
From: asweatman@comcast.net
Sent: Wednesday, August 11, 2010 6:37 PM
To: Monica Haines Benkhedda
Subject: comments
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Monica

Further to our talk today.

B. Section Six page

Again many points are too broad eg first two bullet points.

In the bullet point re central point of access I would hope that info on internet and an 800 tel no would be included.

I think special needs/demand response transport is best provided by some sort of low-key ambulance for the sick and contracting out to private taxi services as needed for other categories is cheaper and better than the jurisdictions running these services themselves.

C. Survey Questions

Clearly buses and trains run too infrequently to be considered as a reliable transportation service for any of us whether for commuting to work or leisure. People with low incomes are at a greater disadvantage because the hours they travel to work are often outside 9 to 5 hours. If it remains easier to use a car than catch a bus or train, mass transit is not going to catch on for the majority of commuters.

Regards

Alan Sweatman

From: Nathaniel Payer
Sent: Tuesday, August 10, 2010 1:22 PM
To: Monica Haines
Cc: Edward Cohen; Christopher T Field
Subject: TRAC recommendations for Human Services Transportation Plan
Attachments: HumanServicesTransportationPlan.doc

See attached.

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Sign the petition to "Require the MTA to study Metro Subway for Baltimore's Red Line" here--
www.studysubwayfortheredline.com

Don't you think Baltimore deserves the best transit system?

SO DO WE.

www.getontrac.org

Human Services Transportation Plan—TRAC recommendations
8 August 2010

One of the great impediments to improving service to the disabled in Maryland is that there is little information about inter-system connections and the connections themselves are inadequate. Lack of system connections greatly complicates paratransit transport and increases costs. Improving intersystem connections would provide much better service for low-income transit riders while also providing a legal mechanism for paratransit services to streamline their handoffs between systems.

1. As a matter of public policy, all government facilities that serve the elderly, disabled, and poor should be located along public transit routes wherever possible. Every effort should be made to avoid any exceptions, even when someone bequeaths properly to a governmental entity. When such facilities are located beyond transit routes, transportation must be provided at what turns out to be extremely high incremental and unit costs.

2. Public transit information centers dispensing transit information in printed format should be established at Penn Station, Union Station, Aberdeen Station, New Carrollton Station, Greenbelt Station, BWI terminal, BWI Rail Station, Laurel Station, Charles Center Metro Station, The Shafer Tower, Columbia Mall, Spa Road transfer, and the downtown Westminster transfer point. Information should be in a location accessible at all times and should include information on all public transit operations in the state of Maryland as well as all other out-of-state transit operations which either connect to or accept transfers from Maryland transit systems. Included in the information should be a small single-fold Baltimore Rail Connections pocket map, which should be expanded to include Bowie State, Odenton, Edgewood, Aberdeen, Perryville, Jessup, Savage, and Laurel Stations.

3. Bus stops should be located to minimize transfer walking and street crossing. Stops should normally be one to two blocks apart. Wherever possible, crossing lines should have stops on the same corner. Bus stop location priorities include: hospital main entrances and emergency rooms, other medical facilities, schools, food markets, transport terminals, government offices and courthouses, and sports and entertainment venues.

4. The MTA system should be reorganized in a more efficient way that reduces travel times and trip transfers by providing more transfer opportunities between bus lines and better connections between bus and rail lines.

5. Inter-system connections are key to reducing mobility costs by reducing mileage to connecting points. They also provide an opportunity to hand off Mobility passengers between system where that is currently not possible because of the three-quarter mile rule. Finally, such connections provide an emergency-ride-home pathway for low-income workers at midday without explicitly providing a taxi ride. Some midday Express service could be justifiably implemented in a few cases. Among the connections that need to be considered are the following in order of priority within each county:

Anne Arundel County

1. Reestablish the 210 Express.
2. Reestablish the C60 Express.
3. Reestablish the Kent Island Shuttle and coordinate its schedule with Maryland Upper Shore Transit at the Kent Island Park and Ride.

Howard County

1. Extend the Purple Route from Levering Rd in Elkridge up Rt. 1 to Halethorpe Station connecting with MTA routes 35, 36, and 77.
2. Extend MTA service (either the #23 or midday service on the 150 Express) across the Patapsco River to connect with the Yellow Route at Normandy Shopping Center in the midday hours.
3. Commuter service from Frederick through Mt. Airy and Ellicott City to Baltimore.

Harford County

1. Operate #7 Harford County bus service at midday into White Marsh to connect with #35 and #15 at midday.
2. Operate extended trips of the #1 or #1A across the Hatem Bridge to Perryville Station connecting with C.T. Cruiser's "The Bus" on a timely basis to make transfers. This can be worked into the current schedule of these lines with an early start from Aberdeen across the bridge, and by extending only those runs across the bridge that do not serve Harford County Community College.
3. Possible new service from Bel Air to Overlea on Rt. 1.
4. Possible extension of Rabbit Transit from Red Lion to Bel Air.

Carroll County

1. Service from Westminster to Manchester via Old Westminster Pike to Hanover Rd and Butler Rd, then north along Old Hanover Pike and Hanover Pike through Hampstead to Manchester with connections at Hanover and Butler to the #56 MTA bus during regular service hours.
2. Extension of Ride-On service from Lisbon to Mt. Airy.
3. Establishment of four commuter bus lines into Owings Mills Station along both the I-795 and MD-26 corridors originating from (Gettysburg/Hanover) Manchester, Sykesville, Emmitsburg, and Thurmont with connections to Trans-It.
4. Extension of Trans-It service from Monocacy through New Market to Mt. Airy.

The four highest rated projects should be the four projects that were top rated in each of the four listed counties in the following order:

1. Reestablish the 210 Express
2. The Purple Route extension
3. The Harford #7 route extension

4. A new route from Westminster through Glyndon through Manchester

There is also a serious need for a cross-county bus line from Owings Mills through Pikesville, Timonium Station, Towson Courthouse and White Marsh Mall.

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