AGENDA

1. Approval of the April 25, 2017 Minutes

2. Announcements

3. Public Comment

4. Old Business
   • Role of the Public Transportation Board- bike/ped committee
   • Regional Transportation Agency/ Commission
   • RTA update
   • Priority Letter
   • Bus stop changes; public input

5. New Business
   • Pedestrian Master Plan presentation
   • Focus Initiative

6. Adjournment

Future PTB Meetings Dates

<table>
<thead>
<tr>
<th>Date</th>
<th>Topic</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 27, 2017</td>
<td>Transit Development Plan</td>
</tr>
<tr>
<td>July 25, 2017</td>
<td>Transit Development Plan</td>
</tr>
<tr>
<td>Sept 26, 2017</td>
<td></td>
</tr>
</tbody>
</table>

For confirmation, please call the Office of Transportation at 410-313-4312.
1. **Approval of the March 28, 2017 Minutes**

   The Minutes were approved by a vote of 5-0. Mr. Dillard abstained from the vote.

2. **Announcements**

   Clive announced that the Office of Transportation will be holding the annual Bike to Work Day on May 19, 2017, at 7:00am. The event will be held at the parking lot of Whole Foods, 10275 Little Patuxent Pkwy, Columbia, MD. All board members are invited to attend.

   Clive introduced Councilperson Jen Terrasa and assistant Kate McLeod who were attending tonight’s Public Transportation Board meeting.

3. **Public Comments**

   There were no public comments.

4. **Old Business**

   **Role of the Public Transportation Board- bike/ped committee**

   Clive summarized CB 20-17, draft legislation of the County Council which would define the duties of the Office of Transportation (OoT), the duties of the Public Transportation Board (PTB) and the required qualifications of the Administrator of the OoT. Clive reported that, in response to the previous Council work session, County Administration was drafting amendments to the bill that would include and address additional comments and concerns of council members. The bill is currently tabled and to be heard at a future Council work session.
Clive said that Councilperson Terrasa was interested in including an amendment that would require the PTB to hold a public meeting when there were changes to bus stops. Jen commented that she was not suggesting that a formal hearing be required, but rather that the legislation should require proposed changes to be posted at the affected bus stops in advance to give opportunity to riders to voice opinions at the next monthly PTB meeting. Ron Hartman advised that he had no objection to having a bus route change procedure as Jen suggested. Astamay Curtis suggested that riders be able to call or e-mail if they could not be present at the PTB meeting. Larry Schoen agreed that there should be an administrative process for changes in stops/routes, but did not think it needed to be legislated.

At the March PTB meeting the members did not have the actual proposed amendment language. Clive shared the proposed language. He also showed signs for proposed route/bus stop changes; the older and newer signs that the Regional Transportation Agency (RTA) uses and the signs the MTA uses in Baltimore. There was agreement that the RTA should use more informative signs.

General Consensus
- Support for an improved process for providing notice of changes to bus stops
- PTB consensus - comfortable with the process in the draft legislation under which the PTB would receive public comment and make recommendations to the OoT for changes to bus stops.

Transit Development Plan (TDP) – Public and Stakeholder Input Technical Memorandum

Clive said that the outreach portion of the TDP had received a very large amount of input from the public. Clive presented a summary of the public input. This included rider demographics that in the TDP team will use to develop future routing in the RTA service area. The TDP is expected to be completed and adopted later this year.

Regional Transportation Agency Commission (Update)
Clive advised that the RTA Commission is still not seated at this time, but expressed a hope that a Memorandum of Understanding (MOU) will be signed before the end of this fiscal year allowing it to sit. Clive and Mark Pritchard (RTA General Manager) agreed that the Partners’ meeting earlier that day was positive and encouraging. Mark said the Partnership is facing a reality that without a signed MOU for bus service, there would have to be cuts in service.

Regional Transportation Agency (Update)

Mark Pritchard presented an overview “snapshot” of the March performance of the Regional Transportation Agency. Highlights included:
- Fixed route ridership for the month had increased -upward trend similar to the past two years
• Paratransit service had an increase in demand and increase in ridership
• Workers’ compensation claims increased (there were 8-work related injuries)
• Year to date year-on-year fixed route ridership was down, consistent with many other transit systems.

Mark also noted that mechanical repairs were over budget due to high cost items needed to keep the old bus fleet running, including a bus engine and a transmission.

Priority Letter (Update)

Clive said the Priority Letter had been signed by County Executive Kittleman, and forwarded to the delegation chairs (Senator Guy Guzzone and Delegate Atterbeary) and to Council Chairman Jon Weinstein on behalf of the County Council. The executed letter will then be forwarded to the Maryland Department of Transportation (MDOT). The letter expresses Howard County’s local priorities for capital projects so those needs can be included in state decision-making.

5. New Business

Bus Stop Changes- Public Input

See above under old business.

Bikeshare Update

Clive said that the Bikeshare program would kick off on May 19, 2017 at the Bike to Work Day event. The Bikeshare stations would cover areas from Howard County General Hospital to Blandair Park.

Note: subsequent to the PTB meeting the OoT learned there would be a month or two delay in the Bikeshare program due to late equipment delivery.

6. Adjournment

Mr. Hartman adjourned the meeting at 8:32 pm. The next Public Transportation Board meeting is scheduled for May 23, 2017 at 7:00 pm.

Clive Graham 5/1/17
Clive Graham Date
Executive Secretary
John Ainsley  
Recording Secretary  

5/1/17
Regional Transportation Agency Statistical Summary

For One Month Period Ending 4/30/2017


April ridership: 7,061- FY15-16 Average: 6,958 Net: 3.%

Fixed Route Performance

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Average Daily Ridership per trip</th>
<th>Total</th>
<th>Missed Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily Ridership</td>
<td>April Month to Average Average Year to date</td>
<td></td>
<td></td>
</tr>
<tr>
<td>201/J</td>
<td>6.9 7.1 11.0</td>
<td>Anne Arundel</td>
<td></td>
</tr>
<tr>
<td>202/K</td>
<td>8.6 10.6 25.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>203/M</td>
<td>1.2 1.1 6.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>301/A</td>
<td>4.0 4.7 9.0</td>
<td>Prince George's</td>
<td></td>
</tr>
<tr>
<td>302/G</td>
<td>7.3 7.6 10.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>401/Green</td>
<td>8.8 9.4 18.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>404/Orange</td>
<td>8.8 10.1 6.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>405/Yellow A &amp; B</td>
<td>8.7 8.1 2.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>406/Red</td>
<td>7.5 7.9 68.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>407/Brown</td>
<td>10.6 11.1 2.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>408/Gold</td>
<td>4.0 4.6 64.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>409/Purple</td>
<td>7.4 7.6 4.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>501/Silver</td>
<td>16.9 17.3 26.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>502/B</td>
<td>9.2 9.0 9.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>503/E</td>
<td>9.2 10.4 9.0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Key Performance Metrics

Operate a Safe Transit System

<table>
<thead>
<tr>
<th>Accidents (YTD)</th>
<th>(1) FY17 (YTD)</th>
<th>(1) FY16 (YTD)</th>
<th>Change</th>
<th>Target</th>
<th>Performance vs Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed Route</td>
<td>12</td>
<td>6</td>
<td>50%</td>
<td>6</td>
<td></td>
</tr>
</tbody>
</table>

Meet and Exceed Customer Expectations

Complaints

<table>
<thead>
<tr>
<th>System</th>
<th>(1) FY17 (YTD)</th>
<th>(1) FY16 (YTD)</th>
<th>Change</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed Route</td>
<td>633</td>
<td>647</td>
<td>-2%</td>
<td>647</td>
</tr>
</tbody>
</table>

Operate an Effective Transit System

Overall Ridership

<table>
<thead>
<tr>
<th>Fixed Route</th>
<th>(1) FY17 (YTD)</th>
<th>(1) FY16 (YTD)</th>
<th>Change</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed Route</td>
<td>1,095,402</td>
<td>1,289,952</td>
<td>-10%</td>
<td>1,209,952</td>
</tr>
</tbody>
</table>

Paratransit Program

<table>
<thead>
<tr>
<th>Fixed Route Program</th>
<th>(1) FY17 (YTD)</th>
<th>(1) FY16 (YTD)</th>
<th>Change</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paratransit Program</td>
<td>62,133</td>
<td>56,161</td>
<td>10%</td>
<td>56,161</td>
</tr>
</tbody>
</table>

Fixed Route Passengers Per Day

<table>
<thead>
<tr>
<th>Weekday</th>
<th>Fixed Route</th>
<th>Apr-17</th>
<th>Apr-16</th>
<th>Change</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>4,164</td>
<td>4,737</td>
<td>-14%</td>
<td>4,737</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saturday</td>
<td>2,425</td>
<td>3,204</td>
<td>-32%</td>
<td>3,204</td>
<td></td>
</tr>
<tr>
<td>Sunday</td>
<td>910</td>
<td>761</td>
<td>16%</td>
<td>761</td>
<td></td>
</tr>
</tbody>
</table>

Paratransit Program Passengers Per Day

<table>
<thead>
<tr>
<th>Weekday</th>
<th>Paratransit Program</th>
<th>Apr-17</th>
<th>Apr-16</th>
<th>Change</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.6</td>
<td>8.8</td>
<td>-15%</td>
<td>8.75</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saturday</td>
<td>1.6</td>
<td>1.64</td>
<td>-1%</td>
<td>1.64</td>
<td></td>
</tr>
</tbody>
</table>

Meets or Exceeds Average | Meets Expectation | Does not meet Expectation

(1) FY17 YTD and FY16 YTD: Compares same months.
### Fixed Route Performance Statistics: April 2017

<table>
<thead>
<tr>
<th></th>
<th>July</th>
<th>August</th>
<th>September</th>
<th>October</th>
<th>November</th>
<th>December</th>
<th>January</th>
<th>February</th>
<th>March</th>
<th>April</th>
<th>May</th>
<th>June</th>
<th>FY17.Year to Date</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTA SYSTEM RIDES TOTAL</td>
<td>114,175</td>
<td>114,677</td>
<td>117,613</td>
<td>123,851</td>
<td>113,437</td>
<td>105,429</td>
<td>95,889</td>
<td>102,289</td>
<td>108,083</td>
<td>99,959</td>
<td></td>
<td></td>
<td>1,095,402</td>
<td>115,066</td>
</tr>
<tr>
<td>Missed Trips</td>
<td>216</td>
<td>108</td>
<td>136</td>
<td>129</td>
<td>93</td>
<td>102</td>
<td>143</td>
<td>71</td>
<td>156</td>
<td>333</td>
<td></td>
<td></td>
<td>1,486</td>
<td>149</td>
</tr>
<tr>
<td>Missed Hours</td>
<td>163</td>
<td>126</td>
<td>136</td>
<td>149</td>
<td>180</td>
<td>165</td>
<td>165</td>
<td>92</td>
<td>242</td>
<td>285</td>
<td></td>
<td></td>
<td>1,703</td>
<td>170</td>
</tr>
<tr>
<td>Missed Miles</td>
<td>1,514</td>
<td>1,465</td>
<td>1,506</td>
<td>1,700</td>
<td>1,217</td>
<td>1,510</td>
<td>2,007</td>
<td>833</td>
<td>2,162</td>
<td>4,568</td>
<td></td>
<td></td>
<td>18,482</td>
<td>1,848</td>
</tr>
<tr>
<td>Total Road Calls</td>
<td>82</td>
<td>90</td>
<td>89</td>
<td>68</td>
<td>72</td>
<td>73</td>
<td>71</td>
<td>48</td>
<td>65</td>
<td>62</td>
<td></td>
<td></td>
<td>720</td>
<td>72</td>
</tr>
<tr>
<td>Workers Comp Claims</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>8</td>
<td>2</td>
<td></td>
<td></td>
<td>17</td>
<td>2</td>
</tr>
<tr>
<td>Monthly Miles</td>
<td>262,130</td>
<td>285,231</td>
<td>267,149</td>
<td>265,288</td>
<td>264,634</td>
<td>260,012</td>
<td>256,395</td>
<td>248,169</td>
<td>269,542</td>
<td>276,373</td>
<td></td>
<td></td>
<td>2,654,923</td>
<td>265,492</td>
</tr>
</tbody>
</table>

### Paratransit Performance Statistics: April 2017 (2)

<table>
<thead>
<tr>
<th>Trip Type</th>
<th>Trips</th>
<th>Revenue Hours</th>
<th>Service Hours</th>
<th>Trips per Revenue Hour</th>
<th>Trips Denials</th>
<th>Late pickups: 15 minutes</th>
<th>+ On-Time Performance</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADA Prince George's County</td>
<td>147</td>
<td>114</td>
<td>124</td>
<td>1.3</td>
<td>0</td>
<td>8</td>
<td>95%</td>
</tr>
<tr>
<td>ADA Anne Arundel M route</td>
<td>24</td>
<td>24</td>
<td>27</td>
<td>1.0</td>
<td>0</td>
<td>1</td>
<td>96%</td>
</tr>
<tr>
<td>ADA Anne Arundel</td>
<td>176</td>
<td>110</td>
<td>122</td>
<td>1.5</td>
<td>0</td>
<td>10</td>
<td>97%</td>
</tr>
<tr>
<td>ADA &amp; (GPT) General Paratransit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trips Howard County</td>
<td>5,355</td>
<td>3,283</td>
<td>3,604</td>
<td>1.6</td>
<td>0</td>
<td>301</td>
<td>92%</td>
</tr>
<tr>
<td>Taxi Total Performed Trips</td>
<td>1,359</td>
<td>561</td>
<td>0.000</td>
<td>2.4</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Totals</td>
<td>7,061</td>
<td>4,092</td>
<td>3,877</td>
<td>1.6</td>
<td>0</td>
<td>320</td>
<td>95%</td>
</tr>
</tbody>
</table>

(2) Mobility performed and verified trips in routeMatch Software Database

For questions regarding data in this summary, contact Maynard Nash (301) 951-3622 or Maynard.Nash@transitRTA.com
Explanatory Slides for Public Review of the May 2017 Draft of WalkHoward
Walkscores in Howard County

**Vision:**
“Howard County has a connected pedestrian network that safely and conveniently accommodates people of all ages and abilities.”

<table>
<thead>
<tr>
<th>Range</th>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>90—100</td>
<td>Walker’s Paradise</td>
<td>Daily errands do not require a car</td>
</tr>
<tr>
<td>70—89</td>
<td>Very Walkable</td>
<td>Most errands can be accomplished on foot</td>
</tr>
<tr>
<td>50—69</td>
<td>Somewhat Walkable</td>
<td>Some errands can be accomplished on foot</td>
</tr>
<tr>
<td>25—49</td>
<td>Car-Dependent</td>
<td>Most errands require a car</td>
</tr>
<tr>
<td>0—24</td>
<td>Car-Dependent</td>
<td>Almost all errands require a car</td>
</tr>
</tbody>
</table>
Status of 2007 Master Plan projects
Plan Development Process

Assess Current Conditions

Gather Public Input

Vision, goals, and guiding principles

Programs, Policies, and Projects
Field Assessment

343 Miles of Sidewalk
- 32% less than 4 feet wide
- 60% cross slope more than 2%
- 6% surfaces need repair
- 8% major obstructions

915 Intersections
- 20% had no curb ramps
- 25% had noncompliant ramps
- 57% pedestrian signal
- 23% pedestrian lighting

494 Bus Stops
- 78% need landing pad
- 51% need pedestrian lighting
- 33% need new sign
- 27% need map and schedule
- 22% need curb ramp
Public Input
392 missing connections identified
Filling a Missing Connection Can Improve:

- Safety (11 connections)
- Access to Retail (3 connections)
- Safe Routes to School (4 connections)
- Network Connectivity (13 connections)
Program Recommendations

- ADA
  “Beyond the Minimum”

- Healthy Howard

- Pathway Patrol

- Pedestrian Crash Data

- Pedestrian Counting Program

- Pedestrian-Friendly Laws & Policies

- Share the Path with Safety & Respect

- “Walk-abouts”

- “Walk-Friendly” Designation

- Safe Routes to School

- “Beyond the Minimum” Pathway Patrol

- Healthy Howard

- Pedestrian Counting Program

- Pedestrian-Friendly Laws & Policies

- Share the Path with Safety & Respect

- “Walk-abouts”

- “Walk-Friendly” Designation

- Safe Routes to School
Infrastructure Recommendations

Sidewalks

New sidewalk: 212 linear miles, 1,044 locations
Sidewalk Repair: 31.8 linear miles, 492 locations

Bus Stops

Add ADA Element (i.e. landing pad): 421 locations
Add Safety Element (i.e. lighting): 90 locations

Intersections

Curb Ramps: 512 build new or upgrade
Crosswalks: 67 repair or replace
Shorten Crossing Distance:
53 pedestrian refuges or curb extensions
Structured Projects
and Priority Connections

45 Structured Projects

Estimated Costs
Sidewalks: $9.56M
Intersections: $1.28M
Bus Stops: $890,000

Total: $11.73M

17 Missing Connections

Columbia: 10 connections
Elkridge: 5 connections
Ellicott City: 5 connections
Savage: 1 connection
Sample Structured Project

**STRUCTURED PROJECT 34**
Make a variety of sidewalk, intersection, and bus stop improvements in the vicinity of Jeffers Hill Elementary School.

- **Bus Stop Improvements:** $8,600
- **Intersection Improvements:** $44,500
- **Sidewalk Improvements:** $32,243
- **Total Cost:** $85,343

**PROJECT LOCATION**
Next Steps

Review
- County Executive
- Public Transportation Board
- Pedestrian Advisory Team
- Howard County Department Heads
- Public

Final Edits

Adoption
- Public Transportation Board
- Planning Board
- County Council