



**PUBLIC TRANSPORTATION BOARD**

December 7, 2016

7:00 p.m.

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

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**AGENDA**

1. Approval of the October 25, 2016 Minutes
2. Announcements
3. Public Comment
4. Old Business
  - Fare Change Policy
  - RTA Bus Replacement
  - Role of the Public Transportation Board- bike/ped committee
  - Regional Transportation Agency Commission
  - Transit Center
  - Transit Development Plan
  - US 29 Pedestrian /Bicycle Bridge – Preliminary Design Options
5. New Business
  - Bridge Columbia
  - Complete Streets
  - PTB Agenda Topics for 2017
  - Follow up discussion- October MTA Bus Presentation
6. Adjournment

Future PTB Meetings Dates

January 24, 2017  
February 28, 2017  
March 28, 2017

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



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**Members Present:** Ron Hartman, Chair  
Jason Quan  
Astamay Curtis  
Larry Schoen

**Staff:** Clive Graham, Executive Secretary

**Excused:** Hector Garcia  
Alice Giles

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### **1. Approval of the October 25, 2016, Minutes**

The minutes were approved by a vote of 4-0.

### **2. Announcements**

None.

### **3. Public Comments**

Katie DiSalvo-Thronson from the Horizon Foundation addressed the Board requesting its support for “The Bikeway” a core of bicycle and pedestrian routes designed to help people in Howard County bike and walk more easily and safely to destinations. The Foundation will be requesting the County fund the Bikeway in its capital improvement program for \$9 million over three years (see Attachment)

Phil Nichols said that the routes were drawn from the Bicycle Master Plan. Larry Schoen recommended the Board send a letter of support to the County Executive. He had drafted a letter that had been circulated to members on December 6. He explained that the Executive was holding his 1st FY2018 Citizens’ Budget Hearing to take testimony on the upcoming budget. He planned to attend and could testify and deliver the letter.

Discussion followed regarding a letter setting forth the Boards broader priorities for the Executive to consider. Ron Hartman agreed to take members’ comments and finalize this letter.

### **4. Old Business**

Clive Graham gave updates on several old business items. He said his updates would be brief in light of the large number items of new business.

### **Fare Change Policy**

The Office of Transportation (OoT) presented the policy to the Regional Transportation Agency (RTA) Commission. The public input process is expected to begin in the Spring.

### **Regional Transportation Agency Bus Replacement**

Clive said he anticipated taking the proposed lease-purchase finance plan to County Council in February 2017. Bus production timing would be reserved through a letter of intent to be sent to the bus manufacturer in the next few days.

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

Phil Nichols said that the Administration was starting to meet with Council members to discuss the proposed legislation. He thought the legislation would be pre-filed in January 2017 with a public hearing in February.

### **Regional Transportation Agency Commission**

Clive said the Commission was not yet formally seated because the partner jurisdictions had not signed the Memorandum of Understanding. However, Commission members had been meeting informally and were contributing to the FY 2018 budget process.

Clive said that Mark Pritchard had been unable to attend the Board meeting but had submitted the RTA's monthly performance report.

### **Transit Center**

Clive said the transit center location study was about 50% complete. The Office of Transportation (OoT) had met with GGP and Howard Hughes. He expected to be able to brief the Board on the study in January.

### **Central Maryland Transit Development Plan – (TDP)**

KFH, consultant firm for the TDP, was still in data collection mode. The response to various surveys has been very strong. Fred Fravel, KFH, noted that, for example, over 1,000 on board rider surveys had been completed. A separate survey of paratransit riders was currently underway.

### **US 29 Pedestrian/ Bicycle Bridge- Preliminary Design Options**

Clive said there had been a strong consensus around the geodesic spiral design. This had been presented to the PTB at its October meeting. The County Executive had directed staff to proceed with detailed engineering.

## **5. New Business**

### **Bridge Columbia**

Fred Goettemoeller and Cathy Spain from the Bridge Columbia group gave a powerpoint presentation to the Board (see Attachment). Fred explained the concept as a new transit route, partially on-road and partially off-road dedicated transitway that would run east-west across the County between Howard County Hospital and the Gateway area. A new transit bridge over US 29 would be a centerpiece of the route and result in time-savings compared to current east-west routes.

Clive noted that the TDP would include an assessment of the benefits and costs of the concept route. The assessment would allow Bridge Columbia to be considered comprehensively as part of the broad assessment of routes being undertaken in the TDP.

Ron asked about right of way east of US 29 the route would follow. Fred explained that Jim Rouse had created several 50-foot wide right of ways in the early days of Columbia. They still existed and shared use trails followed many of them, including the one proposed by Bridge Columbia.

PTB members asked to remain posted on progress on the study.

### **Complete Streets**

Phil Nichols reminded the Board that the County is developing a Complete Streets Policy and that will lead to a Complete Streets and Bridges Design Manual. This initiative was recommended in both the Howard County General Plan (PlanHoward) and the Howard County Bicycle Master Plan.

The Complete Streets Implementation Team comprised of staff from the County and the Columbia Association has developed a draft Policy. Prior to the PTB meeting Larry Schoen had circulated the draft to board members with some edits he recommended. He said that the Team was requesting public comment by December 24<sup>th</sup>.

Board members expressed general support for Larry's edits. Discussion ensued whether to send Larry's detailed edits or a set of broader comments regarding the overall principles. Larry thought sending "higher level" comments from the Board was appropriate, and he could submit his detailed suggestions from himself as an individual.

Larry pointed out that County Executive Kittleman's first FY 2018 Citizens' Budget Hearing was scheduled for December 14. He planned to attend and could deliver a letter from the PTB on priorities it would like to see addressed in the budget, including more support from the Maryland Transit Administration (MTA). Ron offered to draft this letter.

### **PTB Agenda Topics for 2017**

Members suggested several topics including: the downtown transit center, bus rapid transit, the Transit Development Plan, bike share, the pedestrian master plan. Ron added that he wanted the board to continue to focus on the RTA.

### **Follow up discussion- September MTA Bus Presentation**

Clive reminded the Board that following MTA's presentation an OoT MTA coordination meeting had been set up for December 12. Ron said he regretted that due to a work conflict he would no longer be able to attend. He said he was quite frustrated, feeling that MTA's policies were going in the wrong direction. He felt that central Maryland did not get the financial support it merited, resulting in the problems the RTA is facing. Clive said the OoT was trying to understand how funds get allocated among the Locally Operated Transit Systems (LOTS).

Ron said he was particularly irked by the upcoming \$2 million maglev study of a Baltimore-Washington route. He could not understand how the huge cost could possibly justify the time savings, particularly when existing services could be made so much better from investment.

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## 6. Adjournment

Mr. Hartman adjourned the meeting at 8:50 pm. The next Public Transportation Board meeting is scheduled for **January 24, 2016 at 7:00 pm.**

*Clive Graham*

Clive Graham  
Executive Secretary

12/17/16  
Date



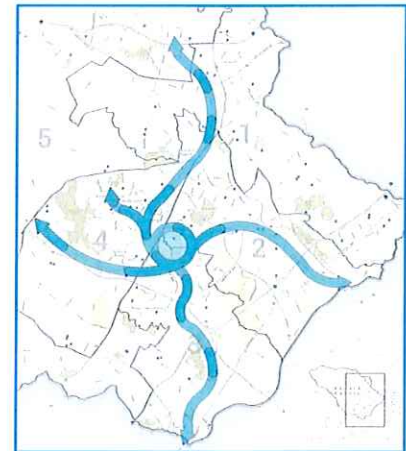
# The Bikeway

## Making Life Better in Howard County

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The Bikeway is a core network of bicycle and pedestrian routes that will help people in Howard County bike more easily and safely to places they need to go—including school, work, place of worship and parks. This network of safe, accessible, on-road facilities and off-street paths extends from Clarksville to Elkridge and Laurel to Ellicott City. The Horizon Foundation, Bicycling Advocates of Howard County and other community organizations are asking the county to fund \$3 million for three consecutive years as the next step in ensuring our streets are designed to promote health, help the environment and contribute to a robust economy.

Earlier this year, the County Council unanimously approved Howard County's first bike master plan, introduced by County Executive Allan Kittleman. The Bikeway includes 10 percent of the routes in this plan, and is a strategic first investment. A national engineering and planning firm developed the Bikeway proposal after assessing the bike master plan and identifying projects within it that would better connect county residents and lay the groundwork for the plan's full implementation.



- The Bikeway = **50 total miles** including 18.9 miles of existing routes and 31.6 miles of new routes.
- **More than half of county residences, schools and parks** are located within 1 mile of the Bikeway.
- **4 MARC stations** (Laurel, Savage, Jessup, Dorsey) are within 2.5 miles of the Bikeway.



### The Bikeway is Good for Health

With better bike routes and connections, the Bikeway will allow more people to bike just as easily as they can drive a car.

- Only half of U.S. adults meet the recommended guideline for physical activity per week. But research shows that people who live near trails are 50 percent more likely to meet those guidelines and 73 to 80 percent more likely to bicycle.
- Biking to work is linked with an 11 to 18 percent reduction in the risk of cardiovascular disease, according to a study in the journal *Circulation*.
- Studies of children and youth indicate that walking or bicycling to school is related to higher overall physical activity. But half of children attending school in the U.S. are dropped off in a car, according to the Safe Routes to School National Partnership.
- For children, one mile of walking meets two-thirds of the recommended physical activity a day.



### The Bikeway is Good for the Environment

When more people choose biking over driving, they help create a more sustainable future.

- According to a NASA analysis, motor vehicles are the greatest contributor to atmospheric warming.
- One-third of the Chesapeake Bay's nitrogen load, which contributes to dead zones, comes from airborne pollution. A significant portion comes from cars and trucks on Maryland's roads and highways.

- The Rails to Trails Conservancy found that increasing the share of all trips made by bicycling and walking from 10 percent to 13 percent could lead to fuel savings of 3.8 billion gallons a year and reduce greenhouse gas emissions by 33 million tons per year. This is equivalent to replacing 19 million conventional cars with hybrids.
- If 20 percent of children living within two miles of school were to bike or walk instead of being dropped off in a car, it would save 4.3 million miles of driving per day. Over a year, that saved driving would prevent 356,000 tons of CO<sub>2</sub> and 21,500 tons of other pollutants from being emitted.



### **The Bikeway is Good for the Economy**

Communities that promote biking are seeing positive economic impacts, including transportation cost savings, increased property values and greater sales growth.

- Eight out of 10 communities that made bike and pedestrian improvements to their streets saw increased property values in a study by Smart Growth America.
- In Salt Lake City, after 30 percent of parking on a major commercial street was replaced with protected bike lanes, crosswalks and sidewalks, retail sales went up 8.8 percent, higher than citywide sales.
- A planned protected bike lane network in Austin is projected to increase the city's traffic capacity by about 25,000 trips per day at about the same cost ratio as a single expressway widening.
- Bicycling infrastructure projects create an average of 11.4 jobs per \$1 million spent, compared to 7.8 jobs for road-only projects, according to a study from the University of Massachusetts, Amherst.



### **Bicycle & Pedestrian Networks Make a Difference**

Across the U.S., communities are improving streets to encourage biking, and these efforts are working.

- In five states, walking and biking to school increased 37 percent after sidewalks and crosswalks were improved.
- Bicycling in New York City increased 102 percent since 2007, and 289 percent compared to 2001. During the same time, safety increased for all road users.
- One year after the installation of a protected bike lane in downtown Long Beach, a city survey found an increase in walking and bicycling traffic and a decrease in the number of bicycle and car crashes.
- In San Jose, California, bicycling to work increased 200 percent between 2006 and 2008, with more than half of all trail users commuting to work.

### **A Responsible Investment**

The Bikeway is financially feasible. Our funding request would be less than .2% of the current year's total budget, and the county can complete the Bikeway through bond funding, typically used for capital projects. This means it would not detract from the county's operating budget. By committing \$3 million in bond funding for three consecutive years, we can build the Bikeway and enjoy the all benefits it brings!

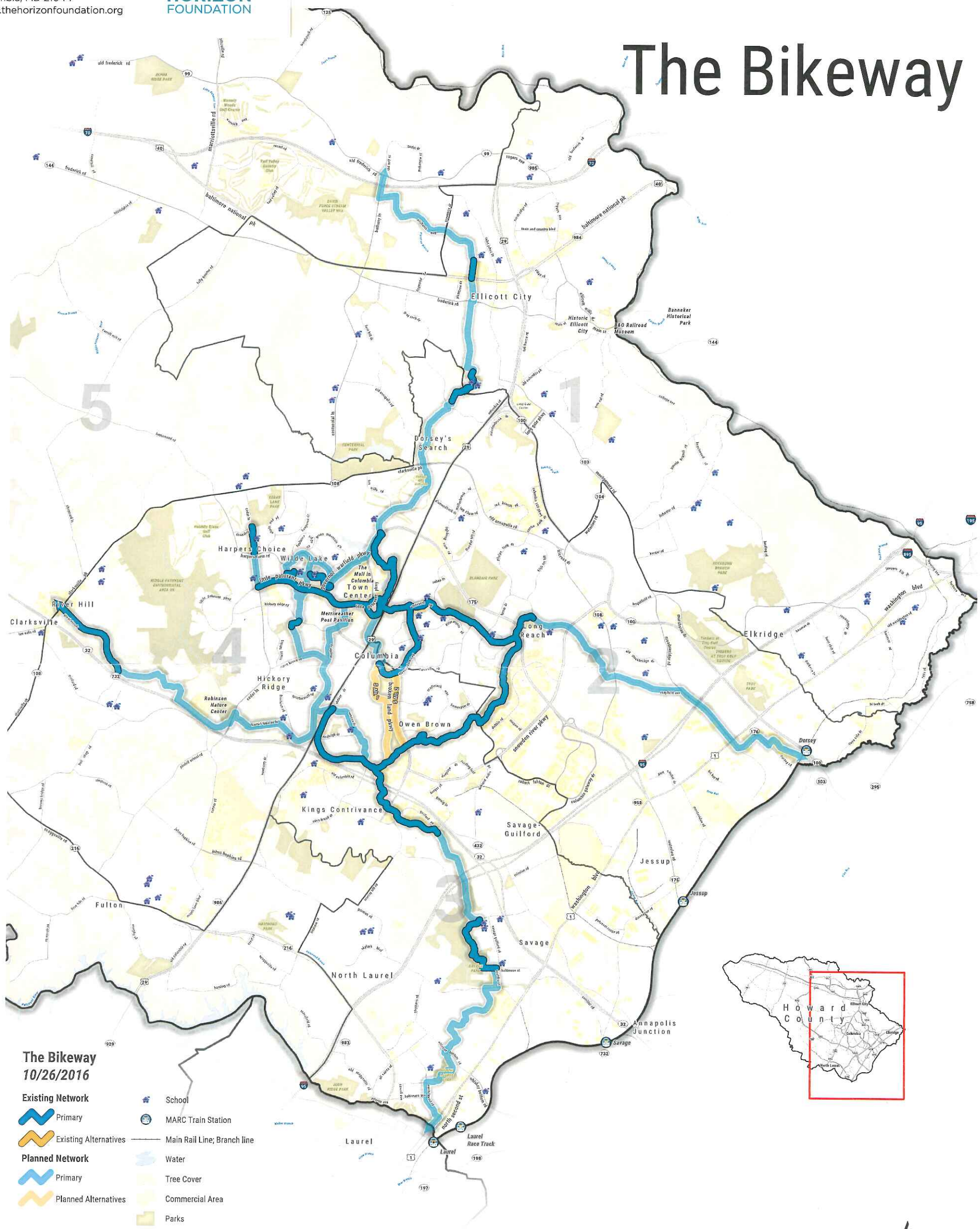
## **Show Your Support**

**Join us and tell your county leaders: "I want the Bikeway!"**  
**Add your voice of support online at <http://bit.ly/HCbikeway>.**

*For more information, visit [www.thehorizonfoundation.org/HCbikeway](http://www.thehorizonfoundation.org/HCbikeway).*

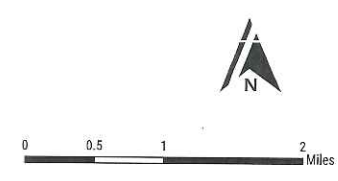


# The Bikeway



**The Bikeway**  
 10/26/2016

- |                         |                             |
|-------------------------|-----------------------------|
| <b>Existing Network</b> | School                      |
| Primary                 | MARC Train Station          |
| Existing Alternatives   | Main Rail Line; Branch line |
| <b>Planned Network</b>  | Water                       |
| Primary                 | Tree Cover                  |
| Planned Alternatives    | Commercial Area             |
|                         | Parks                       |
|                         | Other Cultural Feature      |
|                         | County Boundaries           |
|                         | Council Districts           |



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BUS AND PEDESTRIAN BRIDGE

# BRIDGE COLUMBIA

Connecting all of Columbia's Activity Centers  
with a Rapid Bus, Bike and Pedestrian Corridor



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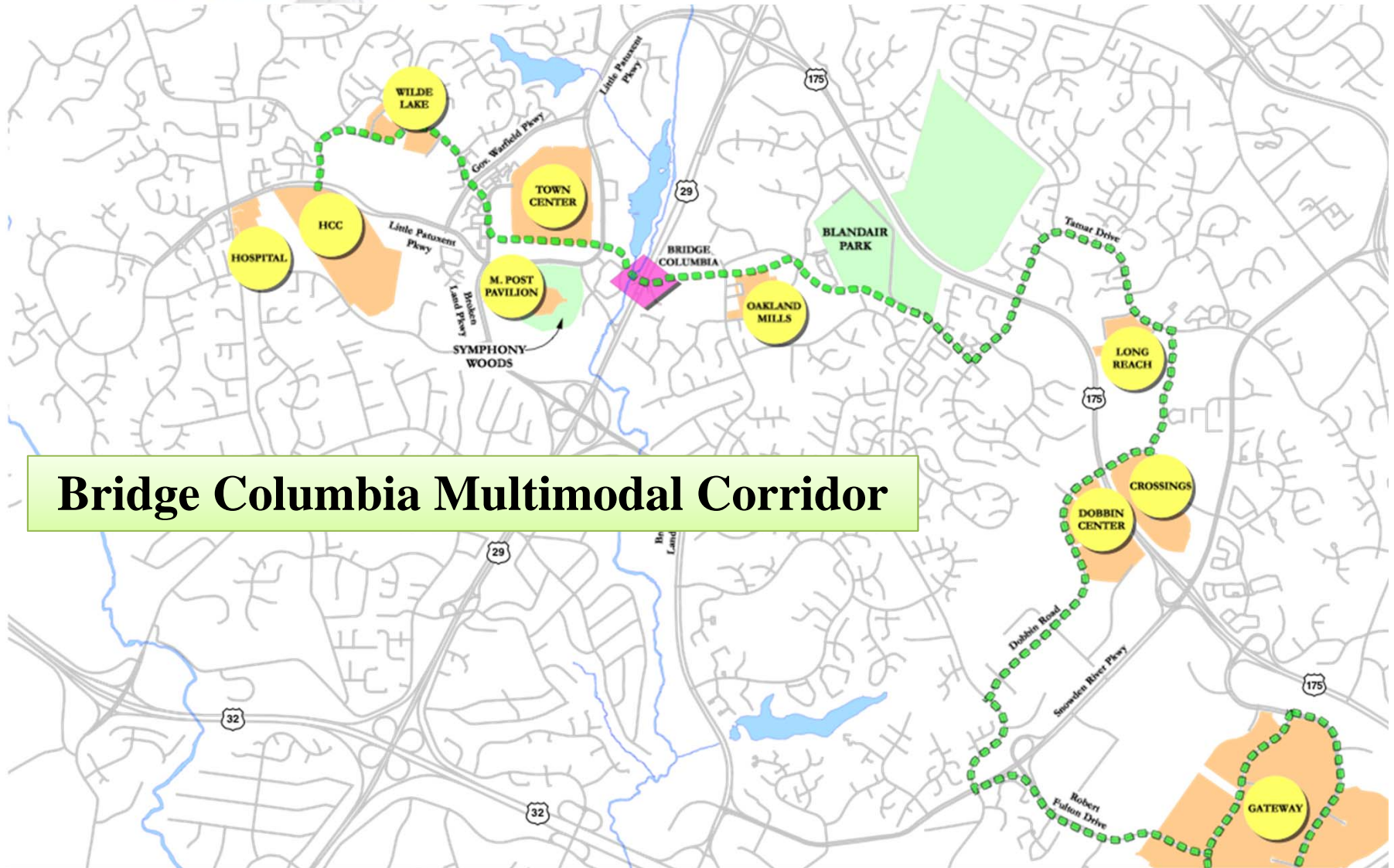
# What is Bridge Columbia?

A proposed bus, bike and pedestrian corridor linking all major Columbia destinations that would:

- Improve access to Downtown, the College, the Hospital and Village Centers without increasing congestion or parking demand
- Use existing bus rights-of-way owned by CA
- Having as its Linchpin an iconic structure over US29 announcing *“Innovation has a Home in Columbia, Howard County, Maryland!”*



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# Bridge Columbia Multimodal Corridor



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**”Rapid Bus Route, Bikeway and Walkway”**



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## The Proposed US29 Bridge:



An Iconic Concept



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Current Crossing

## Widening/Rebuilding the Existing Bike/Pedestrian Bridge to Carry Buses

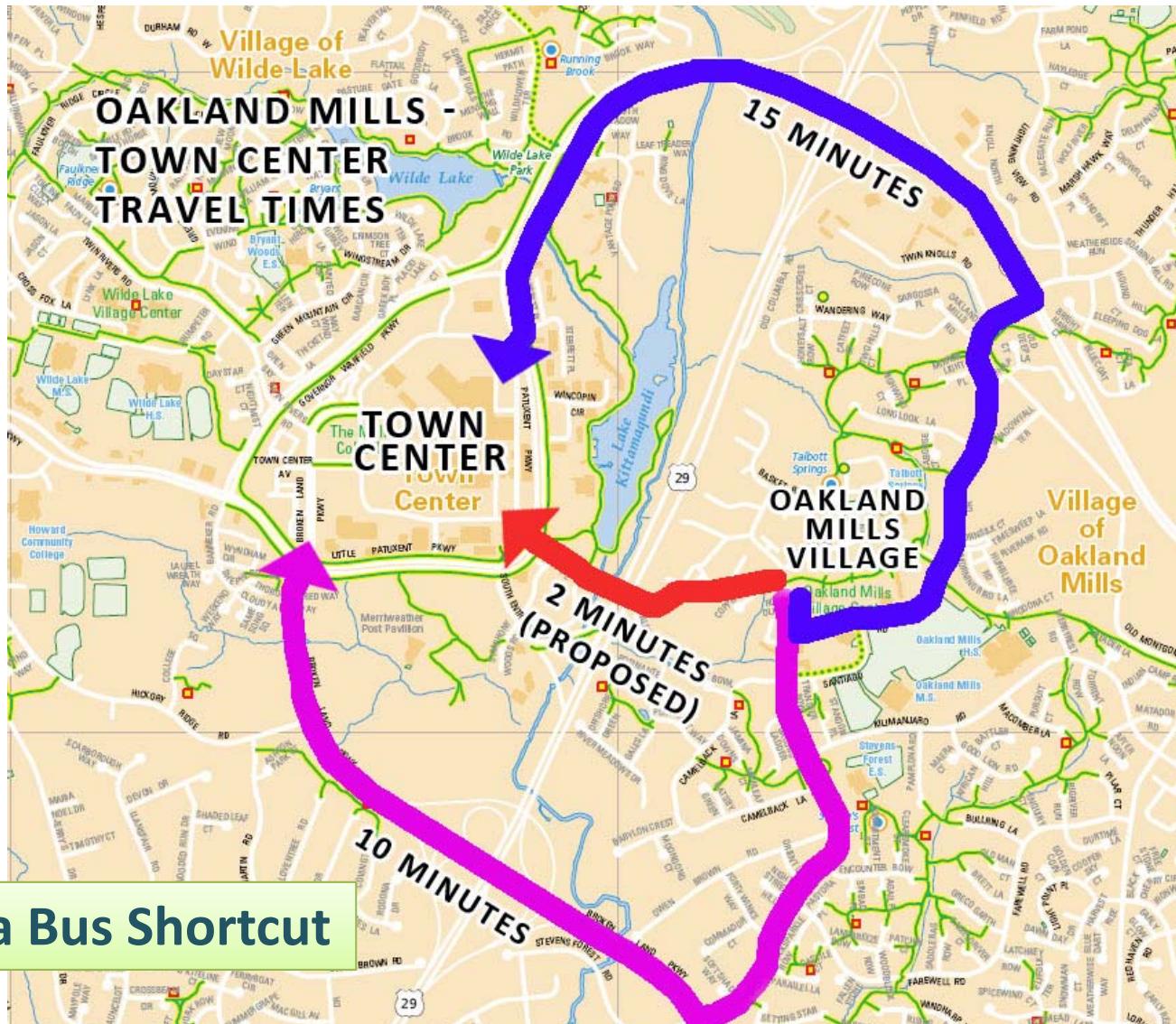
Makes the crossing safer and more attractive



Bridge Columbia



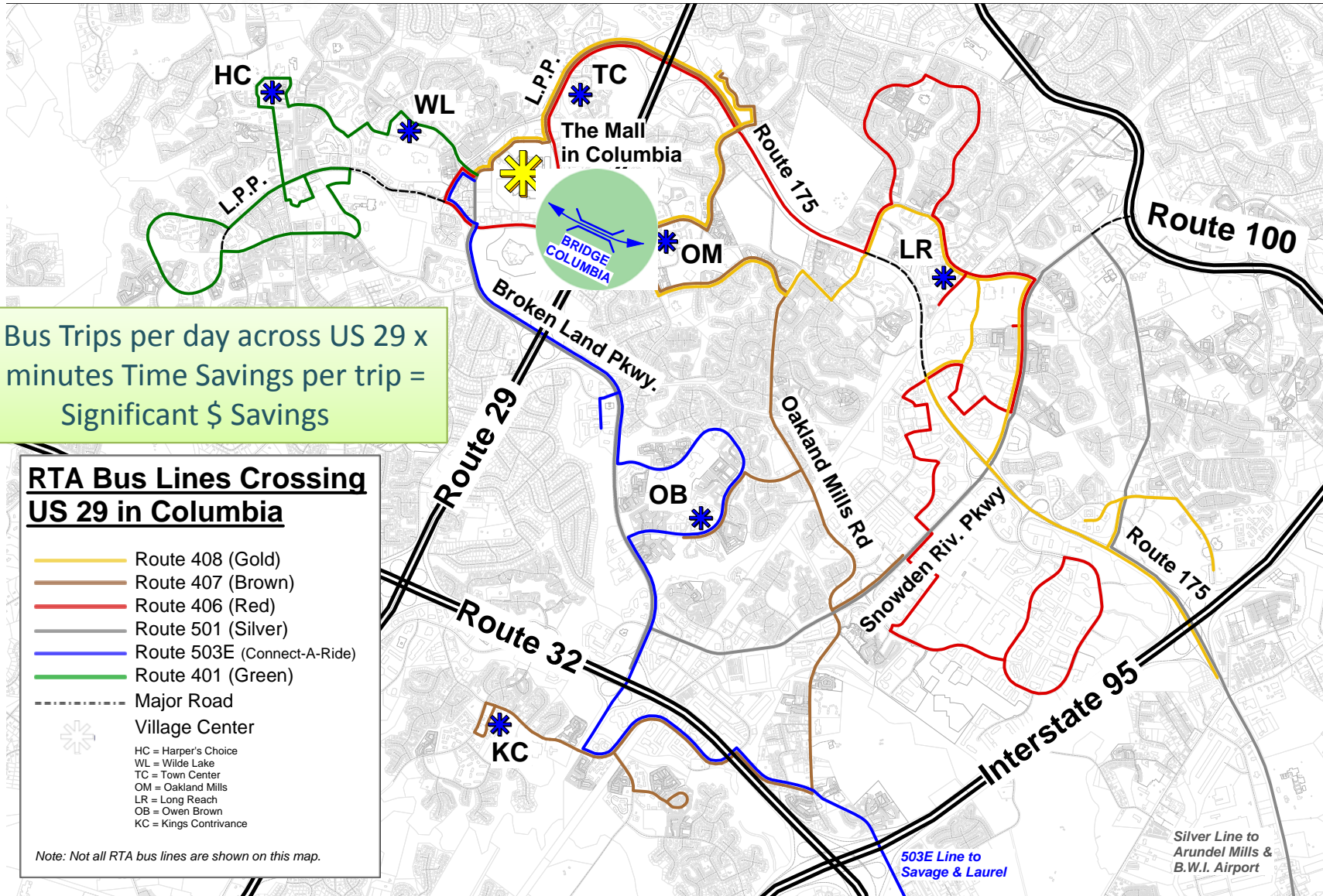
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Provides a Bus Shortcut

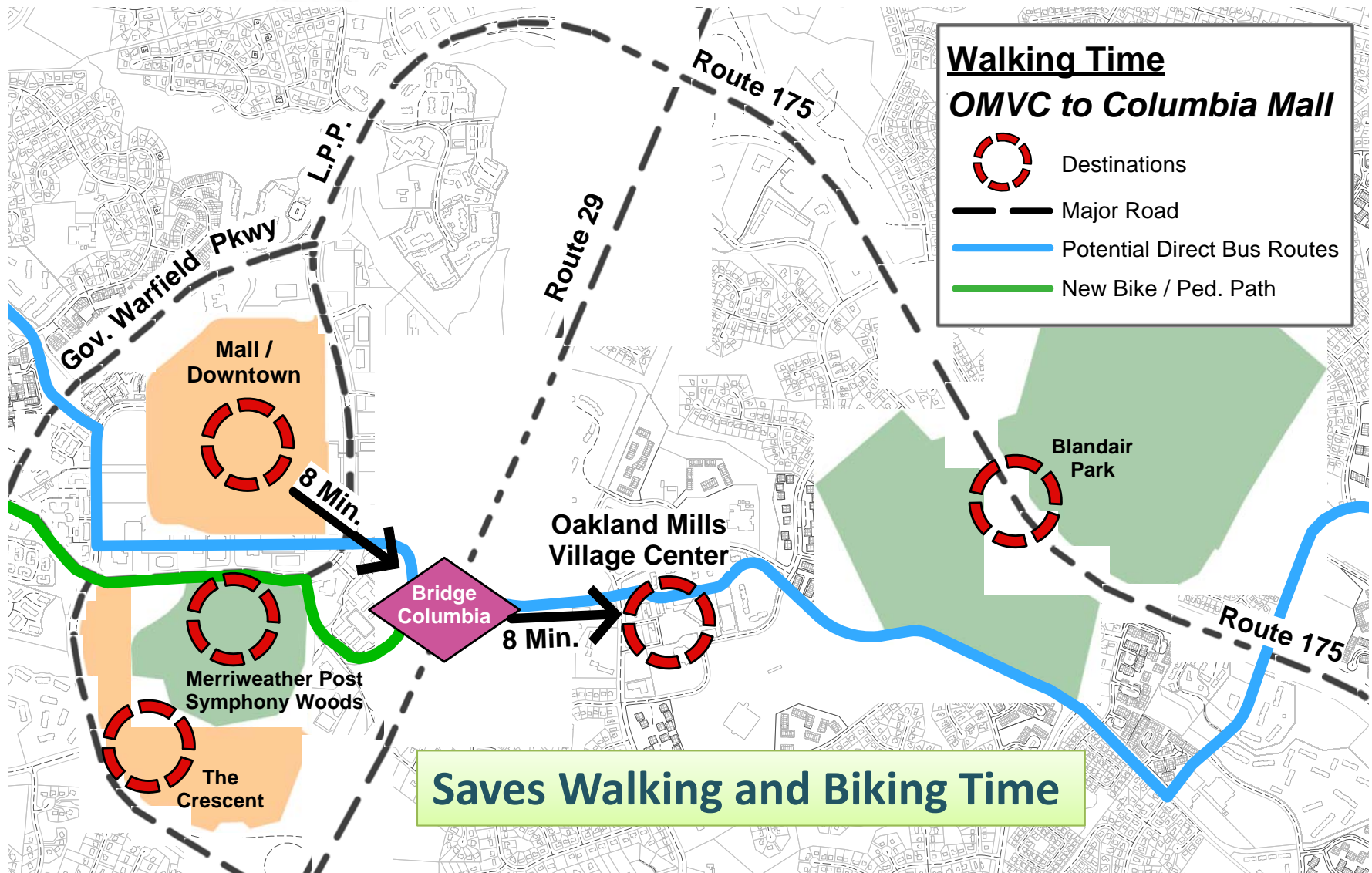


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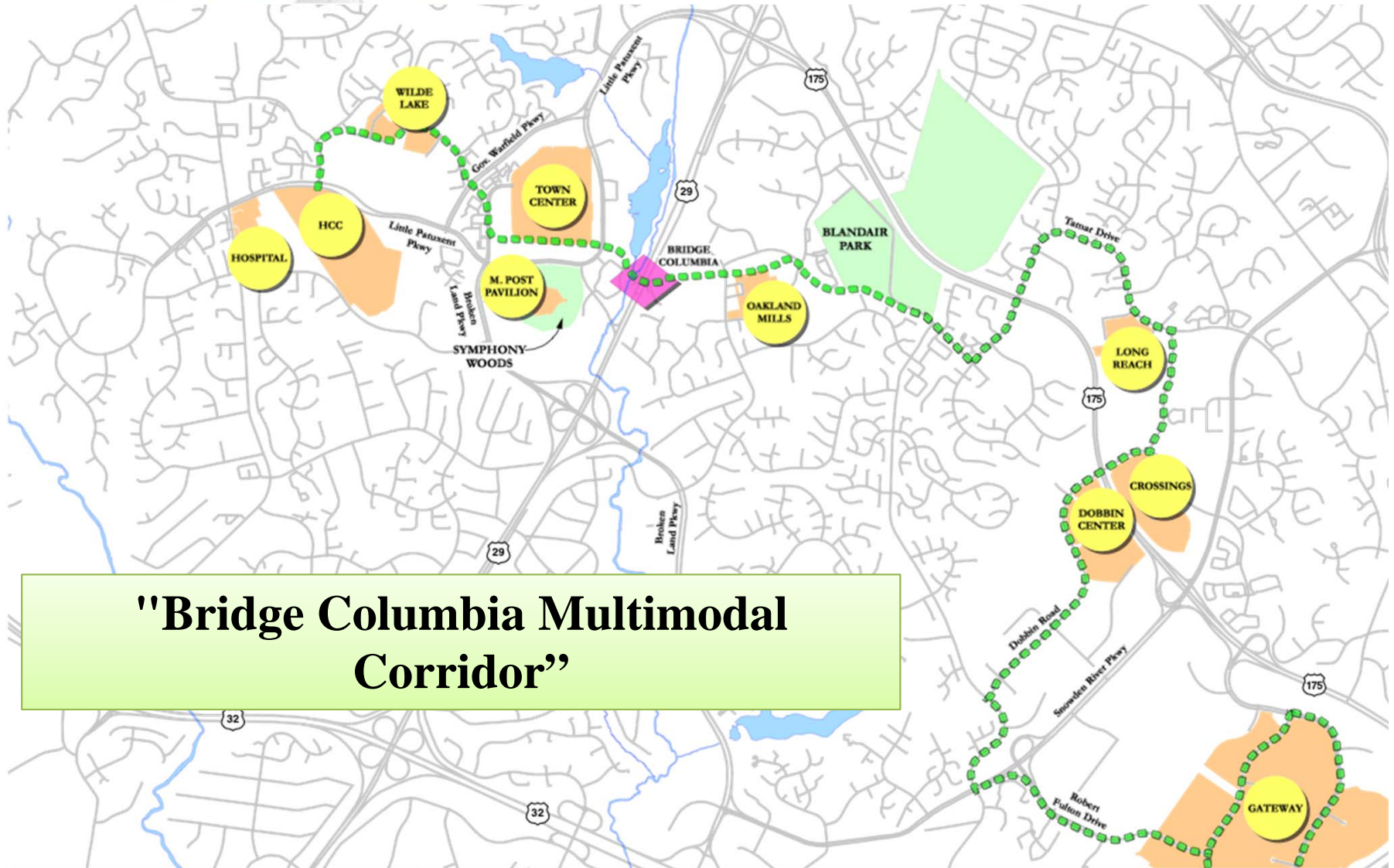


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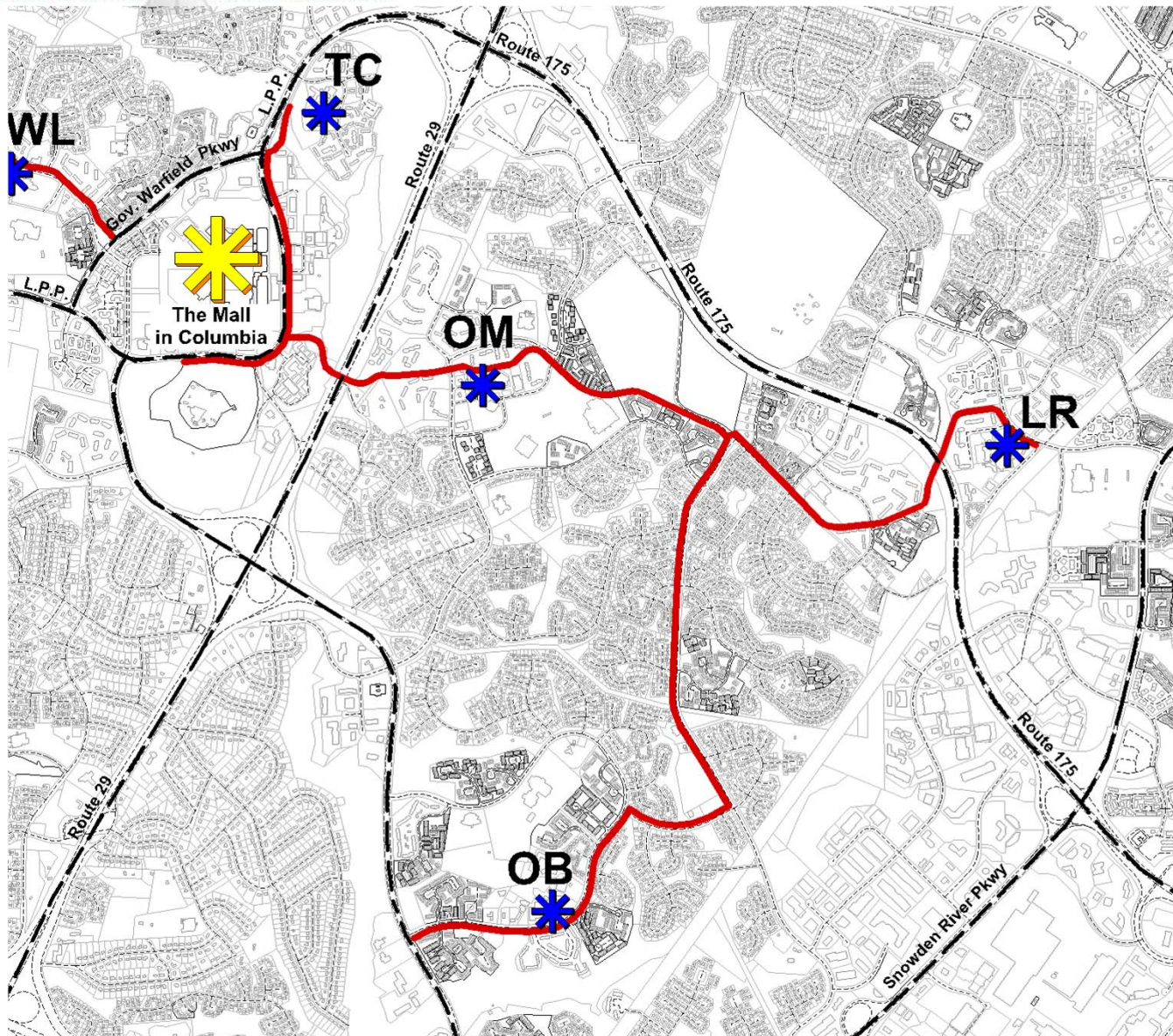
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**"Bridge Columbia Multimodal Corridor"**



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# Why do we need Bridge Columbia?

- Creates a transit spine that will support frequent service and thus attract choice riders
- Supports the preferences of Millennials and Residents hoping to age in place
- Improves access to Downtown, Gateway and other employment areas without adding to congestion or parking demand



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# More reasons we need Bridge Columbia:

- Improves mobility for pedestrians and bicyclists, as well as transit users
- Signals Howard County's commitment to Sustainable transportation and Healthy living
- Supports the Reinvention of the Village Centers
- Improves the Efficiency of the transit system
- Makes Columbia a great place to live and work, for Millennials, Seniors and all Non-drivers



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# Examples of Similar Projects:

- Delta Ponds Bridge, Eugene, Oregon
- Community Bus Rapid Transit System, Runcorn, UK



## Delta Ponds Bridge

Eugene, Oregon

\$3.9 million

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About same length as  
Bridge Columbia  
Pedestrians and Bikes only



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# Community Bus Rapid Transit System

Runcorn, UK



Bus stops along Busway



Bus – only roadways carry  
2.5 million  
passengers per year



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# Project Status

- High Priority Project for HC Executive Kittleman
- \$950,000 in 2016 & 2017 HC capital budget for Studies and Interim Improvements
- Initial Feasibility Study Completed
- Included in Howard County's priority letters to the MD DOT.
- Discussions underway with MTA and Regional Planning Council on Federal Grant Application
- Included in Transit Development Plan (TDP) Studies now beginning



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## Bridge Columbia Scope in TDP

- Assess Proposed Transitway Routes
- Assess the Ridership potential of the Transitway
- Consider Impact on Land Use Redevelopment, the Environment and Open Space
- Assess the Transitway's support of other existing and proposed routes in the TDP
- Incorporate Findings in the TDP



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## Bridge Columbia Supporters

- Howard County Executive
- Howard County Council
- Senators Kasemeyer and Guzzone and many members of Howard County delegation
- Central Maryland Chapter of the National Federation of the Blind of Maryland
- Columbia Association Board of Directors
- Community Associations of Allview, Harpers Choice, Kings Contrivance, Long Reach, Oakland Mills and Owen Brown
- Howard County Chamber of Commerce

*Plus over 300 Supporters on our Mailing List*



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# Presented by: Friends of Bridge Columbia

[www.bridgecolumbia.org](http://www.bridgecolumbia.org)

Contact: Fred Gottemoeller

443-285-1513

Other members:

Bob Bartolo

Sandy Cederbaum

Karen Gray

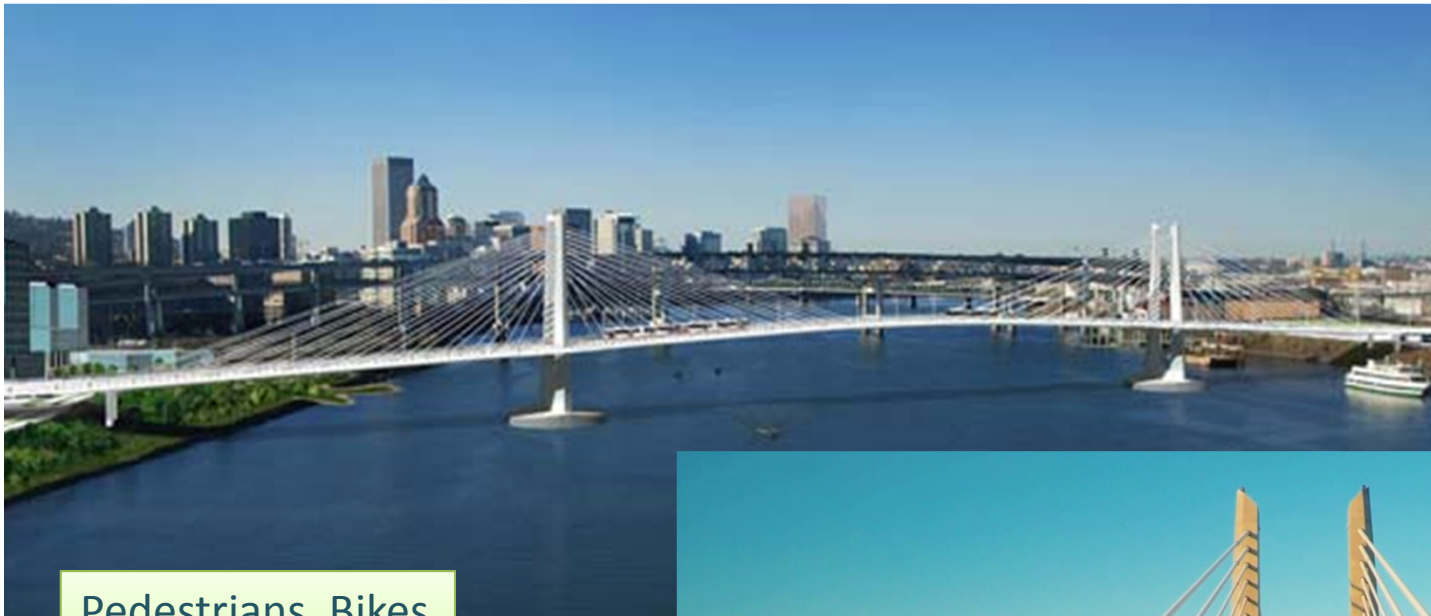
Cathy Spain

John Slater

Paul Verchinski



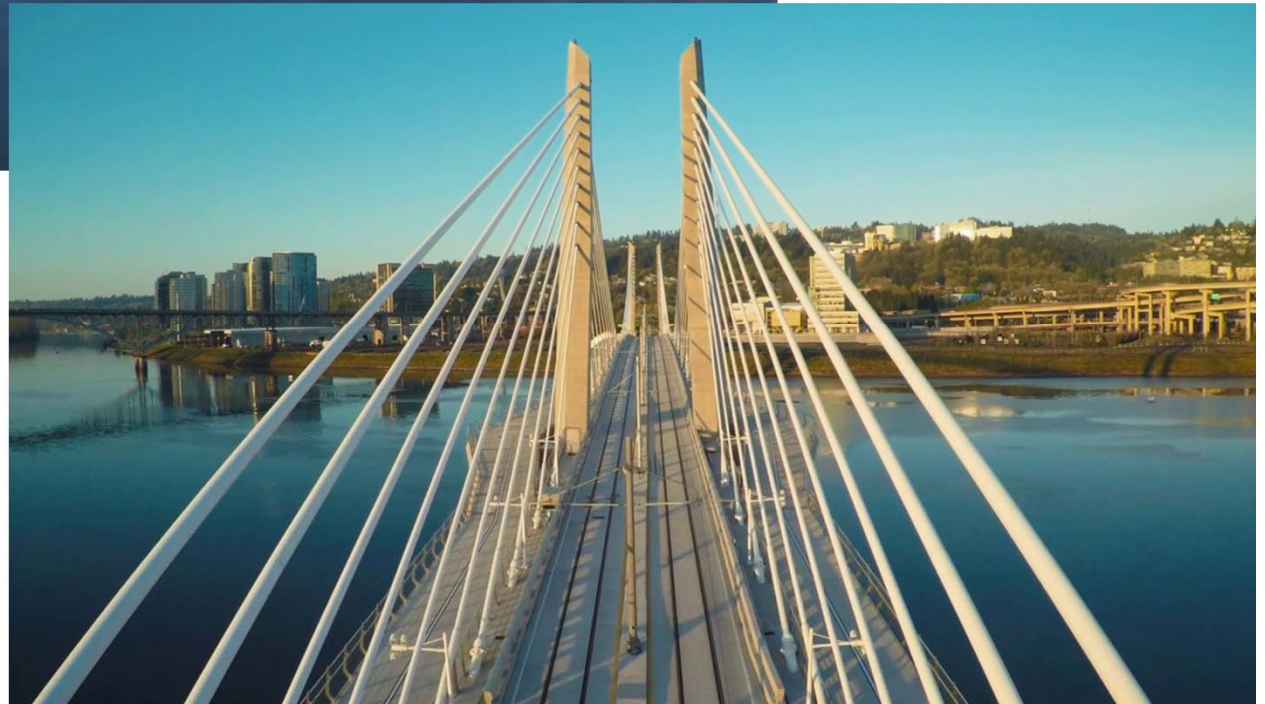
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# Tillicum Crossing

Portland, OR

Pedestrians, Bikes  
and Transit only





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# Coordinates Policies and Leverages Investments

- Integrates county and private investments in Downtown, the Inner Arbor, Oakland Mills, Blandair Park and Long Reach
- Supports Howard County Community College and Howard County Hospital
- Symbolizes of Columbia's and Howard County's innovation and forward thinking



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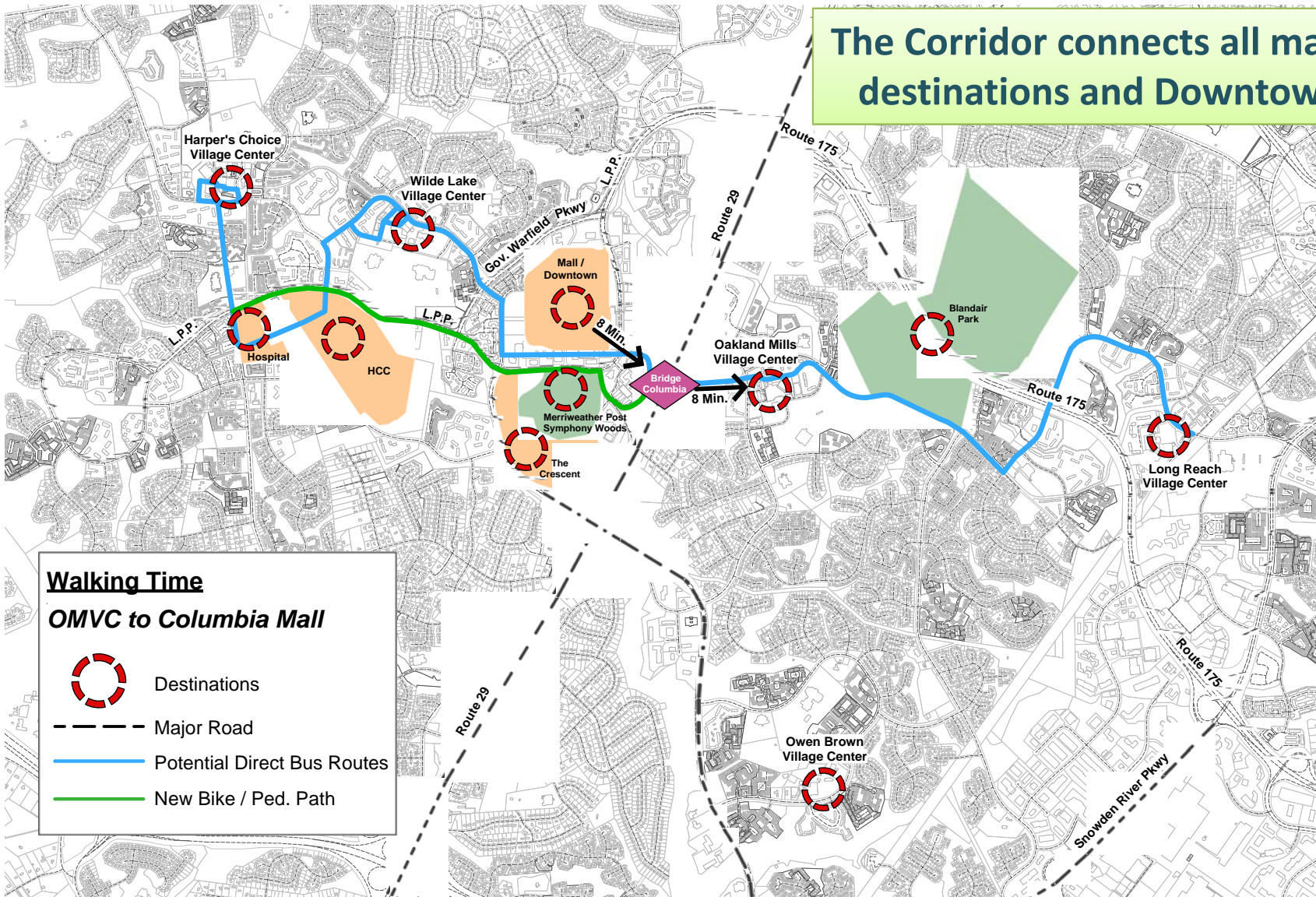
# Funding

- Cost \$10 - \$20 m before inflation and contingencies
- Multiple funding sources required—federal, state, county, private
- Must be added to local, regional, and state plans



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The Corridor connects all major destinations and Downtown





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## The Existing Bridge:

- The only Pedestrian/Bicycle Crossing of US 29 in Columbia
- Unattractive and Perceived as Unsafe





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# Supports Existing Communities

- Necessary for the redevelopment of Oakland Mills
- Reduces air pollution and energy consumption
- Supports healthy living
- Improves connectivity between villages and Downtown



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# Enhances Economic Competitiveness

- Allows Downtown and Oakland Mills to Support Each Other
- Less congestion and need for parking in Downtown and Oakland Mills
- More visibility for Columbia on US 29
- More interest in Columbia as a place to live and work, especially for millennials and seniors