



PUBLIC TRANSPORTATION BOARD

Work Session

August 7, 2017

7:00 p.m.

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

AGENDA

1. Discussion and Consideration of Route Changes
2. Focus Areas
3. Adjournment

Future PTB Meetings Dates

| | |
|------------------|--|
| Sept 26, 2017 | PTB Rules & Procedures, US 1 Safety Evaluation |
| Oct 24, 2017 | Transit Development Plan |
| December 5, 2017 | Transit Development Plan |
| January 23, 2018 | |

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



PUBLIC TRANSPORTATION BOARD MINUTES
July 25, 2017 at 6:00 p.m.

Members Present: Ron Hartman, Chair
Jason Quan
Alice Giles
Astamay Curtis
Brian Dillard
Larry Schoen

Staff: Clive Graham, Executive Secretary
John Ainsley, Recording Secretary

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

The Minutes were approved by a vote of 5-0. Ms. Curtis abstained from the vote.

2. **Announcements**

Clive discussed with the Public Transportation Board (PTB or Board) the procedures for the public hearing portion of the meeting, which was scheduled to begin at 7:00 PM. It was decided that Clive would present opening comments, while Ron would chair the hearing and John would time members of the public who wished to testify regarding the proposed route changes. Members of the public would be required to sign in and would be given three minutes to present their comments. Clive reminded the Board of the work session scheduled for August 7, at which they will consider public comments and formulate their recommendations to present to the County Executive.

3. **Public Comments**

There were no public comments.

4. **Old Business**

Role of the Public Transportation Board- bike/ped committee

Clive advised that the PTB legislation (CB 20-2017) was passed by the County Council on July 3, 2017. Clive presented an overview of the new legislation including changes that affect the PTB. Changes include the following:

- The PTB will be renamed the Multimodal Transportation Board (MTB)
- The qualifications, duties and responsibilities of the Administrator of the Office of Transportation have been adjusted

- The duties of the Office of Transportation have been adjusted
- OoT will now be a formal member of the Subdivision Review Committee (SRC).
- The Office of Transportation must now form two Advisory Groups: a Bicycle Advisory Group and a Transit & Pedestrian Advisory Group. At least one MTB member must be a member of each advisory groups.
- The bill prescribes a list of required members for each advisory group; these lists were presented to the PTB
- The PTB (now MTB) will expand from seven to nine members
- Duties of the MTB now include holding a public input meeting on proposed bus stop changes.

Bus Stop Changes; Public Input (Hearing)

See above.

Regional Transportation Agency Commission (Update)

Clive advised that the RTA Commission is still not seated at this time, but expressed a hope that the Memorandum of Understanding (MOU) will be signed by the final partner, Prince George's County, which would then allow the Commission to sit.

Regional Transportation Agency (Update)

Clive announced that Mark Pritchard will retire in mid-August. First Transit will provide a replacement General Manager, and had invited Clive to be included in the selection process.

Mark presented an overview "snapshot" of the June performance of the Regional Transportation Agency (RTA). Mark advised that the electric bus ribbon cutting had occurred last week and that the three new electric buses are now online and in service. Mark advised that the following new additional buses are in route to the RTA for delivery:

- 12 light duty 22-foot buses, to be delivered in the next few weeks
- Seven heavy duty 32-foot buses, scheduled for delivery in December of 2017.

Transit Development Plan (Update)

Clive said that public meetings for the Transit Development Plan (TDP) would start in August 2017. Jason advised that a technical summary of public input has been completed and that there would be more information coming after the service change process is complete. Clive advised that Phase One of the TDP could take place as early as a year from this date, would require an additional approximately \$1.5 million in operating funds.

5. New Business

Focus Areas

Ron has requested that Board members to please forward him two topics that they would wish to see discussed at future PTB meetings. The Board could then track the progress of these topics and, if warranted, advocate for them. Clive said he would send his Office's FY 18 priorities to the PTB.


Public Hearing- Proposed Route Changes

The Public Transportation Board held a public hearing for route changes at 7:00 p.m. See attachment for public comments.

6. Adjournment

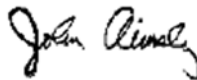
Mr. Hartman adjourned the meeting at 8:30 p.m. following the hearing.

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



Clive Graham
Executive Secretary

7/26/17
Date



John Ainsley
Recording Secretary

7/26/17
Date

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 | <p>I picked up your proposal brochure on the bus. It lists "Proposed Service Enhancements to Existing Routes and Bus Stops: Routes 203/M, etc.</p> <ol style="list-style-type: none"> 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>p.s. Will we be getting newer buses? The current ones break down way too often.</p> |
| 3 | Tilakaratne Kalegana | tilakaratnekk@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 | <p>LOCATION OF YOUR MEETINGS - Why cannot you hold meetings in Columbia right by a bus stop. Even if the E 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.</p> |

2017 Proposed RTA Route Change Comments

| COMMENT NUMBER | NAME | E-MAIL | COMMENT |
|----------------|-----------------|--|--|
| 5 | Genevieve Ungar | gknowlesungar@hotmail.com | 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 | william.c.cowan@gmail.com | 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 | william.c.cowan@gmail.com | 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: https://twitter.com/ridebustang?lang=en |

2017 Proposed RTA Route Change Comments

| COMMENT NUMBER | NAME | E-MAIL | COMMENT |
|----------------|------------------------|--|--|
| 8 | Eric Chapple | eric.j.chapple@gmail.com | 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 | elainebonnertompkins@msn.com | 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 | ghtyson1@gmail.com | 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 | drasind@gmail.com | 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 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 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 | royaferguson@yahoo.com | 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 |

2017 Proposed RTA Route Change Comments

| 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> |

2017 Proposed RTA Route Change Comments

| 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 the 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 |

2017 Proposed RTA Route Change Comments

| 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 | | <p>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.</p> <p>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.</p> <p>We need to serve Downtown Ellicott City</p> <p>Need signal pre-emption</p> |
| 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 | | <p>I am concerned about the 405 being taken off Chatham Road; it's hard to cross Route 40 there.</p> <p>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.</p> |
| 31 | Erica Smeltzer | | <p>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.</p> <p>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.</p> |

2017 Proposed RTA Route Change Comments

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|----------------|------------------------------|--------|--|
| 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. |