinated** travel and a **dignified customer experience**.

# Draft Goals



Ensure a safe, secure, and resilient transit system



Provide inclusive, equitable, and accessible transit choices



Deliver a reliable and quality customer experience



Facilitate economic opportunity locally and regionally



Leverage innovative transit infrastructure and technology



Expand and integrate transit options and partnership



Ensure environmental and fiscal sustainability

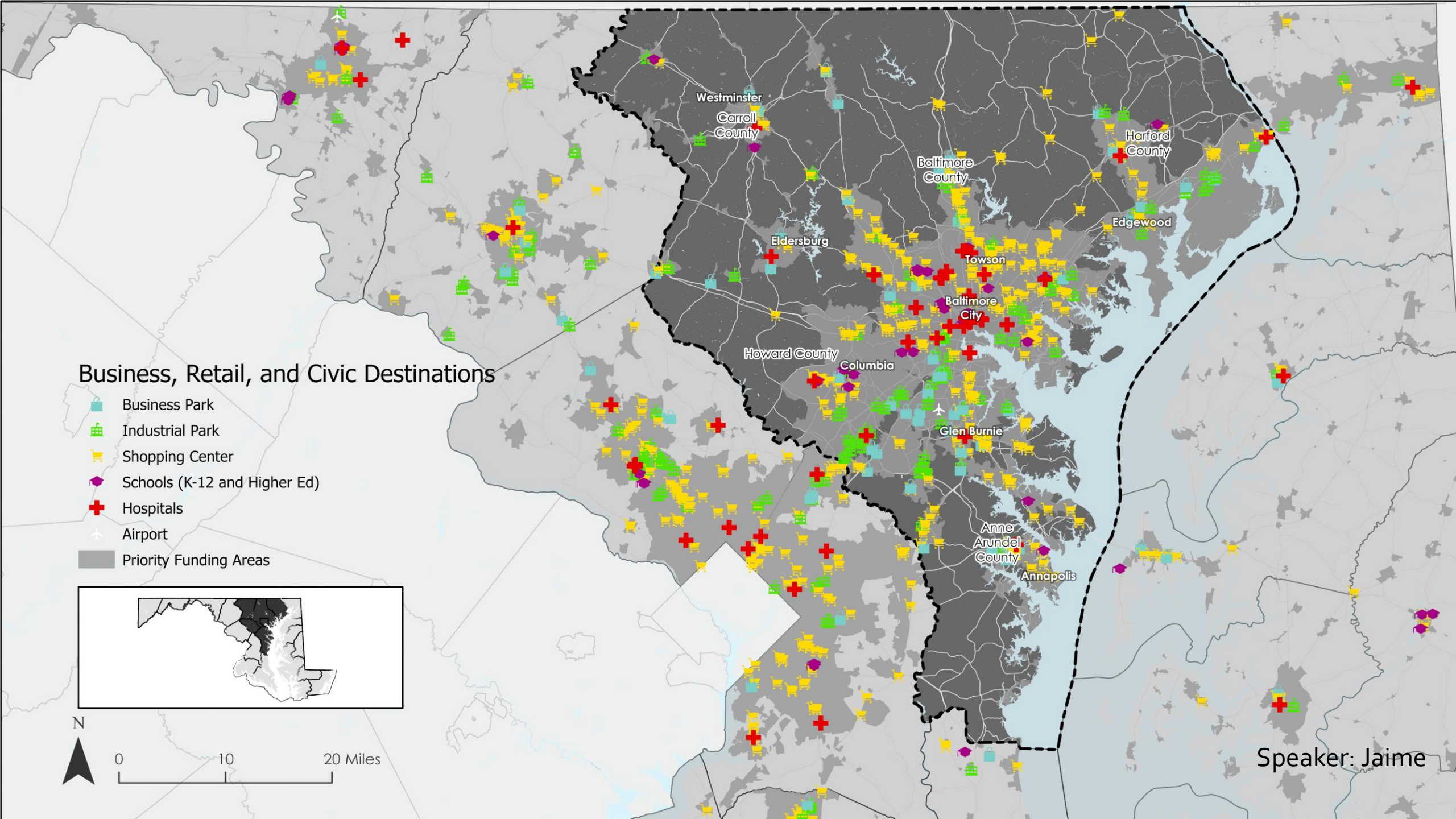
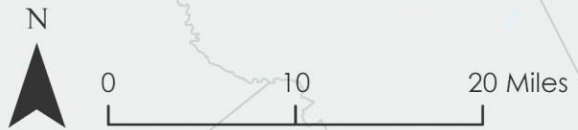
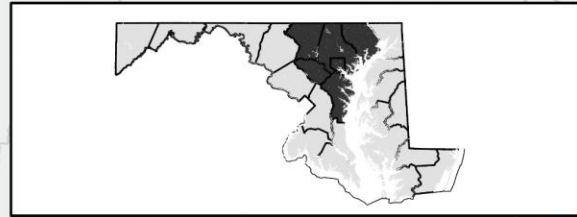




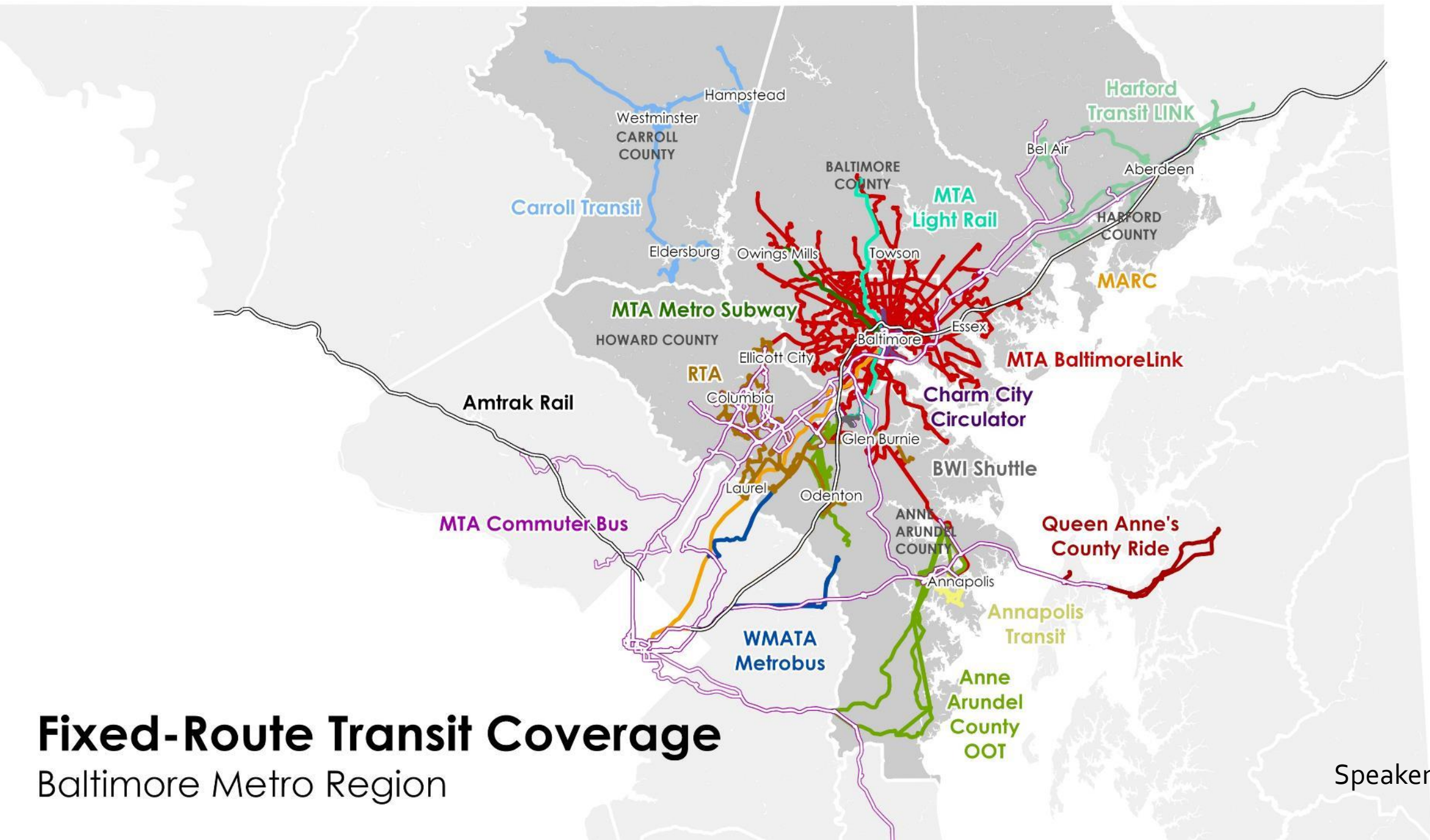


## Business, Retail, and Civic Destinations

-  Business Park
-  Industrial Park
-  Shopping Center
-  Schools (K-12 and Higher Ed)
-  Hospitals
-  Airport
-  Priority Funding Areas



Speaker: Jaime



# Fixed-Route Transit Coverage

Baltimore Metro Region

Speaker: Jaime

# What we've heard from this region

- Key challenges and opportunities include:
  - Improving service to DC and surrounding local systems
  - Improving frequency
  - Focus on equity
  - Integrating land use and transit planning
- Key transit needs include:
  - East-West connectivity in Baltimore City
  - Commuter connections to Baltimore (Ft Meade, Annapolis, Odenton)
- Key future trends include:
  - Autonomous vehicles
  - Electric/Alternative Fuel/High Efficiency Vehicles
  - Microtransit
  - More Rail Connections

# What would you prioritize in this plan?

- What are areas of your Region that need more transit?
  - More frequency, coverage, or span (overnight, weekend, etc.)
- What Improved or New Infrastructure would best support transit?
  - Pedestrian connections, dedicated lanes, transfer hubs, or other
- What Policy or Technology Upgrades should be leveraged?
  - Real time info for riders, fare enhancements, coordinated service between transit systems, etc
- What overall outcomes should transit achieve?

# Outreach Approach

Outreach Round	Regional Roundtables	Broader Public Outreach
<p>Sep./Oct. (1<sup>st</sup> Round)</p> <p><i>We are here</i></p>	<ul style="list-style-type: none"> <li>• Introduce project purpose, vision, and goals</li> <li>• Discuss existing conditions and region-specific context</li> <li>• Understand challenges, needs and barriers</li> </ul>	<ul style="list-style-type: none"> <li>• Solicit survey responses</li> <li>• Virtual presentations to regional groups</li> </ul>
<p>Fall 2020 (2<sup>nd</sup> Round)</p>	<ul style="list-style-type: none"> <li>• Share survey findings</li> <li>• Present and discuss preliminary gap analysis</li> </ul>	<ul style="list-style-type: none"> <li>• “You spoke, we listened” sharing survey responses and how we intend to use them</li> </ul>
<p>Spring 2021 (3<sup>rd</sup> Round)</p>	<ul style="list-style-type: none"> <li>• Present and discuss draft plan elements and strategies for implementation</li> </ul>	<ul style="list-style-type: none"> <li>• Solicit draft plan feedback</li> </ul>

## Learn More and Let us Know!

- Project webpage:  
[www.mta.Maryland.gov/statewide-plan](http://www.mta.Maryland.gov/statewide-plan)
- Email questions or request a briefing:  
[MTASTP@mdot.maryland.gov](mailto:MTASTP@mdot.maryland.gov)
- Public survey was available from September 14<sup>th</sup> through October 25<sup>th</sup>
  - Summary of survey results will be posted on the project webpage shortly

### Maryland Statewide Transit Plan

Survey

Please take a moment to tell us about your priorities for and experience with transit in Maryland. We appreciate your valuable input!

The Maryland Statewide Transit Plan is an initiative of the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) and will provide guidance on the need for transit services and connectivity in Maryland. The Statewide Transit Plan will be a 50-year vision for transit, based on existing state, regional and local plans, proposed projects, and analysis of future activity centers, demographics, and transit needs.

**For more information, or to request this information in an alternate format or translated into another language, please contact the department listed below.**

Para más información, o para pedir esta información en un formato alternativo o traducido a otro lenguaje, por favor contacte el departamento nombrado abajo.

#### Contact Information

Office of Planning and Capital Programming E-mail Address:

[MTASTP@mdot.maryland.gov](mailto:MTASTP@mdot.maryland.gov)

Office of Customer and Community Relations Phone Numbers: 410-767-3999 / 866-743-3682 / TTY 410-539-3497 / Maryland Relay 7-1-1

Next



# Questions?



## Item 4iv - Transit Reductions

**COMPARISON OF MTA SERVICE REDUCTION PLANS – HOWARD COUNTY**

The MTA plan announced 9-1-20 made significant, permanent reductions to local bus service – primarily in Baltimore City, Baltimore County and Anne Arundel County that would have taken effect beginning January, 2021 and would have been difficult to reinstate without a lengthy process. The plan also eliminated the Express Bus Service System (9 routes to outlying areas) including Route 150 between Baltimore and Columbia. The MTA has indicated that the revised plan achieves a similar level of savings in FY 21 by starting sooner and spreading the reductions around to all areas of the State. This Matrix summarizes the two proposals by service category with Howard County impacts shown on the right.

<b>Service Category</b>	<b>September 1 Plan</b>	<b>September 30 Plan</b>	<b>Howard County Impact</b>
<b>Effective Dates</b>	<b>January 1, 2021</b>	<b>November 1, 2020</b>	<b>Earlier Effective Date but improved ability to adjust to demand and/or increased funding</b>
<b>MTA Local Bus Service</b>	Reduced routes and realigned service in Baltimore City, Baltimore County & Anne Arundel County	Maintain existing MTA local Bus service. Local Link routes 38 and 92 remain suspended.	Minimal impact within Howard County but the 9/1 proposal impacted connectivity for those needing to travel within the MTA core service area - primarily in Baltimore City and County
<b>MTA Express Bus Service</b>	All 9 routes were eliminated including Route 150 between Columbia and Harbor East  Operating Cost of all Express Routes is somewhere in the \$2-3 million range.	Express Bus Routes between Baltimore and Surrounding Suburban Communities Remains Suspended	Route 150 Service includes 5 trips in each direction including 2 reverse commute trips in each direction. Suspended service can be brought back if and when demand returns.  Other routes serve, Towson, Cedonia, Perry Hall, Whitmarsh, Carney, Bowles Quarters, Riviera Beach and consist of small extensions to local routes or express service along corridors with MTA local service
<b>MARC Commuter Rail</b>	Certain trips were scheduled to be eliminated including 3 on Camden Line serving Howard County. Plan was to reduce service by <ul style="list-style-type: none"> <li>- 7% on Penn between DC and Baltimore</li> <li>- 14% on Camden</li> <li>- 23% on Penn North of Baltimore</li> </ul> Ridership for MARC service has remained at 11 percent in the last few months and most DC area employers are expecting only 60-70 percent of employees to return to normal work schedules by mid-2021.	MARC will operate on an enhanced R schedule which signifies more service reduction (about 57%) than under 9/1/20 plan for the entire system of 3 lines (Penn, Camden and Brunswick)  Running on an “R” schedule allows MTA to more easily restore service if demand increases and funding can be identified to expand schedule in the future	The 9/1/20 plan eliminated 3 out of 21 one-way Camden Line trips benefiting Howard County. These included Trains 844 (7:30am) and 848 (3:30pm) from Union Station and Train 855 to Union Station (4:45pm)  The R schedule for the Camden Line represents more significant reductions taking place in November rather than January and suspends service for -6 out of 10 trips to Union Station; and, -7 out of 11 trips from Union Station.  The significant Penn Line Reductions could also impact commuters using the BWI and Odenton Stations

COMPARISON OF MTA SERVICE REDUCTION PLANS – HOWARD COUNTY

Service Category	September 1 Plan	September 30 Plan	Howard County Impact
Effective Dates	January 1, 2021	November 1, 2020	Earlier Effective Date but improved ability to adjust to demand and/or increased funding
<b>Commuter Bus</b>	<p>Trip reductions amounting to 10 percent Statewide were planned but specific trips had not been announced. Two routes in Anne Arundel were proposed for elimination.</p> <p>No reduction to 320 which provides reverse commute option from Baltimore to Columbia</p> <p>Average annual CB ridership prior to the pandemic was 3.7 million. Ridership on these routes has been about 13 percent of 2019 levels</p>	<p>Service for the 36 routes throughout the state will run on an S schedule which is 55 percent reduction to normal service levels.</p> <p>No reduction to 320 (similar to 9/1/20 plan)</p> <p>More areas and routes are impacted under this plan (such as the routes in Southern MD).</p>	<p>Howard County is served by 7 routes that make 82 one way trips each weekday. Most have headways of approximately 20 minutes. S schedules serve about 60 percent of the trips and headways increase to approximately 40 minutes (sometimes more) for the 1 bus route serving Baltimore (310) and 5 bus routes serving the DC Area.</p> <p>Characterizing the routes as remaining on an S schedule allows the MTA to more easily restore service as demand increases or additional funding is identified but impacts come sooner (November vs January).</p> <p>Average Annual Ridership on Howard County Commuter Bus Routes (not including ICC routes) is approximately (630,000) or 17 percent of overall Commuter Bus Ridership</p>
<b>Operating Grants to Locals</b>	20 percent reduction for at least FY 21 and FY 22 and likely FY 23	No Change	CARES Act funding for RTA can offset \$1 million in annual reductions in FY 21 and FY 22 and other impacts in FY 20 – FY 22. FY 23 impacts will need to be determined
<b>Capital Grants to Locals</b>	No State Match for Capital Grants in at least FY 21 and FY 22 and likely FY 23	No Change	County will need to increase match for at least 3 RTA replacement buses by approximately \$120,000 total and for another \$150,000 for other capital costs

## **Proposed MTB Resolution Regarding MDOT- MTA Service Reductions Announced on September 30, 2020**

The Howard County Multimodal Transportation Board (MTB) appreciates the September 30, 2020 decision by the Maryland Department of Transportation - Maryland Transit Administration (MTA) to revise their operating cost containment measures. The previously announced service reductions proposed on September 1, 2020 would have been more permanent and created significant hardships for those who choose or depend on public transit, including many heroic essential workers and vulnerable populations.

That said, the MTB notes that the MTA Express Bus Link 150 is still being suspended indefinitely under the most recent plan. This bus route is essential to Howard County as the only realistic way for riders to travel from Ellicott City to Baltimore. More importantly, the Route 40 Corridor has been identified as one of the top 11 corridors in the Central Maryland Regional Transit Plan. Part of the reasoning for this designation is the value of public transportation to vulnerable populations in that area. Given that Howard County has no access to a Metro or Light Rail line, we urge the State to retain this vital connection to the Baltimore Central Business District as part of its equity considerations.

While the Board is sympathetic to the pressures on State budgets during the current pandemic, the MTB requests the County and MTA to prioritize the return of the Route 150 service among other MTA Express Bus Services given the importance of the US 40 East West Corridor Connecting Howard County to Baltimore.

We also urge the MDOT-MTA to bring back commuter bus and commuter rail services as soon as demand for these trips returns and for all county officials and elected representatives to use their influence to minimize the impacts of these reductions on employers and transit dependent residents.

Item 5 - Office of Transportation  
Updates

# Development Project Report for the Howard County Multimodal Transportation Board October 27, 2020

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

The report is composed of:

1. Upcoming development related public meetings for projects with transportation impacts.
2. A selection of plans submitted since the last MTB on **8/28/2020** to about one week before the date of the Development Project Report (10/27/20) This selection is based on staff assessment of plans that might be of interest to the MTB based on transportation impact, size and location.
3. Updates on already previously submitted development projects.

## Upcoming Public Meetings

Project	Meeting Date	Meeting Type	Notes
ZB 1118M Erickson at Limestone Valley	October 28	Zoning Board	Continuation of rezoning case for continuing care retirement community and to permit the expansion/relocation and architectural enhancement of the existing Freestate Gasoline Service Station .
SPD-19-068 Taco Bell of Baltimore	October 29	Planning Board	The request is for the demolition and redevelopment of the Taco Bell pad site. The proposal is to construct a 2,753 square foot, fast food restaurant and associated site improvements.
ZB-1119M Hickory Ridge Village Center	November 18	Zoning Board	Continuation of rezoning case.
20-10 Paddock Pointe-Phase II	November 4	Design Advisory Panel	Site Development Plan for Paddock Point, the old Laurel Park Development. TOD development at the Laurel Park MARC station.  <a href="https://www.howardcountymd.gov/LinkClick.aspx?fileticket=heq2-xLqhB4%3d&amp;portalid=0">https://www.howardcountymd.gov/LinkClick.aspx?fileticket=heq2-xLqhB4%3d&amp;portalid=0</a>
20-11 Route 40 Acute Care	November 4	Design Advisory Panel	Acute care facility on RT. 40.  <a href="https://www.howardcountymd.gov/LinkClick.aspx?fileticket=7h3PKEehaDk%3d&amp;portalid=">https://www.howardcountymd.gov/LinkClick.aspx?fileticket=7h3PKEehaDk%3d&amp;portalid=</a>

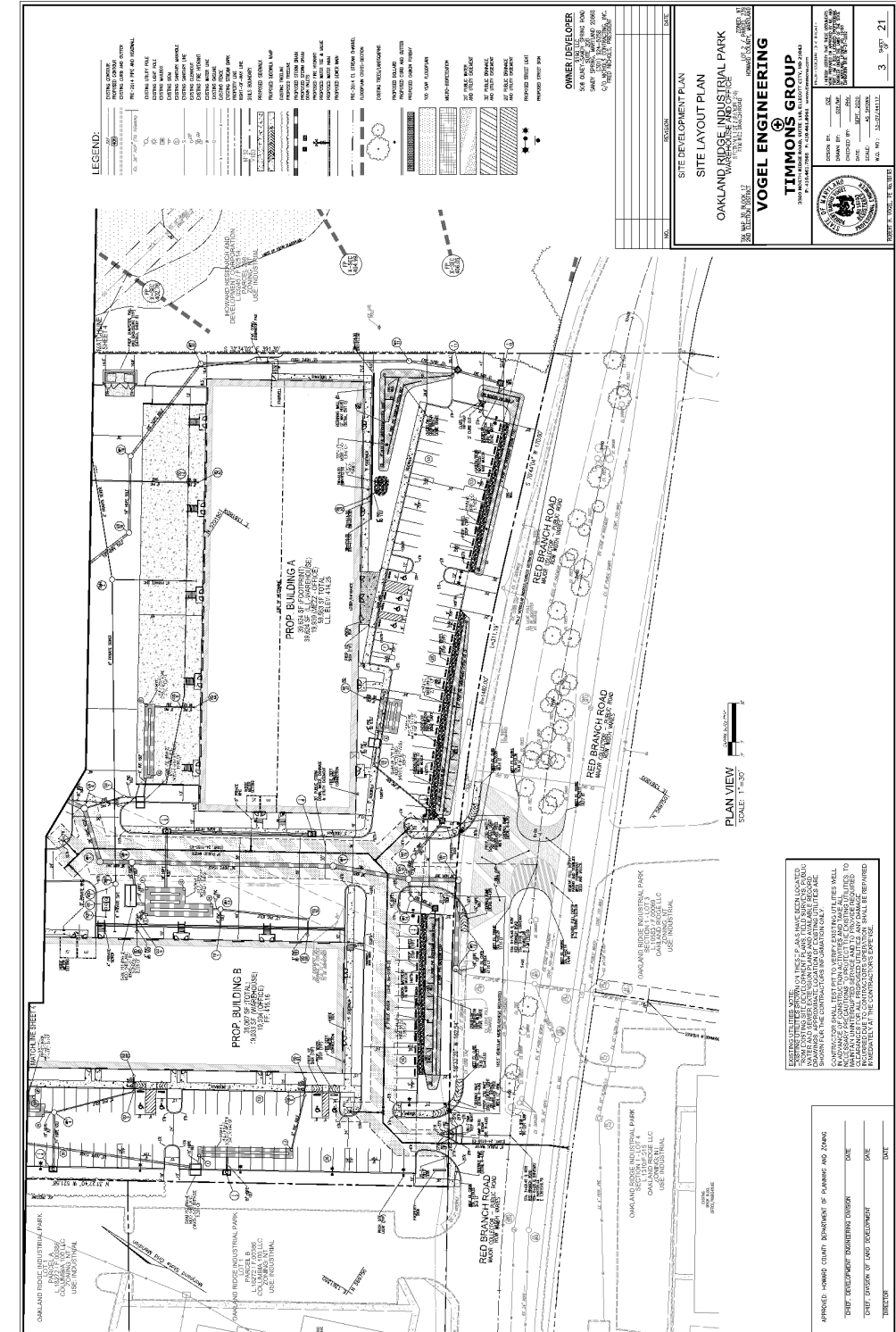
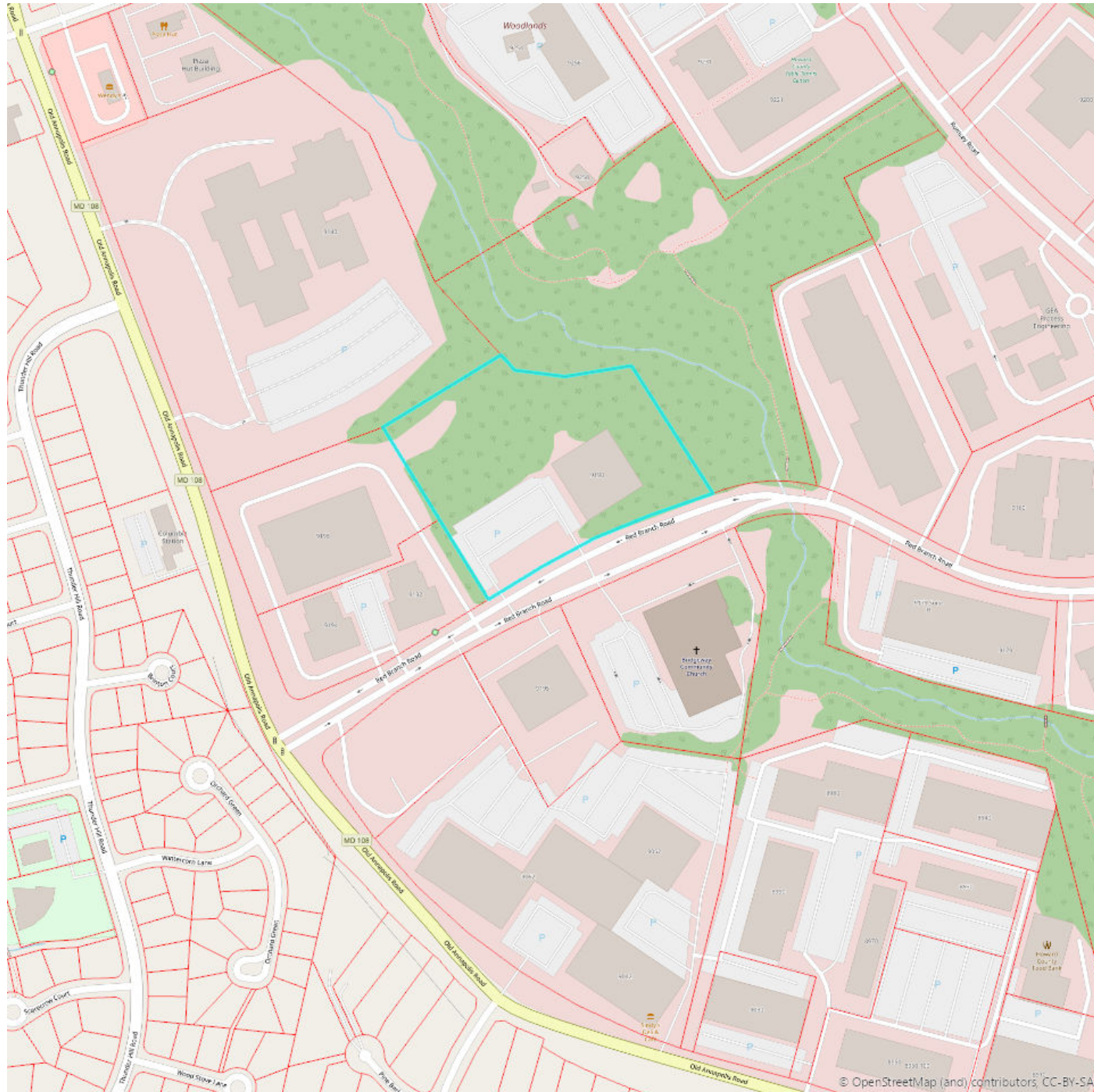






Table 1

Plan Name	Plan Number	Units	Description	OOT Comments	Bike/Ped	Transit	Next Steps
Oakland Ridge Industrial Park	SDP-21-003	Commercial Building	The applicant is proposing to demolish an existing commercial building and replace. There is an existing sidewalk on frontage.	The applicant should provide detail on how ADA access from the sidewalk to the building will be provided.	Yes	Yes	Resubmit



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

Month entered for MTB	Plan Name	Plan Number	Roads/Streets	Number of Units/Sq. Ft.	Description	Comments	Bike/Ped	Transit	Plan Status / Next Steps
Jun-19	Bethany Glen	SP-19-005	MD 99, Bethany Lane, & Longview Dr.	112 SFA and SFD units	This development is for 112 units with frontages on MD 99, Bethany Lane, and Longview Drive. The developer is providing some road improvements along the existing public road and the roads internal to the subdivision.	OOT instructed the developer to provide bike improvements, sidewalk extensions and to extend a proposed road to eliminate a Use in Common Driveway.	Yes	No existing transit	Plan was submitted, applicant contesting frontage on MD 99. <b>No update</b>
Apr-20	Lakeview Retail	SDP-20-042	Broken Land Parkway near Cradle Rock Drive	~8500 sq. ft	This project is a for a 8500 sq. ft one story two bay commercial building with a fast turn over restaurant and coffee shop. The project will have a drive through.	OOT is requesting the applicant provide sidewalk/pathway along the frontage to Cradlerock Rock drive and connect to an existing bus stop.	Yes	yes	OOT will be requesting resubmission. <b>Met with applicant, tentative solution is to provide side path, sidewalk on adjacent property to Cradle Rock</b>
Apr-20	Dorseys Ridge Phase 1	SDP-20-039/ <b>SDP-21-005</b>	Cooks Lane at Old Columbia Road	57 units	Dorseys' Ridge is a 57 residential unit project, with an expected build out of 55 townhouses and 2 apartments. Phase 1 is for four townhouses. The whole project will provide sidewalks along Cooks Lane to Old Columbia Road, on Old Columbia Road to connect to the existing sidewalk network as well as a shared use pathway along the utility corridor to connect to Veterans Elementary School.	OOT has asked applicants to provide phasing information on the pathway and sidewalk elements on Old Columbia Road.	Yes	No existing transit	<b>OOT will be requesting resubmission. Meeting with applicant during week of 10-06-20 to discuss offsite improvements.</b>
Jun-20	Bethany Glen	BA-17-018C	MD 99, Bethany Lane, & Longview Dr.	154 SFA and SFD units	This is a conditional use zoning request, OOT is coordinating comments with DRP.	Will be asking for full frontage improvements along MD 99, as well as addressing potential pedestrian and potential speeding on one road.	Yes	No existing transit	Zoning Case. <b>No update</b>

Jun-20	Talbott Springs ES	SDP-20-051	Whitacre Road	School	This site plan is for the new Talbott Springs Elementary School. The project is not proposing any changes to access points or frontage improvements.	OTT has requested bike parking and has provided guidance to the applicant on the type.	Yes	Yes, bus stop have been improved under the Whiteacre Road capital project.	Resubmit. Waiting for resubmission. <b>No update</b>
Jun-20	Rauscher Property	SDP-20-056	MD 103	1 unit	This is a plan for 1 unit SFD on MD 103.	OOT has asked for sidewalk and frontage improvements to connect to existing sidewalks on this road, DPZ has made the same request.	Yes	No existing transit	Resubmit. <b>Applicant will be providing a fee in lieu</b>
Jul-20	Keim Property	SDP-20-048	MD 99 at Toby Lane	4 Units	This is the site plan for 4 single family houses.	The applicant will be providing a fee in lieu to the sidewalk project on MD99 at Raleigh Tavern.	Yes	No existing Transit	Holding until waiver. DPW denying waiver, will provide frontage. <b>No update</b>
Auguat-20	Dorsey Center Apartments	SDP-20-033	MD 103/Deer Path/Douglas Legum Drive		This is for a 210 unit apartment with a center parking garage.	The project will include sidewalks, bike parking, there are bike lanes on Deerpath	Yes	No	<b>No changes, project was approved</b>
August-20	Columbia EZ Storage	Storage complex SDP-20-077	Berger Road/Snowden River Parkway		This project will tear down an existing one story building and replace with a 4 story self-storage unit.	Frontage improvements on Berger, connection to Snowden River Pk/Intersection.	Yes	Yes	<b>Update: OOT has requested frontage improvements on Berger Road since the project scope includes all five parcels.</b>



Howard County Executive  
Calvin Ball invites you to a



# TRANSPORTATION TOWN HALL

November 18 | 6:00pm

Register at: <https://bit.ly/3kdTK5u>

Join us as we discuss transportation safety,  
complete streets, transit, and more!

Ask questions in advance to  
[TownHall@HowardCountyMD.gov](mailto:TownHall@HowardCountyMD.gov)

## FEATURING



**BRUCE GARTNER**  
*Administrator*  
Office of  
Transportation



**TOM MEUNIER, PE**  
*Director*  
Department of Public  
Works



**JUSTIN BAKER**  
*Captain*  
Howard County  
Police Department



**JASON QUAN**  
*Transit Manager*  
Office of  
Transportation



**CHRIS EATOUGH**  
*Bike & Pedestrian  
Coordinator*  
Office of Transportation



**KRIS JAGARAPU, PE**  
*Chief*  
DPW - Bureau of  
Highways



**CRISTIN TOLEN**  
*General Manager*  
Regional Transportation  
Agency



**DAVID COOKSON**  
*Transportation  
Planning Manager*  
Office of Transportation



**MTB Action Items  
As of October 26, 2020**

MTB FOLLOW UP ITEMS			
AI#	Safety Plan	Assigned	Status
1	<ul style="list-style-type: none"> <li>Develop a follow up email to MTB that puts the Safety Plan in Context</li> </ul>	Gartner	Closed
	<ul style="list-style-type: none"> <li>Safety Plan Comments to be sent to David Zinner by July 1<sup>st</sup>.</li> </ul>	MTB members	Closed
	<ul style="list-style-type: none"> <li>Cindy Burch will compile and develop responses and communicate with Zinner to clarify the language.</li> </ul>	Zinner	Closed
	<ul style="list-style-type: none"> <li>Follow up discussion (small group conference call David Ted Shahriar)</li> </ul>	Zinner, Cochran	Closed
	<ul style="list-style-type: none"> <li>OOT to review Safety Plan and develop items that should be considered by Age Friendly Community Group for July Age Friendly Transportation Workgroup</li> </ul>	Gartner/Muldoon	<p style="text-align: center;">(1) Call with David and Cindy Burch (BMC staff held in September). (2) Safety plan discussed further at Sept meeting (see minutes)</p> <p>In Process - AF Transportation workgroup is considering at least 3 objectives related to safety plan for their report to be submitted in early 2021. Common references include: Designing facilities that consider the safety of all users. Conducting outreach activities in partnership with non-profits &amp; other agencies regarding distracted driving and alternatives to driving.</p>



AI#	Local Legislation	Assigned	Status
2	<ul style="list-style-type: none"> <li>MTB to compose a letter of support regarding "Prohibited Parking in Bike Lanes" to the County Council</li> </ul>	MTB Members	Letter Sent. Legislation Passed Council in October
AI#	Transit	Assigned	Status
3	<ul style="list-style-type: none"> <li>Future Presentation from Montgomery County on Flash Service</li> </ul>	Gartner	Open – OOT is meeting with Montgomery County in mid-November. Update will be at December or January meeting
AI#	Transit	Assigned	Status
4	<ul style="list-style-type: none"> <li>Send 9/29 Resolution Concerning MDOT-MTA service reductions announced September 1st to MDOT and elected officials</li> </ul>	Gartner	Open – MDOT-MTA announced new service reductions on September 1 <sup>st</sup> A table summarizing those reductions will be presented at 10-27 meeting along with a revised resolution

