Central Maryland Transit Development Plan

Planning the Future of Transit in Our Region

Presenting the Alternatives: Public Meetings

• NORTH LAUREL COMMUNITY CENTER--MONDAY, AUGUST 21, 2017
• NON-PROFIT CENTER OF HOWARD COUNTY--WEDNESDAY, SEPTEMBER 13, 2017
• GEORGE HOWARD BUILDING--MONDAY, SEPTEMBER 18, 2017
• ANNE ARUNDEL COMMUNITY COLLEGE AT ARUNDEL MILLS MALL--TUESDAY, SEPTEMBER 12, 2017
• Welcome
• What is the Central Maryland Transit Development Plan?
• Where we are in the process
• Overview of transit alternatives
• Visit stations & provide input to staff
A plan addressing:

• the area’s transit goals and objectives

• current status of transit services

• steps to implement objectives in next 3 to 5 years

This presentation focuses on Howard County portion of the Regional Transportation Agency (RTA)
• Preparation Partners
  • Anne Arundel County
  • Howard County
    • Northern Prince George’s County
    • City of Laurel
    • RTA
    • Maryland Transit Administration

• TDP must be endorsed by elected officials (HC, AAC)
**Project Schedule**

- Identify transit goals/objectives
- Evaluate existing services
- Collect public input on needs
- Identify transit issues & opportunities
- Develop service & organizational alternatives
- Collect public input on alternatives
- Refine recommendations-September
- Develop draft plan-October-November
- Collect input from elected officials & public on draft plan-December/January
- Complete final Transit Development Plan-January 2018
• Make transit a choice, not an option of last resort

• Revise routes to meet current needs
  • Most have not been reassessed since the 1990s
  • Recommend new route options to serve locations not currently served

• Deliver good transit service to multiple user groups
• 15 bus routes (6 Ho Co, 3 AA Co, 2 PG Co, plus 4 regional)

• Mobility service for persons with disabilities & older adults (age 60+)

• Key destinations: Arundel Mills, BWI Airport, Columbia Mall, Towne Centre at Laurel, College Park Metro Station, MD Food Center, Odenton MARC Station

### 2016 Fixed Route Boardings. Total 1.3 million

<table>
<thead>
<tr>
<th>Howard County (62%)</th>
<th>Rest of Service Area (38%)</th>
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<tbody>
<tr>
<td>804,657</td>
<td>498,873</td>
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Number of Boardings

Existing System
Existing System

Tri-County Service Area

Howard County Routes
Existing System – FY 2018 Budget, Funding

- RTA Total: $16,441,536
- Howard County Share: $11,843,525
- Other Partners: $4,598,010
- Howard County Share: $11,843,525
- Revenue: $984,320
- Grants: $2,764,984
- General Fund: $8,094,221
Biggest Issues for the RTA
Fixed Route System

- Old fleet - missed trips, breakdowns
- Long, circuitous routes - don’t get people where they need to go quickly; to jobs, shopping
- Infrequent service (mostly 1 hour headways, some 2 hours)
- Very limited weekend service, esp. Sunday
- Budget, costs, cost recovery
  - High proportion of budget devoted to paratransit
What do riders want?

• Reliable service (on time, minimal breakdowns)
• More frequent buses (shorter wait times)
• More weekend service
• Connections to more places people need to go (esp. work, shopping, school)
**Plan elements**

- More short routes versus fewer longer routes (14 vs 9)
- Straighter routes between destinations (e.g., uses 29, 100, 175)
- Focus on where most people need to go (work, shopping, school)
- Reduced travel times
- More frequent service; 30 min. headways on 4 key routes in Phase 1 vs 2 today)
- More weekend service
- Expansion routes - Elkridge, Clarksville, Turf Valley, APL, Maple Lawn (in Phase 2)
Phased approach

Phase 1 – 2018/2019
- Systemwide route reconfiguration – *all at one time*. 14 routes vs 9.
- Half-hour headways on 4 key routes
- Reduced travel times
- Significantly increased weekend service
- Annual operating cost increase – approx. $1.3 million
- Almost no loss in service
- Needs 3 more buses

Phase 2 - Implement over time
- Expansion routes - Elkridge, Clarksville, Turf Valley, APL, Maple Lawn
- More half hour headways
- Further weekend service increase
- Annual operating cost increase – approx. $2.3 million above Phase 1
- Needs 12 more buses
Plan Response
Example - 405

- Mall to Walmart: 35 mins versus 1 hour today (uses US 29)
- Expanded weekend hours
- Bi-directional service (versus current one-way loop; simpler, saves time)
- 403 picks up rest of service, including new courthouse
- Serve Lotte Plaza

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Existing Service
Proposed Service
• New 403 picks up rest of service, including service to new courthouse (mid-2021)

• New 403 would be a 50 minute circuit
Plan Response – Columbia to Gateway

- Mall to Gateway: 25 mins versus 53 mins today
- Reduces spans and headways to match current ridership
Plan Response – Route 1

- Supports Jobs
- Leola Dorsey Community Resource Center
- Half-hour service on southern half; northern half to Elkridge in Phase 2
Plan Response – Ellicott City to Snowden Square

- New route Ellicott City to East Columbia—from portions of 2 existing routes
- Connections to 7 other routes
- Connects 405/406 gap
- Supports jobs and major retail (2 Walmarts, 2 Targets)
- Run Time 45 to 50 mins
Plan Response Example - 201

- Extends service to Freetown Walmart.
- Discontinued service to ITT.
- Maintains connections at Cromwell Light Rail Station (LRS).
- Ride time between Arundel Mills Mall and Freetown Village will be 40 minutes.

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Existing Service

Proposed Service
• Route extends to Coca Cola facility.
• Ride time between Odenton MARC Station to Coca Cola facility will be approximately 50 minutes.
• Connect to Route 201 at Arundel Mills Mall.
Complete System – Phase 1
Complete System – Phase 1 vs Current

Current

Proposed

<table>
<thead>
<tr>
<th>Routes</th>
<th>407/Brown</th>
<th>408/Gold</th>
<th>409/Purple</th>
<th>501/Silver</th>
<th>503/E</th>
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</thead>
<tbody>
<tr>
<td>401/Green</td>
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<td>402/Blue</td>
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<td>403/Red</td>
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<td>404/Orange</td>
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<td>405/Yellow</td>
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<td>406/Red</td>
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<tr>
<td>407/Red</td>
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Legend:
- Robinson
- Nature Center
- Route
Complete System – Phase 2

Turf Valley
Catonsville
Elkridge
River Hill
APL/Maple Lawn
Expanded Coverage
Anne Arundel Co.

Routes:
- Annapolis to BWI/Arundel Mills
- Bowie to Cromwell LRS
- AACC to Fort Meade/NSA
- Crofton to Annapolis Mall

Flexible Routes:
- Patapsco LRS to Cromwell via MVA
- Patapsco Plaza to Glen Burnie District Court
- Riviera Beach to UM B-W Medical Center
- South Glen Burnie
- Crofton
New Vehicles

- 12 small buses in late Summer 2017
- 7 large buses in late 2017
- Purchase new replacement buses every year until all over-age buses have been replaced—Fiscal Year 2021
- Implement plan to replace vehicles when they have reached the end of their service life.
- Purchase vehicles for service expansions to coincide with the implementation of service.
- New fare collection system to support regional transfers
• System generally works well
• High level of service: price; ease of use; fleet quality
• Demand is increasing and will continue - aging population
• High cost to operate

High rider satisfaction
Riders want more
Paratransit Trip Trends

- Increased number of medical trips previously provided by others.
- Contractor paid by service hours. Fares increased to $2.50 & $3.00. Enforced. Fewer medical trips.
- RTA’s first year. Trip reservations per guidelines. Fleet issues.
- Many riders paid no fare.
- Contractor paid by trip, including late cancels/no shows.
- More rider suspensions. Reduction trips provided outside the service area.
- Fleet and service quality improvements.
FY 2018 Budget, Trips, Trip Cost

**Average Net Trip Cost to RTA**

<table>
<thead>
<tr>
<th>Service Type</th>
<th>Average Cost Per Trip</th>
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</thead>
<tbody>
<tr>
<td>Fixed Route</td>
<td>$6.85</td>
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<tr>
<td>Paratransit</td>
<td>$56.33</td>
</tr>
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</table>

**Shares of Trips: Fixed Route and Paratransit Service**

- **Fixed Route** (95%) 1,441,892
- **Paratransit** (5%) 83,048

**Paratransit Total:** $4,685,383 (39%)
- **ADA Paratransit:** $1,814,614 (15%)
- **General Paratransit:** $2,870,769 (24%)
- **Fixed Route:** $7,158,142 (61%)
## Plan elements

- Begin dialog with stakeholders
- Focus service on those who most need service
- Incentivize paratransit riders to use fixed route service
- Reduce general paratransit (GPT) costs as a share of the budget
Incentivize paratransit riders to use fixed route service

- Free fixed route fares to seniors, GPT riders under 65 with medical condition
- Better fixed routes
- Better bus stop facilities

Increase fares, e.g., from $2.50 to $4.00 for ADA, $5.00 for GPT

Raise “senior” age from 60 to 65

Rider education, trip training – how to use the system

GPT Service adjustments

- Reduce number of trips – e.g., limit number of individual trips per month (currently one round-trip per day)
- Redirect some trip types if fixed route is available
- Limit origins and destinations, e.g., limit service in western Howard County; provide service to Baltimore 2 days/week versus current 3.
- Hours: 9 am to 4 pm, currently 8 -5

Use vouchers/subsidies in lieu of providing RTA trips. Use on-demand/taxis for share ridesharing

Reduce /eliminate/restructure current $320,000 annual subsidy to human service providers. (study underway)

Improve service productivity by RTA (passengers per hour)
• Pursue increase in State operating and capital funds
• Bus fleet improvements
• Bus rapid transit
• Consistent fare structure
• Improve fare collection – support regional transfers
• First mile, last mile - Deviation – on-demand service, or ridesourcing (e.g., Lyft, Uber)
  • Pilot Project

• Bus stop improvements
• Downtown Transit Center
• Downtown circulator
• Driver training/customer service
• Improve website/information sharing
Next Steps – Implementation

December 2017 /January 2018

Review/Endorsement by Howard & Anne Arundel County Councils

Gauge support level, fleet status

February to May/ June 2018

Prepare to implement TDP Phase 1
includes route testing, timetables, signs, route-specific public hearings

Summer/Fall 2018

Implement
Please visit our stations for more info & to provide additional input:

• Station 1 – Proposed changes for Route 200 series.
• Station 2 – Proposed changes for Route 300 series.
• Station 3 – Proposed changes for 400 series.
• Station 4 – Proposed changes for 500 series.
• Station 5 – Options for paratransit services.
• Visit project website: http://www.kfhgroup.com/centralmd/transitplan.html

• Public meetings in August 2017 & September 2017

• Fill out comment card or email input

• Contact project managers at 301-951-8660
  ➢ Fred Fravel: ffravel@kfhgroup.com
  ➢ Jason Quan: jquan@kfhgroup.com
Questions?
# Fares Summary as of 2017

<table>
<thead>
<tr>
<th>Trip Type</th>
<th>One way</th>
<th>Transfers</th>
<th>Daily Pass</th>
<th>Monthly Pass</th>
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<tbody>
<tr>
<td><strong>Fixed route</strong></td>
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</tr>
<tr>
<td>Howard County</td>
<td>$2.00</td>
<td>Free</td>
<td>Not offered</td>
<td>$47, 16¹</td>
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<tr>
<td>Anne Arundel County,</td>
<td>$2.00</td>
<td>Not offered</td>
<td>$5.00 /$2.50¹</td>
<td>$60, $40, $30</td>
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<tr>
<td>Prince George’s, Laurel ²</td>
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<tr>
<td><strong>Paratransit</strong></td>
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<tr>
<td>Howard County</td>
<td>$2.50</td>
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<tr>
<td>Anne Arundel County,</td>
<td>$4.00</td>
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<tr>
<td>Prince George’s, Laurel ²</td>
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¹ Senior, disabled, student discount
² 203 (M) route
Plan Response – Ellicott City to Snowden Square

Connections to 7 other routes
Fixed Route Service Satisfaction

- Frequency of Bus Service
- Hours of Bus Service
- Areas Served by Bus Service
- Bus Running On-Time
- Saturday Service
- Sunday Service
- Availability of Schedule Information
- Sense of Security on Buses/at Stops
- Cost of Bus fare
- Cleanliness of Buses and Stops
- Courtesy/Friendliness of Bus Drivers
- Customer Service and Information
- Reliability and Condition of Vehicles
- Overall Service

Chart showing satisfaction levels for various aspects of fixed route service.
Bus Rapid Transit

- Ongoing planning with Montgomery County and State
- Late 2017
  - Ridership analysis
  - Physical constraints assessment
Preliminary recommendations completed in August

• Route physical constraints
• Relation to proposed TDP services
• Explore longer-term transit potential—e.g. Downtown Columbia & Gateway redevelopment
• Opportunity costs of transitway versus other transit needs