

Appendix K:

Howard County Office of Transportation Presentation to APFO Task
Force

Howard County Office of Transportation



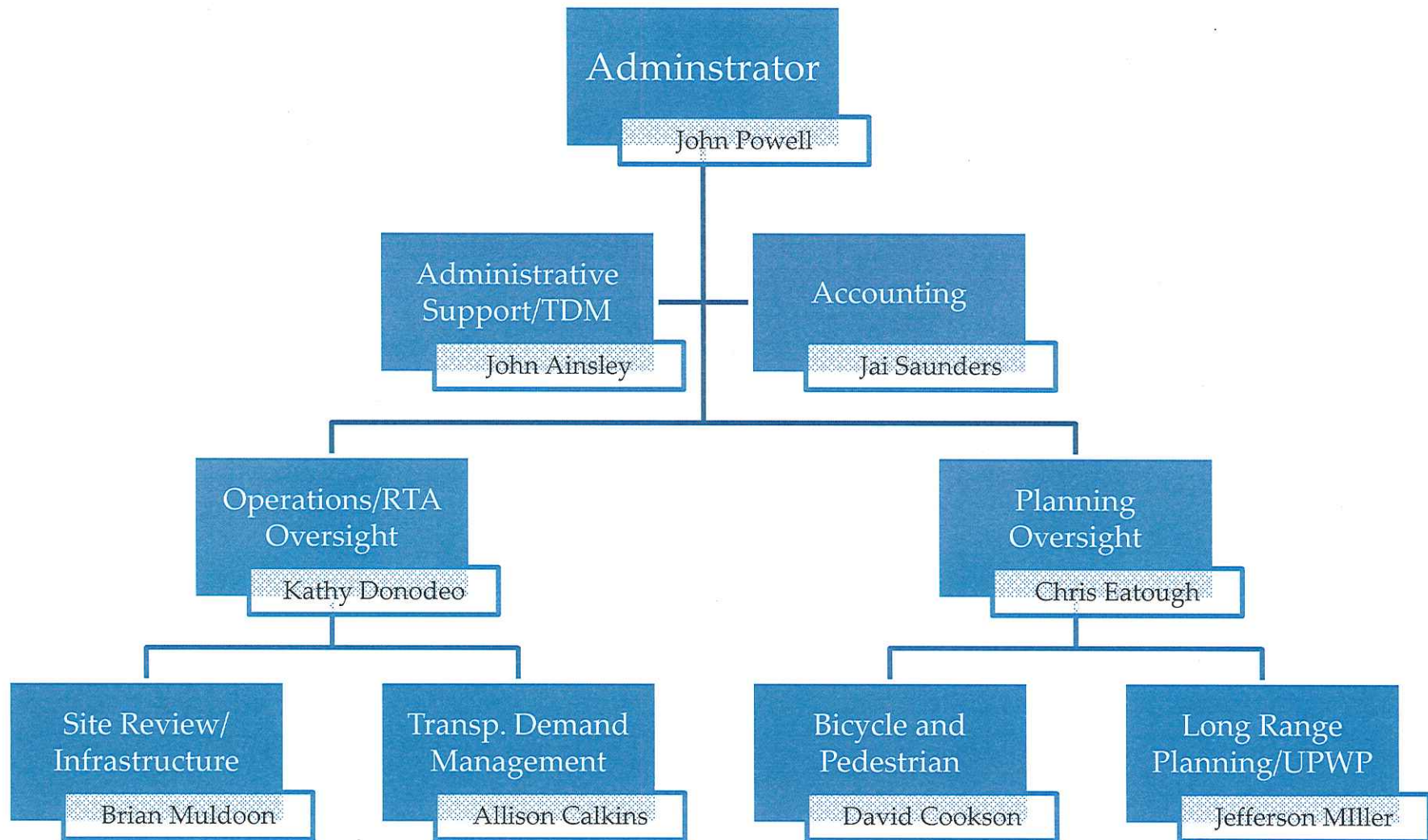
Howard County
OFFICE OF TRANSPORTATION

Howard County Office of Transportation
Presentation to APFO Taskforce, 9/9/15

What does the Office of Transportation Do?

- Contract/Grant Management
 - Transit Planning
- Transportation Demand Management
 - Developer Site Plan Reviews
- Pedestrian Planning and Implementation
- Bicycle Planning and Implementation
 - Regional Coordination
- Long-Range Transportation Planning
- Public Outreach and Communication
 - Develop Grant Proposals

Office of Transportation - Organizational Structure





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Anne Arundel County



Howard County



Prince George's
County



City of Laurel



Maryland Transit
Administration



Maryland Department of
Transportation



BUS SCHEDULE

Route 201/J

Connect-A-Ride

Arundel Mills Mall

RT Tech - Hanover

Cromwell Light Rail Station

Sun Valley Shopping Center

Freestown Village

Monday-Sunday Service

Effective July 1, 2015



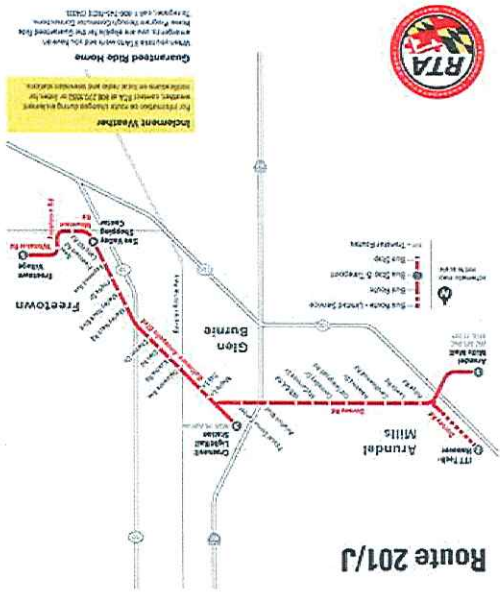
800.270.9553

TransitRTA.com

for RTA transit information



Route 201/J



Guaranteed Ride Home
 For persons in work longer during severe weather events RTA will provide a ride home for those who are unable to get home by other means. Please call RTA at 800.270.9553 for more information. RTA will not provide a ride home for those who are unable to get home by other means. Please call RTA at 800.270.9553 for more information.

Bus Stop Configuration

Served by Howard Transit

Tier 2

Bus Stop Signage

Prepared for Central Maryland Regional Transportation Agency



CTA America
 Santa Barbara
 London

Bus Stop Disc
 Size: 14" x 14"

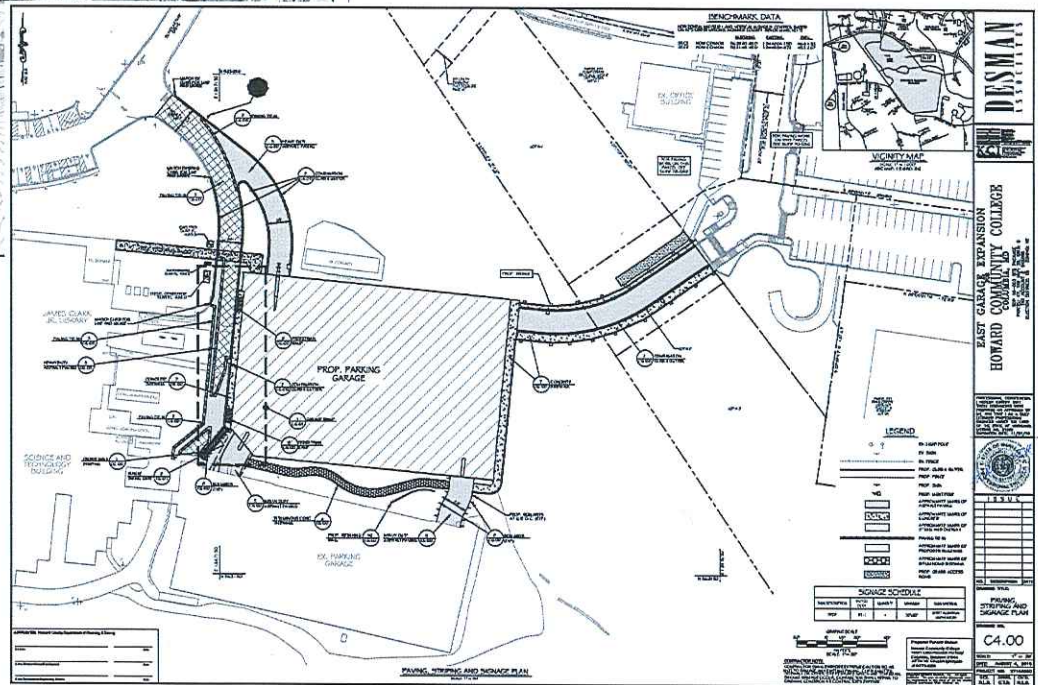
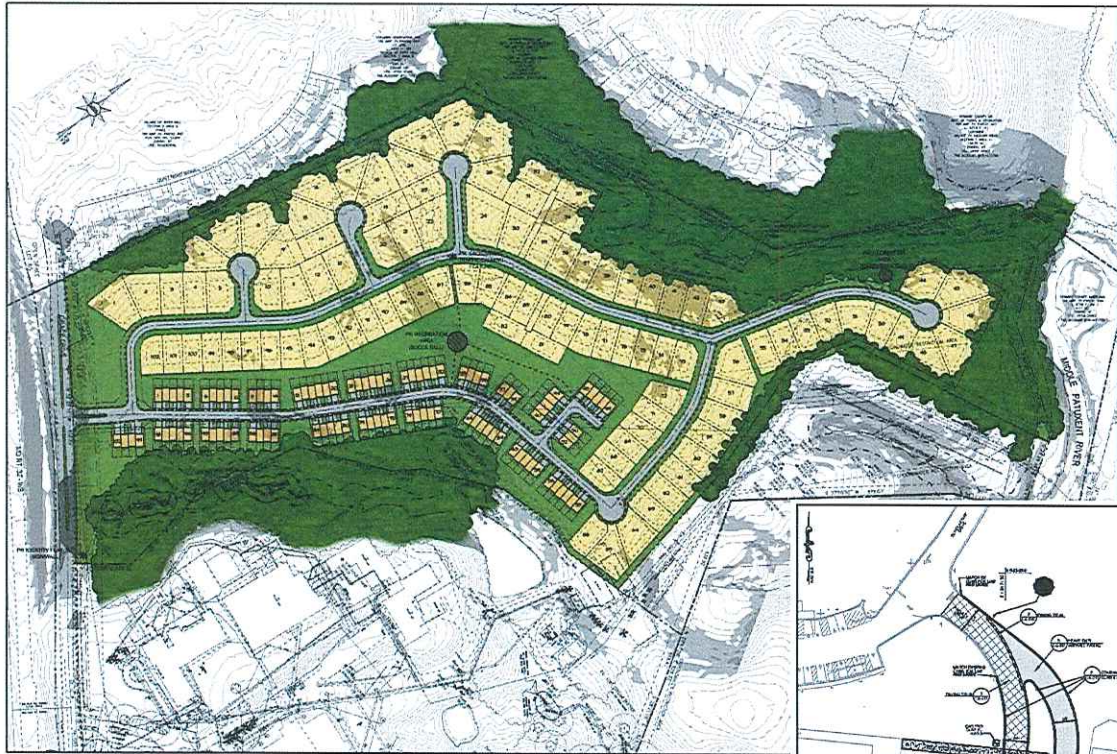
Bus Stop Sign
 Size: 14" x 14"

Bus Stop Blade
 Size: 14" x 4"

At-Stop Information
 Display: Size: 8.5" x 23"

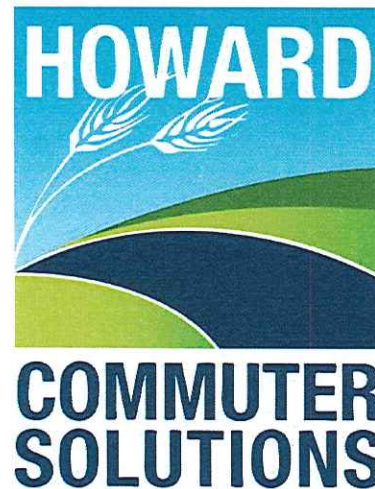
Name Sign: Size: 8.5" x 23"

Developer Site Plan Review



Transportation Demand Management (TDM)

Efficient use of our transportation infrastructure



Bicycle and Pedestrian Planning and Implementation Support



WALK HOWARD
— *moving forward* —

BIKE HOWARD



When transportation options are provided, everyone benefits

Equity

Health

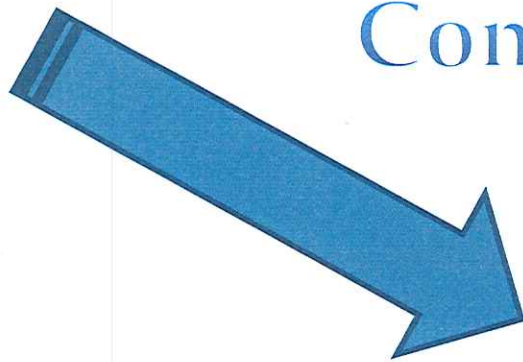
Use of space

Economic vitality

Sustainability

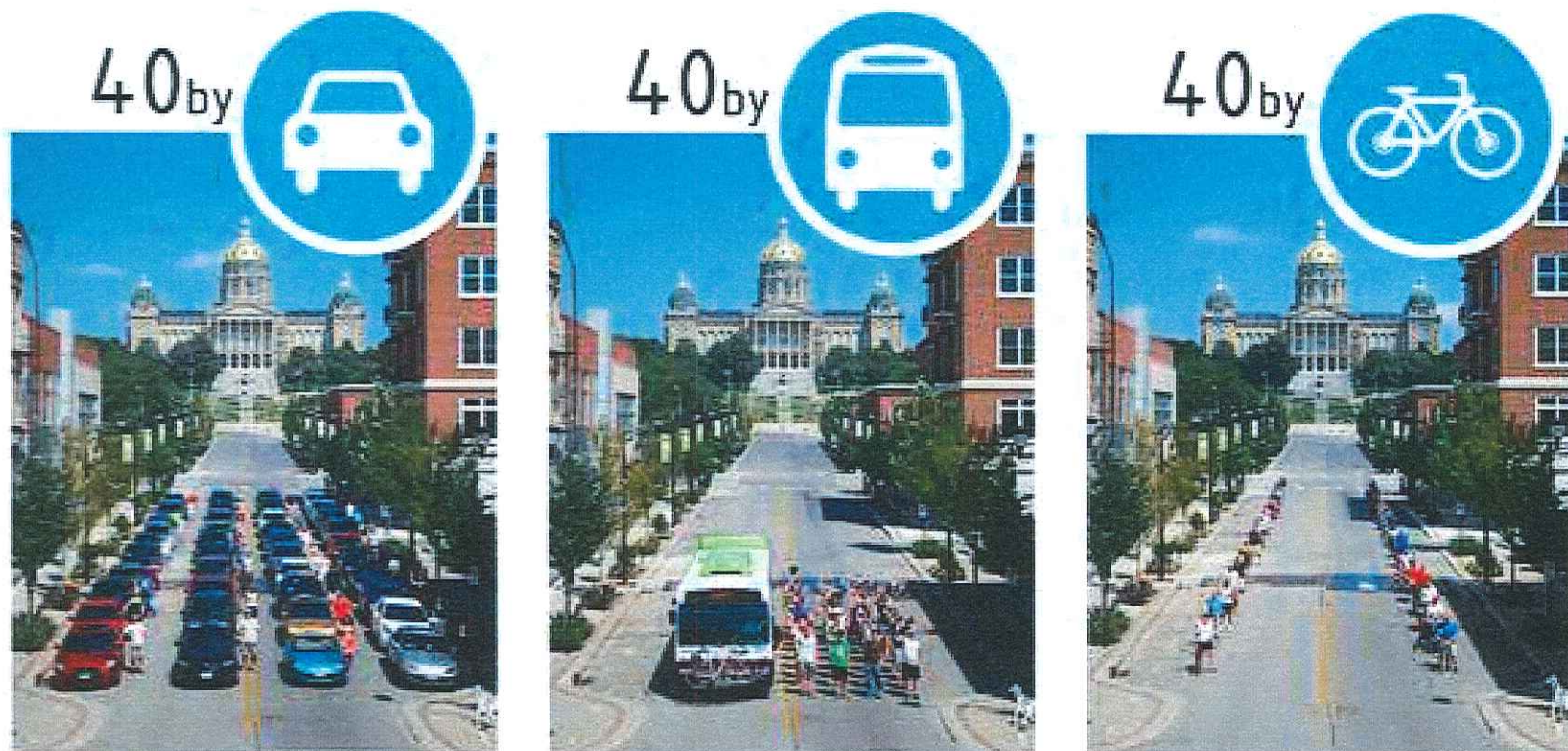
Safety

Congestion reduction



Quality of Life

When transportation options are provided, everyone benefits



Amount of space required to transport the same number of passengers by car, bus, or bicycle.

Event info at www.facebook.com/Urban.Ambassadors - Photos by www.tobinbennett.com

(Des Moines, Iowa - August 2010)

When transportation options are provided, everyone benefits

How much does your commute cost (or save) society?

Every time you travel you put money into the system, but you also cost the system. Your contribution to and burden on the system differs depending on how you travel.

For example, when you ride the bus you pay a fare – money into the system. Your burden on the system includes the cost of operating the bus, and also less obvious impacts like emissions and noise pollution.

By looking at the ratio of what we put in versus what we cost the system, we see that different ways of travelling are more subsidized than others.

The practice of taking these less tangible costs and benefits into consideration and assigning them a dollar value is known as "full cost accounting." While there are many ways of doing this, this infographic shows one example of how these costs and charges can be calculated.



When transportation options are provided, everyone benefits



<http://www.fastcoexist.com/3034354/the-cities-that-spend-the-most-on-bike-lanes-later-reap-the-most-reward>

The Cities That Spend The Most On Bike Lanes Later Reap The Most Reward

INVESTING IN A NETWORK OF FULLY SEPARATED BIKE LANES COULD SAVE CITIES HUGE SUMS IN THE LONG-TERM. BUT TOO LITTLE INVESTMENT IN WIMPY INFRASTRUCTURE COULD ACTUALLY DECREASE ENTHUSIASM FOR CYCLING.

For every dollar spent to build new separated bike lanes, cities could save as much as \$24 thanks to lower health care costs and less pollution and traffic, according to a [new study](#) from researchers in New Zealand.

Increasing population without increased traffic or widening roads

Note: 18% population growth from 1996 to 2011



Traffic Trends

Smart growth has allowed Arlington to add population while decreasing traffic volumes.



Traffic on main arterials is down over 15-year period.

Street Segment	Street Type	1996	2011/2012	% Change 1996-2012
Lee Hwy - Rosslyn	EW 6-lane arterial	37,770	31,951	-15.4%
Wash. Blvd. - VA Square	EW 4-lane arterial	20,469	17,500	-14.5%
Clarendon Blvd.	EW 2-lane 1-way arterial	13,980	13,292	-5.0%
Wilson Blvd. - Clarendon	EW 2-lane 1-way arterial	16,368	12,603	-23.0%
Arlington Blvd.	EW 6-lane arterial	55,865	65,259	16.8%
Glebe Road - Ballston	NS 6-lane arterial	35,230	31,000	-12.0%
Glebe Road - South of Columbia Pike	NS 4-lane arterial	29,000	27,000	-6.0%
George Mason Drive	NS 4-lane arterial	20,002	20,518	2.3%
Jefferson Davis Hwy north of Glebe Road	NS 6-lane arterial	52,000	44,000	-15.4%

Why Does This Information Important

to the

Design Advisory Panel ???

Example 1: Day Resource Center, Guilford Road: *Transportation options not incorporated*



Example 2: Wilde Lake Village Center: *Transportation options incorporated*



How can APFO play a role in improving connectivity throughout Howard County

- Include non-automobile mitigations
- Testing non-automobile connections
- Encourage broader transportation solutions focused on moving people rather than moving cars
- Initiate review and update of developer sub-division regulations



Howard County
OFFICE OF TRANSPORTATION

Questions and Discussion