



**MULTIMODAL TRANSPORTATION BOARD
MINUTES June 23, 2020 7:00pm**

Members

Present: Larry Schoen,
Ted Cochran
David Zinner
Monica Simon
Alice Giles
Shariar Etemadi
Terri Hansen
Aphaia Harper
Ron Hartman
David Drasin

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

Members Excused: Monica Simon

Members of the Public:

1. Review of unofficial minutes from June 23,2020

David Zinner motioned to approve the minutes. Alice Giles seconded that motion.

2. Public Comment

There were no public comments.

3. Announcements/Updates

i. Status of E-Scooter Permit Process- Bruce Gartner

Bruce Gartner announced that as of last Wednesday the scooter permit is posted to the Transportation website. Applications were emailed to the providers that are operating scooters in neighboring counties. If all goes well permits will be issued on August 1st and scooters should be operating in HoCo sometime in August. Bruce mentioned that at least three companies have agreed to look over the E-Scooter permit application. David Zinner questioned whether the County has been in communication with the Columbia

Association. Bruce informed the David that the County has followed up with CA and any confusion and/or miscommunication seems to have been resolved. The Columbia Association staff have completed what was needed to pass to have scooter operating in their area. Bruce announced that the Columbia Association currently has an operating agreement with at least one scooter company. *Correction/Note by Bruce Gartner: This approval is technically still pending by the Columbia Association Board.*

ii. Status of Current RTA Service- Bruce Gartner, Jason Quan

Jason Quan announced that as of June 14 Regular service has been restored with limited evening and morning trips. Buses now operates on a regular weekday schedule, as well as Saturday and Sunday schedule were appropriate. Service span has also increased from 9 a.m.- 6 p.m. to 7:30 a.m. to 8:30 p.m. Since passengers are still boarding in the rear of the bus fair isn't being collected. The RTA is still currently tracking ridership and have seen an increase within the last couple of weeks. David Drasin questioned whether federal funds were used to assist the operation of the RTA. Bruce informed David that the county has so far received \$3.7 million dollars in funds to assist in lost revenue. The money is being used to cover fare lost, the cleaning of the buses, as well as the installation of partitions on the buses. The county is in good shape thanks to the federal funds. Bruce announced that the State is expected to cut transit funding in the upcoming fiscal years but expects the federal funding will help balance the loss in state funding.

4. New Business/Ongoing Business

i. Howard County Roadway Safety Plan- David Cookson

David Cookson briefly went over the Howard County Roadway Safety Plan that was sent to the MTB members. While Howard County is one of the best places to live, crashes are one of the leading causes of death and injuries for pedestrians, cyclists, and motorist in Howard County. The County's goal and priority is to ensure and improve the safety and health of Howard County's residents, visitors and travelers. The county is working under the State framework that has a legislated goal of zero.

The county hopes to reach to major goals by 2040 and 2025:

- Reduce number of fatalities 50% by 2040
- Reduce number of fatalities 20% by 2025.

One of the biggest caveats in traffic accidents and deaths is the exposure people have out on the road. The more people out on the road the more likely crashes will increase. There has been a downturn the last couple of months in VMT nationwide while speeding and citations have increased. The plan selected the following six emphasis areas to develop strategies and action plans that will have the greatest impact: Aggressive driving and speeding, Distracted driving, Crashes caused by impaired driving, Crashes related to infrastructure, Occupant protection (seatbelt and child seat use), and Crashes involving pedestrian and cyclists, which are called out due to their unique vulnerability. The plan provides specific strategies and actions to address each emphasis.

David went over the Distracted Driving Crashes emphasis area. Distracted driving. In general, each emphasis area has between 5-7 strategies some of which can be found under multiple areas. Distracted driving is identified as a driver reported as using a handheld cell phone or failure to pay full time and attention which are very common contributing circumstances to crash. The chart shows that distracted driving contributed to an average of 6 fatal and 568 injury crashes between 2014 and 2018 and applying the 2025 and 2040 percentages arrived at a goal to reduce the number and rate of distracted driving crashes and fatalities by 50% and 20% by 2040 and 2025, respectively

Distracted Driving Crashes								
	2014	2015	2016	2017	2018	2014-2018 Average	2021-2025 Target	2040 Goal (2038-2042 average)
Fatal Crashes	7	3	5	7	7	6	5	3
Injury Crashes	607	510	597	595	533	568	449	284
Property Damage Crashes	1,239	1,145	1,410	1,441	1,559	1,359		
Total Crashes	1,853	1,658	2,012	2,043	2,099	1,933		
Total of All Fatalities	7	3	5	7	8	6	5	3
Total Number Injured	852	687	841	840	699	784	621	392

Action items and strategies are developed for each the six emphasis to move the County toward its goals. It helps guides agencies on how they organize and think about their work related to safety on our roadways.

Strategy	Action Item
Conduct data collection projects to observe distracted driving behaviors	Identify and obtain data sets (crash, citation)
Conduct distracted driving enforcement in conjunction with statewide and national campaigns.	Participate in statewide campaigns Conduct at least one enforcement effort in addition to statewide campaigns
Conduct outreach efforts related to distracted driving in schools.	Continue Help Arriving Students Through Enforcement (HASTE) and You Are Responsible

The strategic approach is based on the four E's of Traffic Safety: Engineering, Enforcement, Education, and Emergency Medical Services. The County will be working with Cindy Birch from BMC. The Plan is currently in the process of being reviewed and signed off by the different agencies (there are no major changes in that review to date).

Q & A

- Shariar Etemadi questioned whether the County has identified the locations that would reduce crashes. David Cookson informed Shariar that the County has not yet identify these locations. The strategies for the Safety Plan are to help guide the County.
- Ted Cochran questioned the data regarding “25% of fatalities in the county have been pedestrians over the last five years”. David Cookson answered by informing Ted that pedestrians are considered the most vulnerable population due to the severity of the incidents.
- David Zinner questioned whether the plan provides a breakdown of the reasons behind why drivers are distracted. David Cookson informed Mr. Zinner that information is probably provided in the actual crash reports.
- Larry Schoen questioned whether there was a communication mechanism where counties can get together and advise the state on issues that are out of the hands of local government. Bruce informed Larry that Cindy Birch is a member of the BMC staff and they could voice their regional issues to her. It was decided that the members would send their questions and/ or comments to David Zinner via email.

ii. Update on US 1 Safety & Pedestrian Projects- David Cookson

David Cookson briefly updated the group on the US1 Safety Projects. Based on the safety plan there were four recommended actions for the engineering and design of 4 different solutions along the corridor (listed in the chart below). Two of the projects are currently in the 30% design stage while the other two are in the concept design stage. Current funding only covers 100% design for three of the projects. The has State agreed to aid in the funding of the constructions of all four projects which totals over \$2.5 million but it hasn't been finalized. The next step is for OoT to send a letter to the Secretary of Transportation to have them commit to doing the four projects. More information regarding the US1 Safety Plan can be found at:

<https://www.howardcountymd.gov/US1Safety>

US 1 Project Element	County Funding to Date (a)	Estimate to complete to 100% Design(b)	Total Estimated Design Cost (b)	Budgeted County Funding (c)	Funding Gap For 100% Design	Construction Estimate (d)	Estimated Design Completion Date
Guilford Rd & US 1 Ped Improvements	\$356,000	\$36,000	\$392,000	\$355,000 (Can be used to address funding gap for up to 3 segments)	\$283,000 (Source of funding is TBD - Road Excise Tax or existing County Capital project)	\$680,000	April 1, 2021
Brewer's Court Ped Crossing	\$65,791	\$200,000	\$265,000			\$580,000	July 1, 2021
Rowenberry at US1 Ped improvements	\$352,874	\$36,000	\$388,000			\$744,000	April 1, 2021
Dr Patel Drive Ped Improvements	\$77,187	\$365,000	\$443,000			\$580,000	October 1, 2021
TOTAL	\$851,461	\$638,000	\$1,488,000	\$355,000	\$283,000	\$2,584,000	

iii. Development Updates-David Cookson

David went over the Development Project Report for the Howard County Multimodal Transportation Board presentation.

- There will be a public Planning Board meeting on 07/2 regarding The Hammond High School (SDP-96-018) Project located on Guilford Rd east of Edenbrook Dr. It's a proposal for addition to high school with parking and access changes. The purpose of this public meeting is to review changes and gather feedback.
- There will be a public Zoning Board meeting on 7/15 regarding the Erickson at Limestone Valley (ZB-1118M) Project proposed to be located at MD 108 at 12170 Clarksville Pike. It's a proposal to rezone the area so that a retirement community can be built. The purpose of this public meeting is evaluation of change to CEF-M zoning.
- Bethany Glen (BA-17-018C) is a newly submitted plan for age restricted housing. It is a conditional use zoning request.

David also indicated that there are a few projects that currently in the pipeline (listed below):

Plan Name	Plan Number	Units	Description
Huntington Point	F-20-61	8 SFD	8 Unit Subdivision
The Aerie in Elkridge	F-20-070	12 SFD	This is the road plan for the Aerie in Elkridge.
Robert's Crossing Lots 1-15	SDP-20-063	15 SFD	This project is the site plan for a 12-unit SFD development on Hanover Road. Plans show some side walk on Hanover Road & internal sidewalks.
East Columbia 50+ Center	SDP-20-059	Community 50+ center	This project is for the new 50+ center at the East Columbia Library.
Sheppard Pratt Medical Pavilion	SDP-20-057	Medical Building	This site plan is for a medical building on the new Sheppard Pratt campus.
Talbott Springs ES	SDP-20-51	15 FSA and SFD units	This site plan is for the new Talbott Springs ES The project is not proposing any changes to access points or frontage improvements.
Rauscher Property	SDP-20-056	1	This is a plan for 1-unit SFD on MD 103.

iv. Desired Qualification for the New Director DPW- Larry Schoen

Jim Irvin is retiring as Director of DPW and the position will need to be filled. Larry Schoen drafted a Desired Qualifications for the New Director of Public Works document. The document included six qualifications that he believes that County Executive should look for when looking for a new Director. Ted Cochran motioned to send a letter to the County Executive under of the office of the Multimodal Transportation Board, David Zinner seconded the motion. The board members unanimously agreed to sending the recommendations to Executive Ball regarding the New Director of DPW. Bruce Gartner agreed to draft a letter for Larry’s signature to submit to Executive Ball.

v. US 29 Transit Service Improvements- Bruce Gartner

Bruce briefly went over the highlighted areas of the Transit Service Coordination Report.

- Multiple studies over the last decade have shown that the National Capital Region (NCR) is one of the most congested in the nation, and Marylanders face the second highest commuting times in the country. Today, on average, travelers experience 7

hours of congestion daily on I-270. The duration is even worse on I-495 with travelers experiencing ten hours of congestion daily. With the projected population growth in the NCR, Marylanders will continue to see those numbers increase. Multiple studies show that a comprehensive transportation network, including improvements to I-495 and I-270 coupled with investment in transit is necessary to address congestion and not only move people, but goods and services throughout the NCR.

- While the Maryland Department of Transportation (MDOT) supports all the initiatives outlined in Visualize 2045, the I-495 and I-270 Public-Private Partnership (P3) Program is looking to advance managed lanes and provide new opportunities for transit in the I-495 and I-270 corridors.
- Regarding Transit Enhancements, the suburban counties including Frederick, Charles, Anne Arundel and Howard identified the need for all-day bus services connecting to the Metrorail system. Eleven transit routes using the managed lanes were evaluated using the MWCOG 2045 Regional Travel Forecast Model. Over 10,000 new weekday transit trips are estimated to use these services
- MDOT has identified 11 potential new express transit services. Including an express route from Columbia to Bethesda that would run 5 days a week. The 11 potential services are forecast to generate over 10,000 new trips per day. It should be noted that passenger trips on these express-type transit services are typically much longer than on local transit or Metrorail and, therefore, have a significant impact in reducing total vehicle miles traveled.

5. Adjournment

The meeting was adjourned at 8:58 p.m.

6. Next Meeting

The next MTB meeting is scheduled for July 28, 2020.

Bruce Gartner /2020
Executive Secretary Date

Kimberly Woods /2020
Office of Transportation Date