Your Transit Future 2022

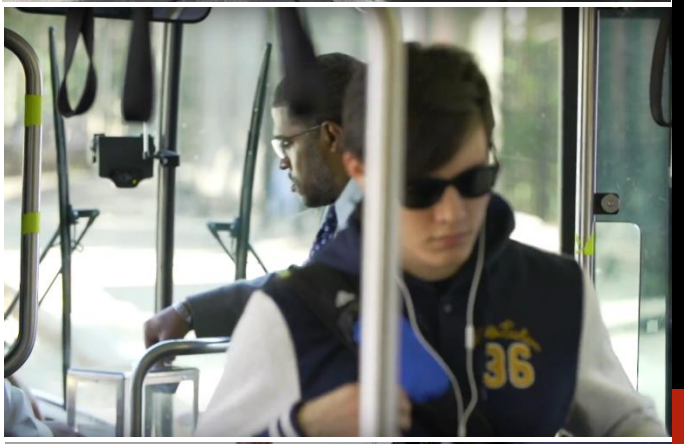
Transit for Central Maryland

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*



Anne Arundel County

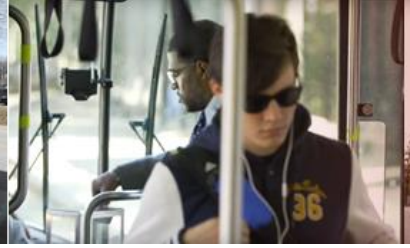
Howard County

Prince George's County

City of Laurel

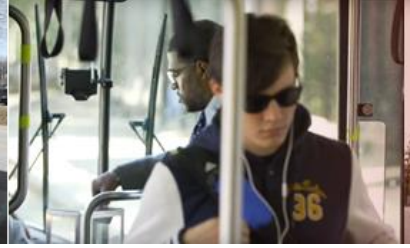
Regional Transportation Agency of Central Maryland

MTA Maryland



Agenda

- 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

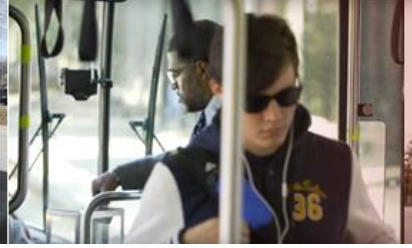


What is the Central MD Transit Development Plan?

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

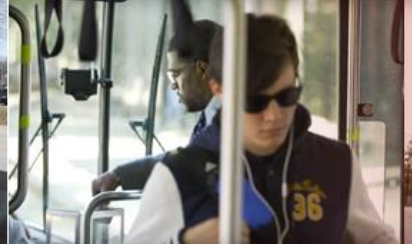
This presentation focuses on Howard County portion of the Regional Transportation Agency (RTA)



Preparation, Approval

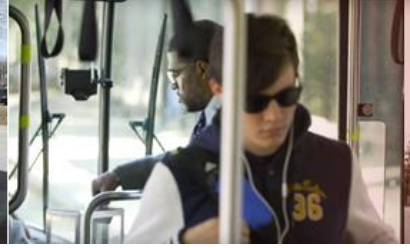
- Preparation Partners
  - **Anne Arundel County**
  - **Howard County**
  - Northern Prince George's County
  - City of Laurel
  - RTA
  - **Maryland Transit Administration**

- TDP must be endorsed by elected officials (HC, AAC)



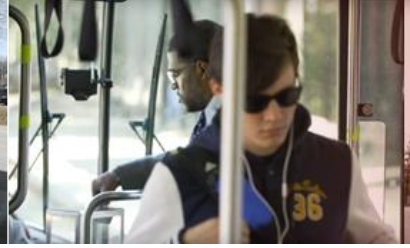
Project Schedule

- 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



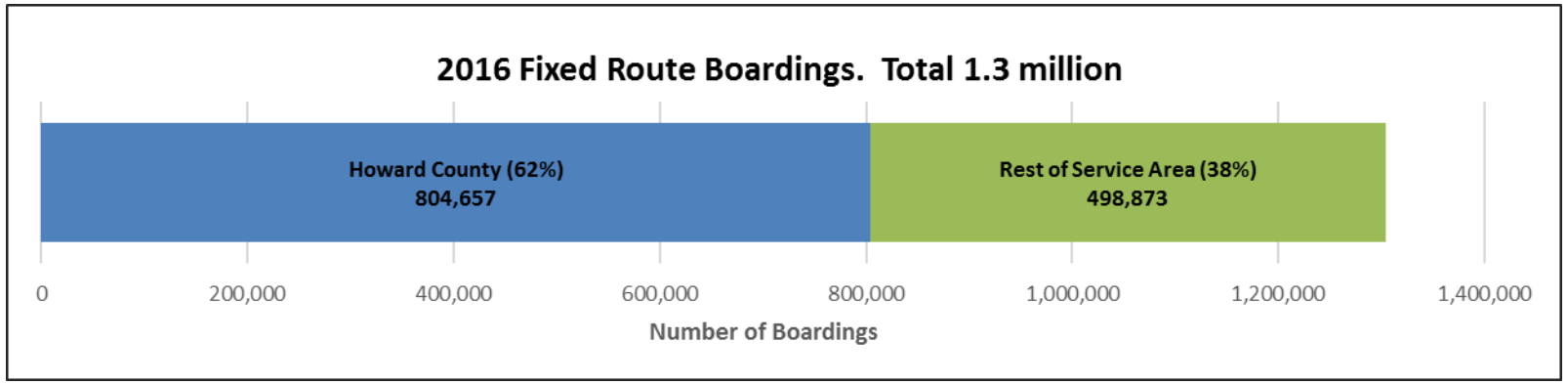
Goals

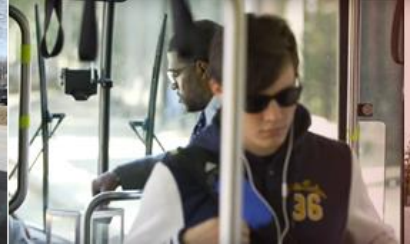
- Make transit a choice, not an option of last resort
- Revise routes to meet current needs
  - Most have not been reassessed since the 1990s
  - Recommend new route options to serve locations not currently served
- Deliver good transit service to multiple user groups



Existing System

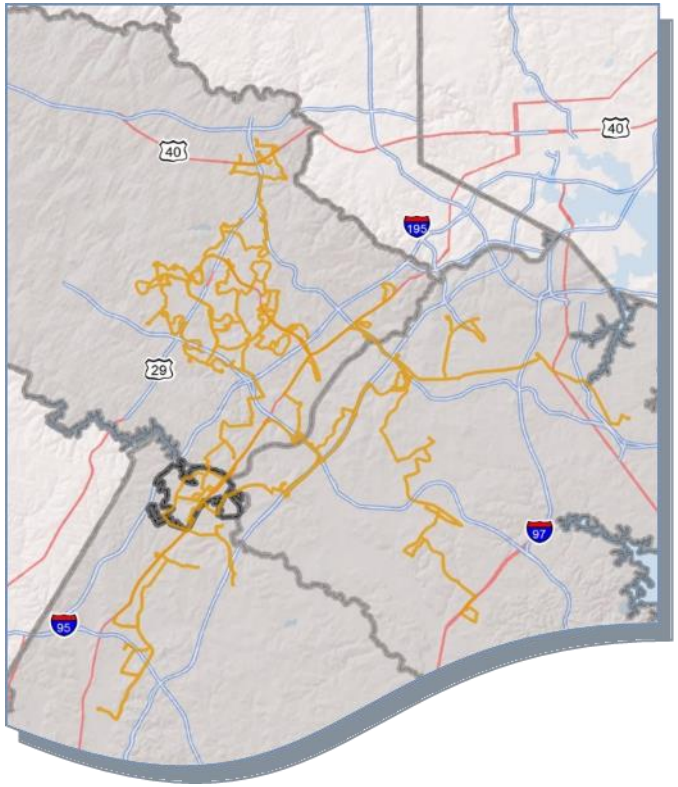
- 15 bus routes (6 Ho Co, 3 AA Co, 2 PG Co, plus 4 regional)
- Mobility service for persons with disabilities & older adults (age 60+)
- Key destinations: Arundel Mills, BWI Airport, Columbia Mall, Towne Centre at Laurel, College Park Metro Station, MD Food Center, Odenton MARC Station



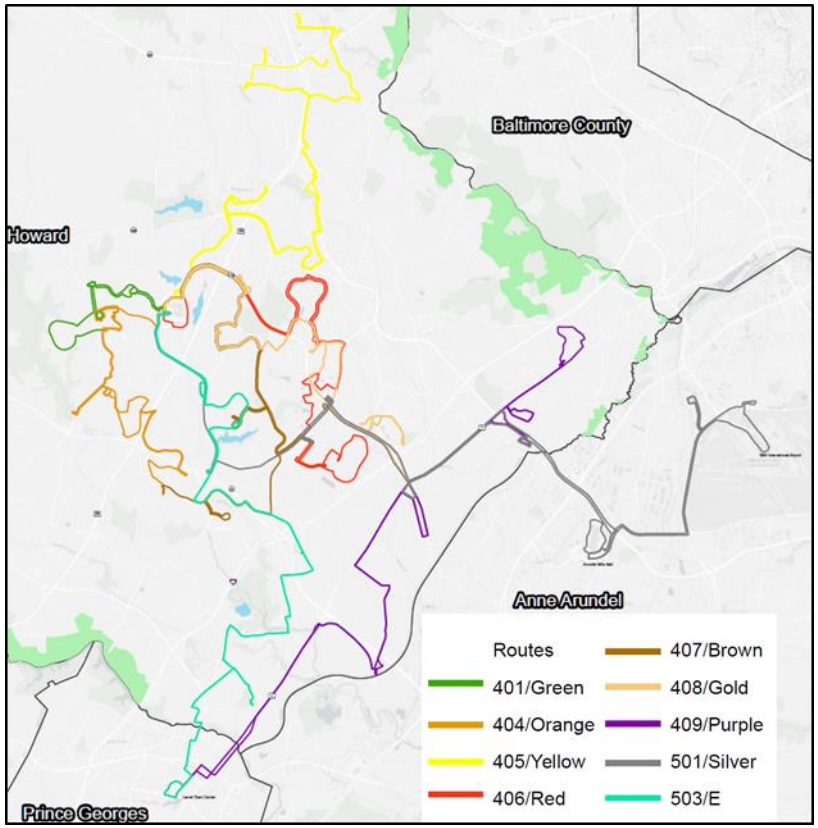


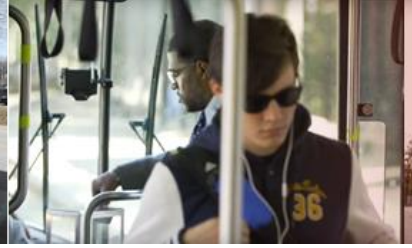
Existing System

Tri-County Service Area

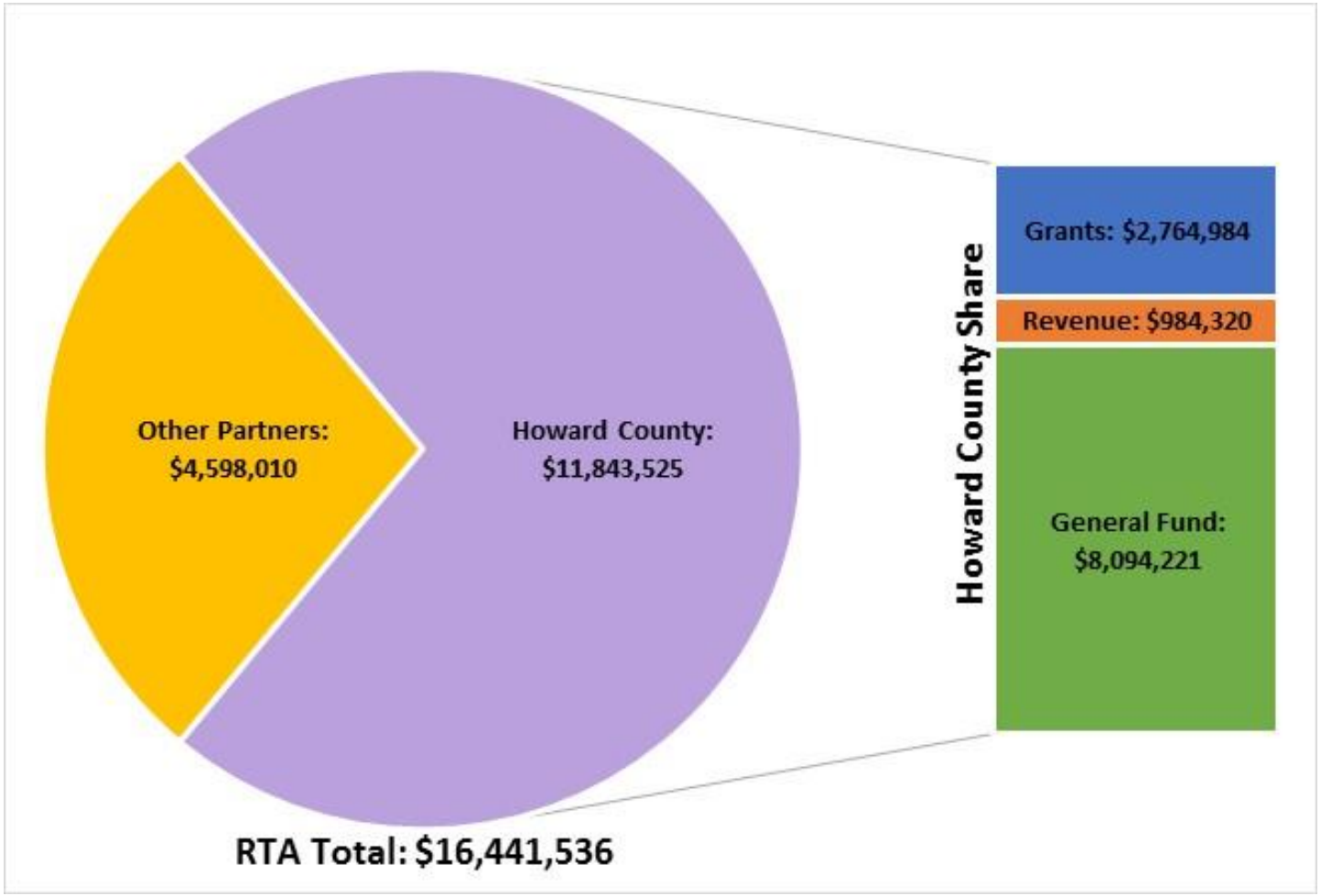


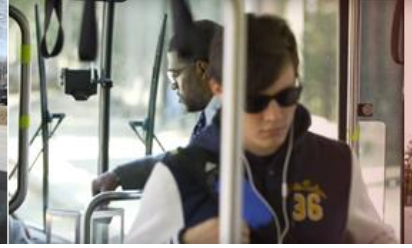
Howard County Routes





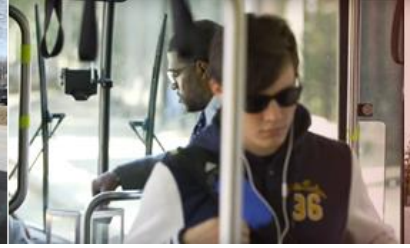
Existing System – FY 2018 Budget, Funding





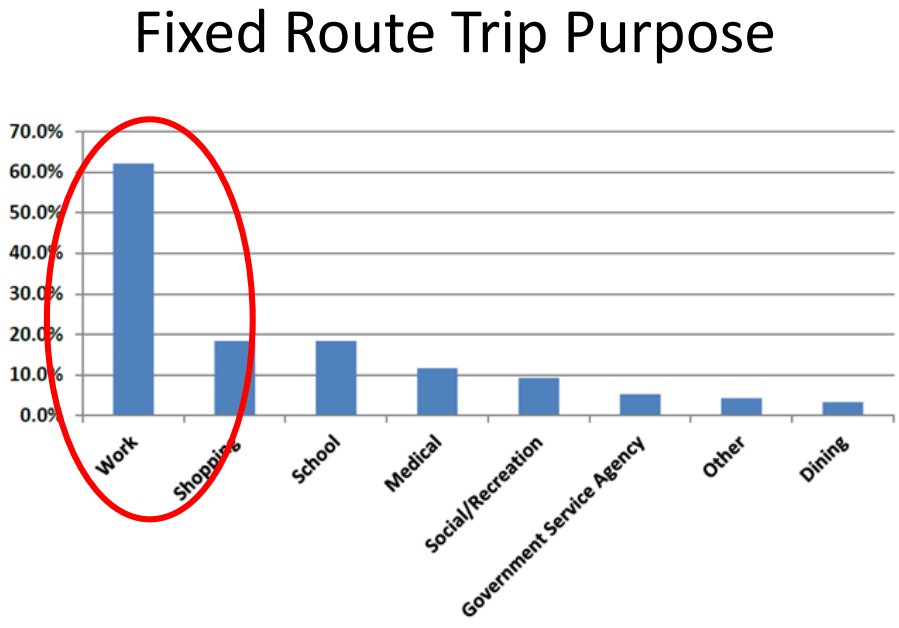
Biggest Issues for the RTA Fixed Route System

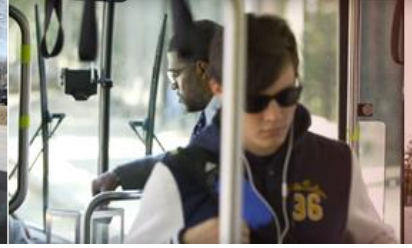
- Old fleet - missed trips, breakdowns
- Long, circuitous routes - don't get people where they need to go quickly; to jobs, shopping
- Infrequent service (mostly 1 hour headways, some 2 hours)
- Very limited weekend service, esp. Sunday
- Budget, costs, cost recovery
  - High proportion of budget devoted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



What do riders want?

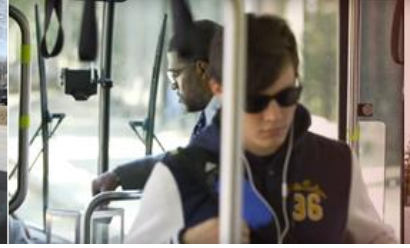
- Reliable service (on time, minimal breakdowns)
- More frequent buses (shorter wait times)
- More weekend service
- Connections to more places people need to go (esp. work, shopping, school)





Plan Response

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)



Plan Response

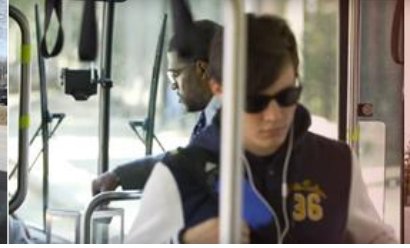
Phased approach

Phase 1 – 2018/2019

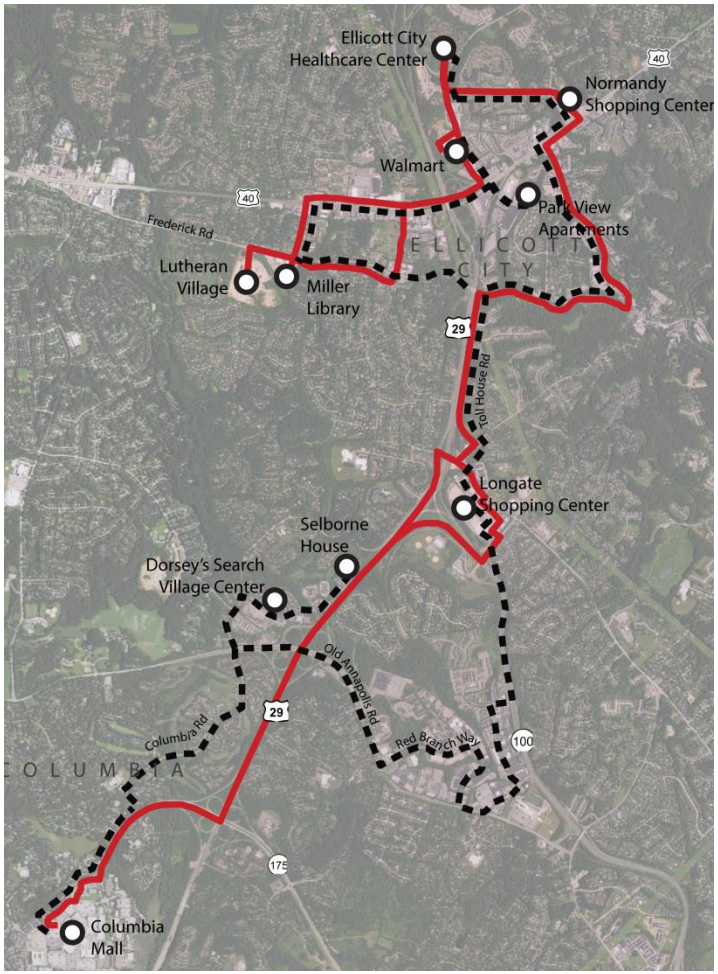
- Systemwide route reconfiguration – *all at one time.* 14 routes vs 9.
- Half-hour headways on 4 key routes
- Reduced travel times
- Significantly increased weekend service
- Annual operating cost increase – approx. $1.3 million
- Almost no loss in service
- Needs 3 more buses

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



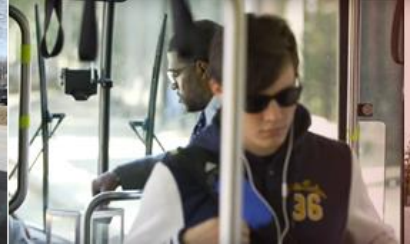
Plan Response Example - 405



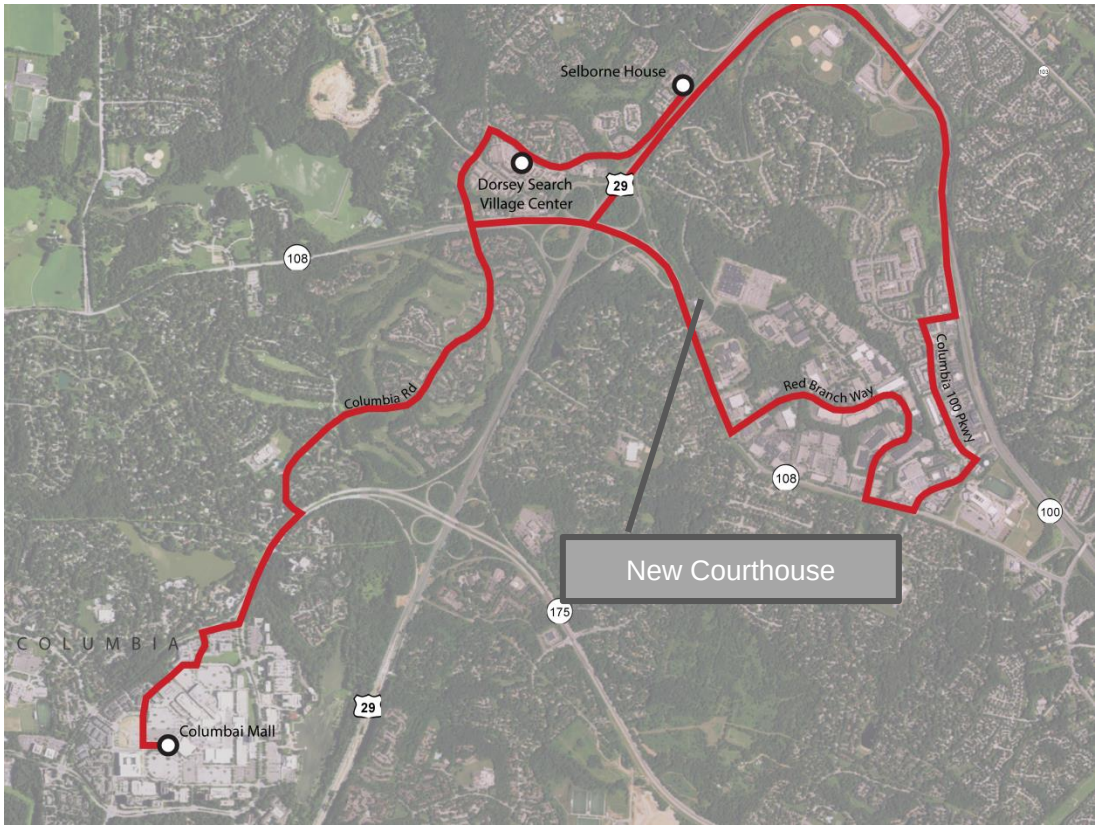
- Mall to Walmart: 35 mins versus 1 hour today (uses US 29)
- Expanded weekend hours
- Bi-directional service (versus current one-way loop; simpler, saves time)
- 403 picks up rest of service, including new courthouse
- Serve Lotte Plaza

Existing Service

Proposed Service



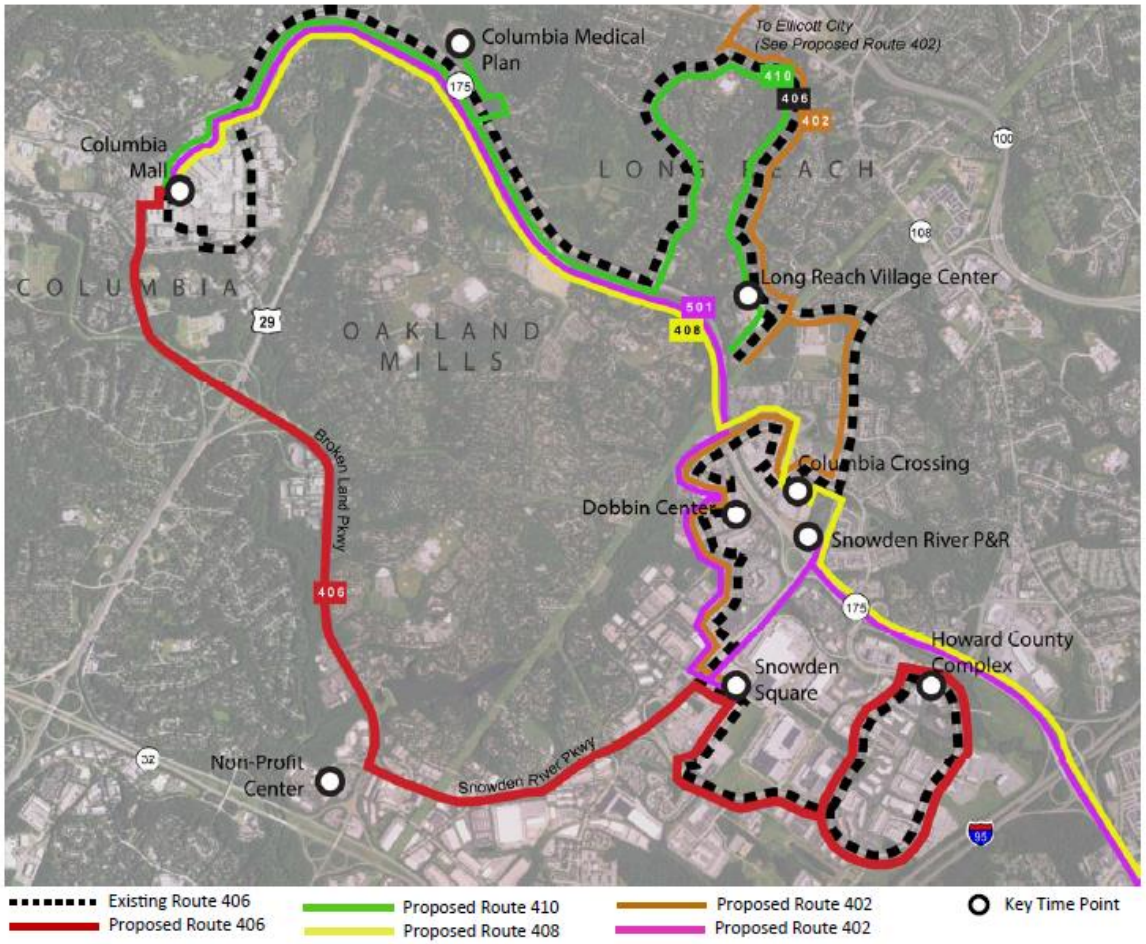
Plan Response Example - 403



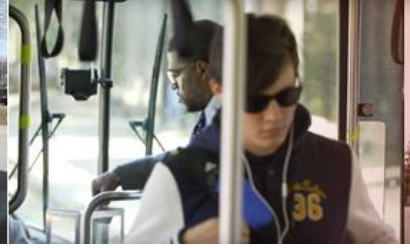
Proposed Service

- 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

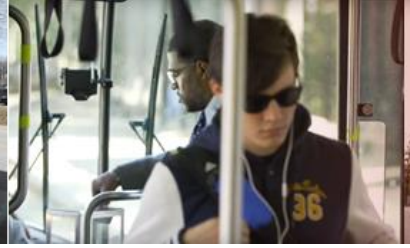


- Mall to Gateway: 25 mins versus 53 mins today
- Reduces spans and headways to match current ridership



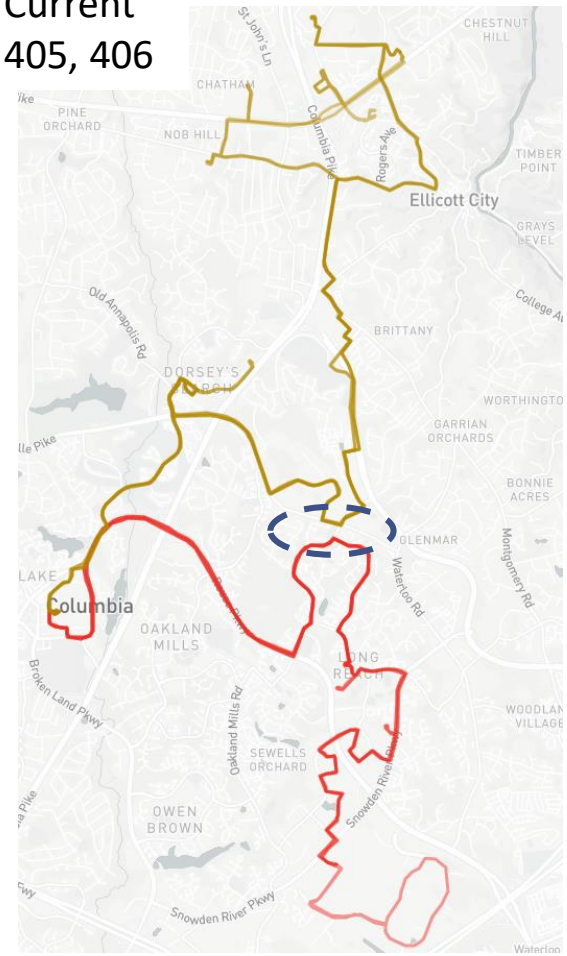
Plan Response – Route 1

- Supports Jobs
- Leola Dorsey Community Resource Center
- Half-hour service on southern half; northern half to Elkridge in Phase 2

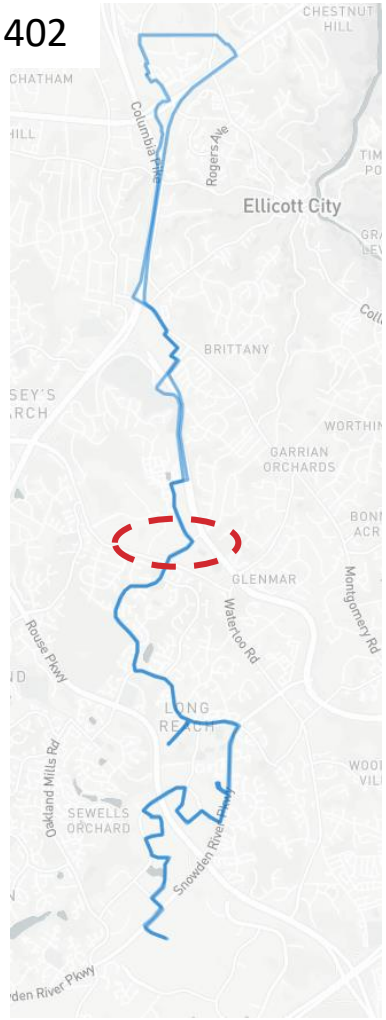


Plan Response – Ellicott City to Snowden Square

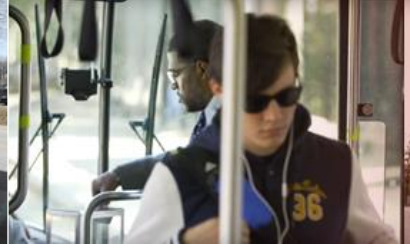
Current
405, 406



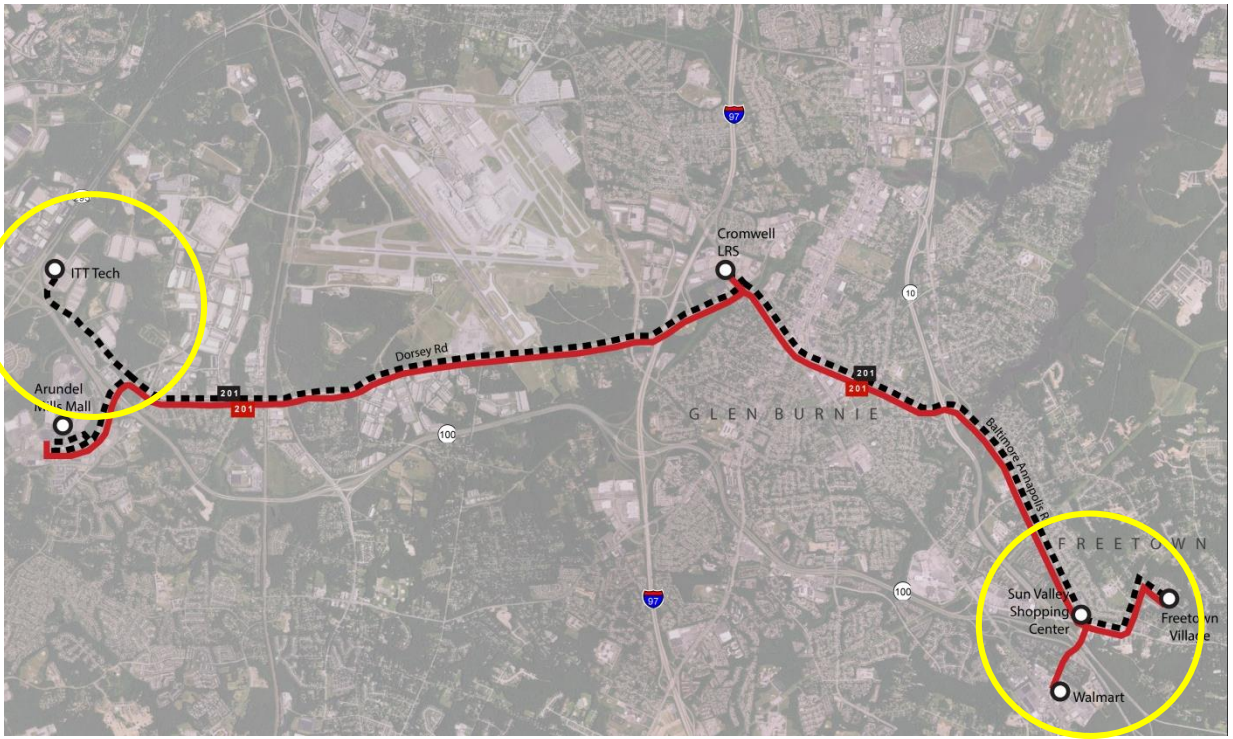
Proposed 402



- 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



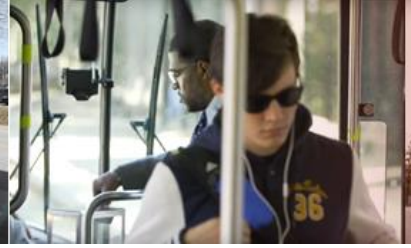
Plan Response Example - 201



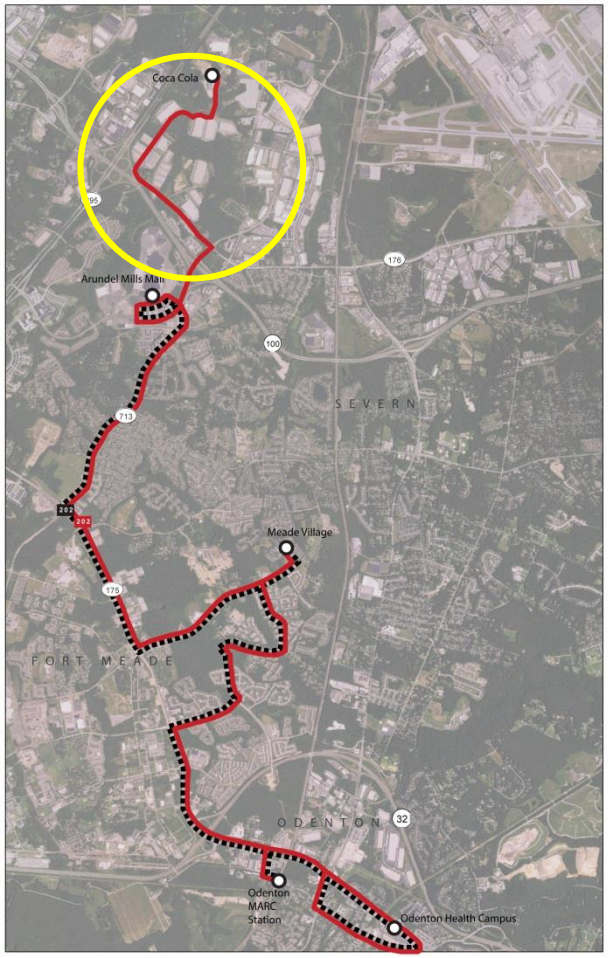
Existing Service

Proposed Service

- 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.



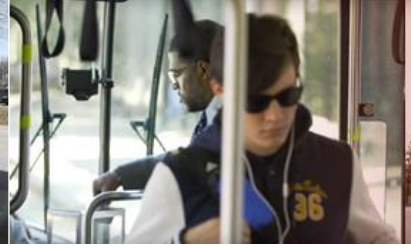
Plan Response Example - 202



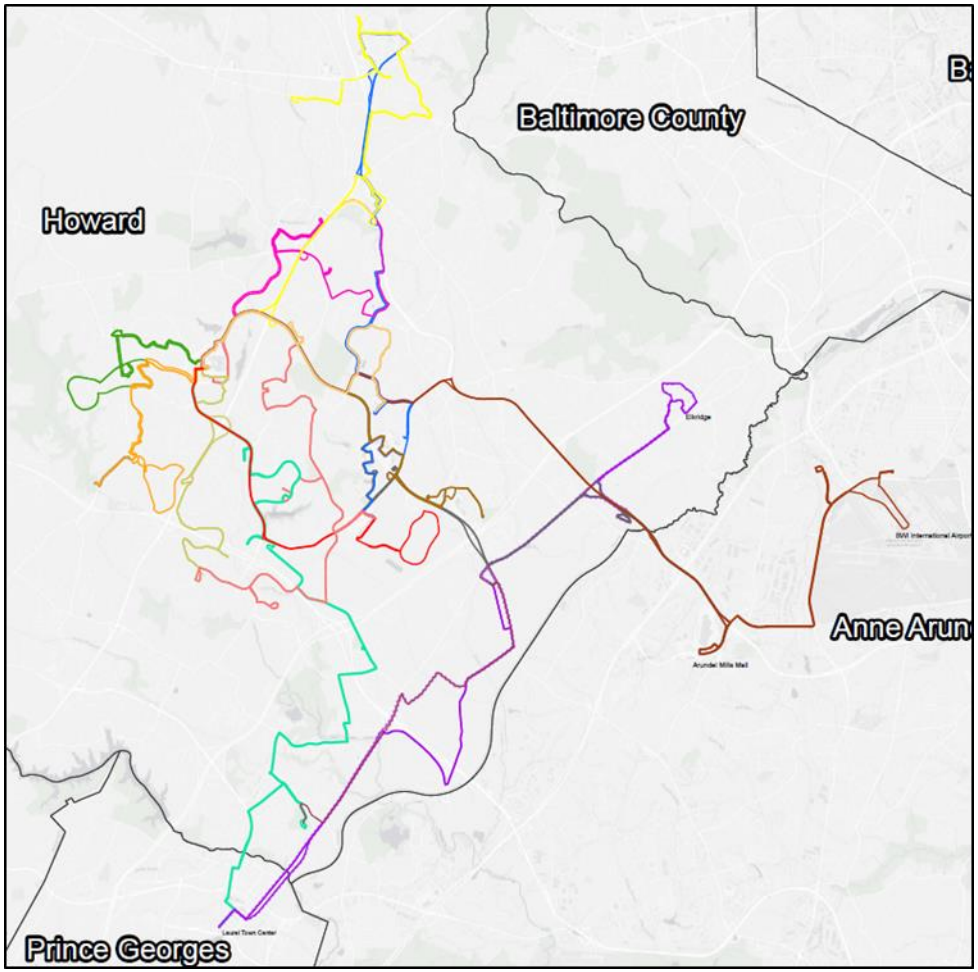
- Route extends to Coca Cola facility.
- Ride time between Odenton MARC Station to Coca Cola facility will be approximately 50 minutes.
- Connect to Route 201 at Arundel Mills Mall.

Existing Service

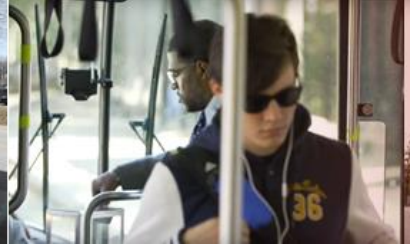
Proposed Service



Complete System – Phase 1

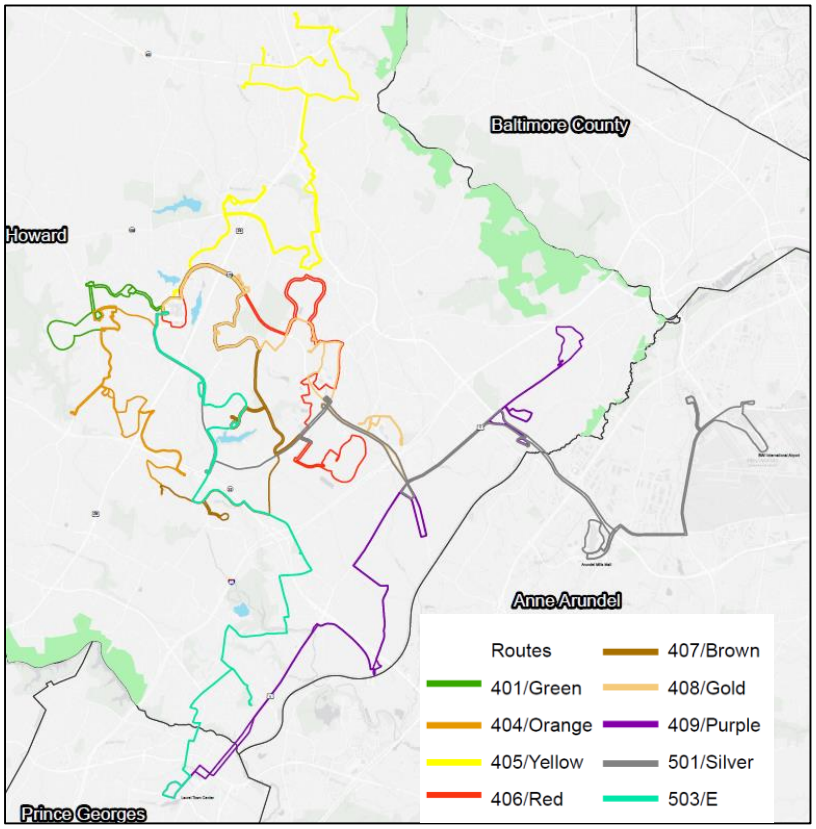


408
401 409
402 409 B
403 410
404 411
405 501
406 503
407 505
Robinson Nature Center Route

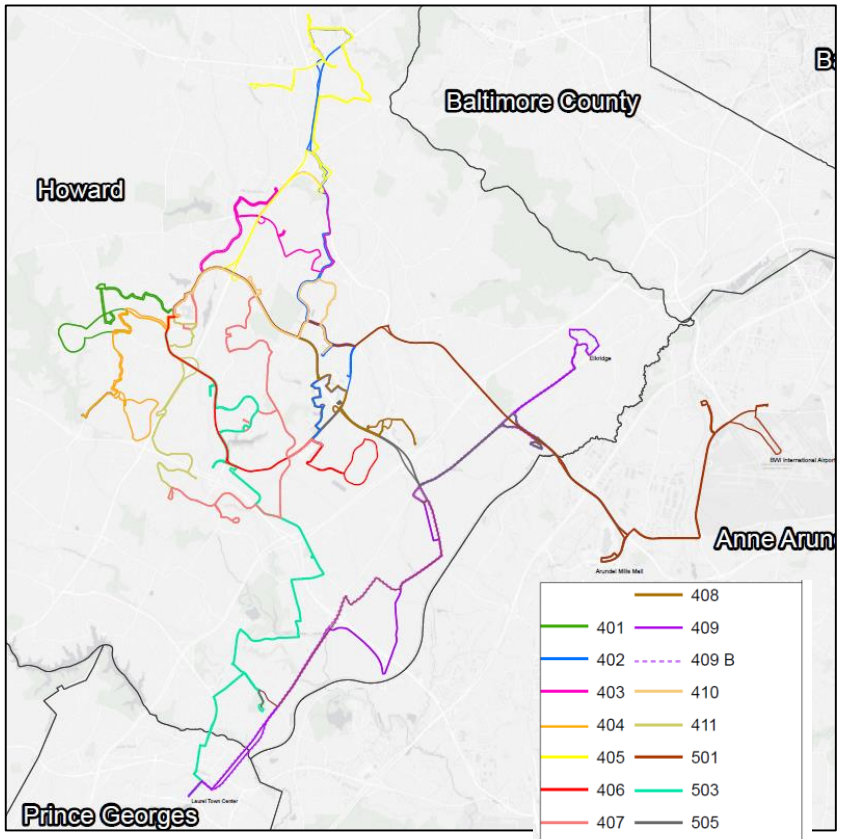


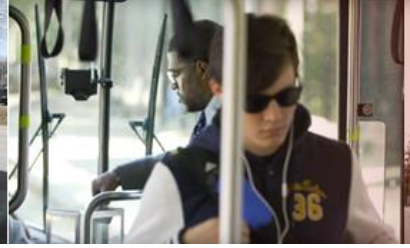
Complete System – Phase 1 vs Current

Current

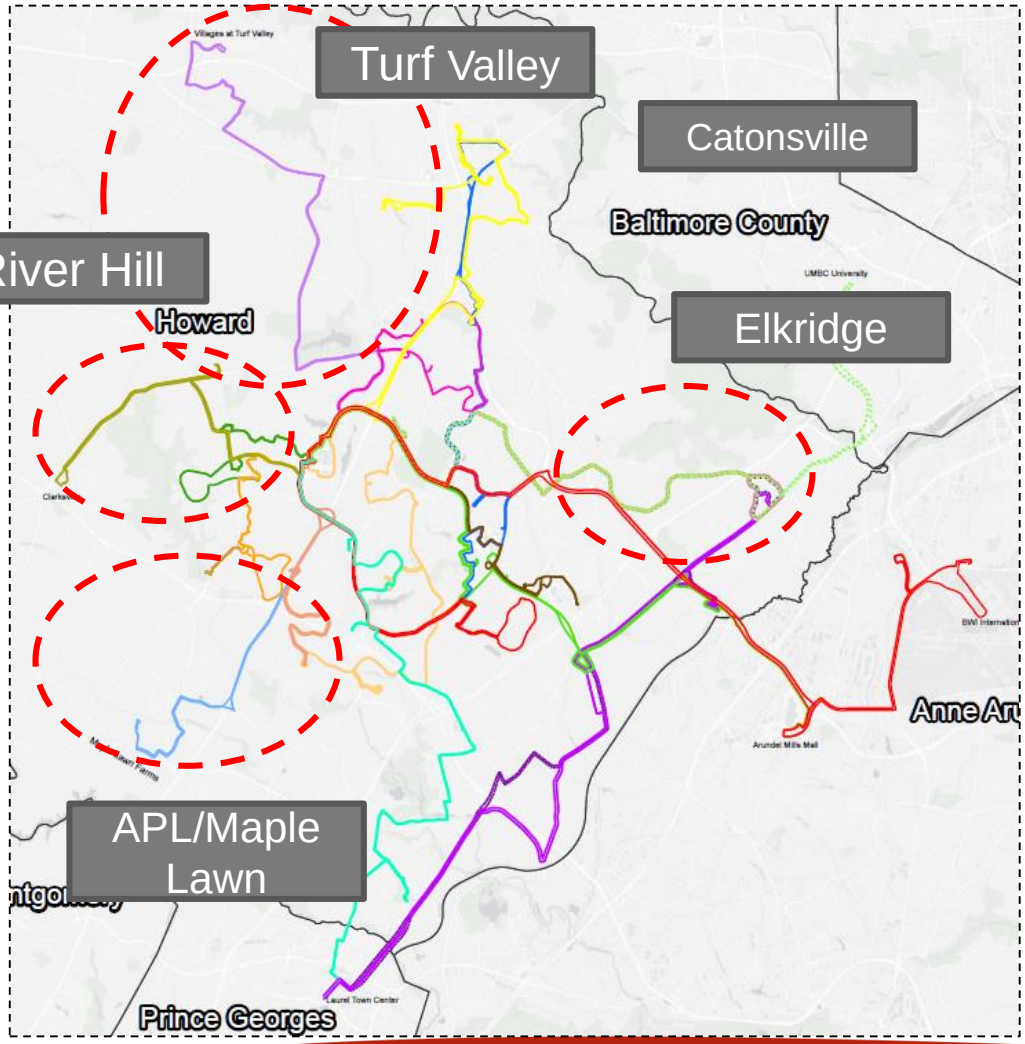


Proposed



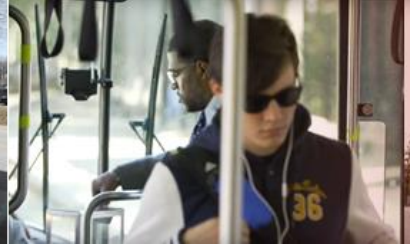


Complete System – Phase 2

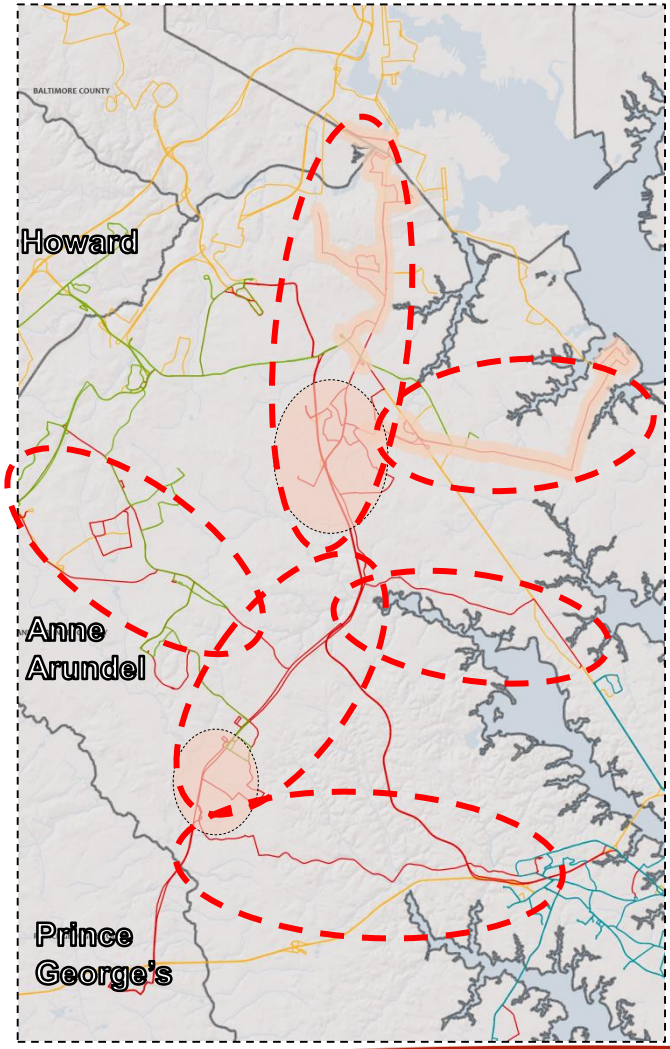


Expansions

- 401
- 402
- 403
- 404
- 405
- 406
- 407
- 408
- 409
- 409 B
- 410 Expansion to Elkridge
- 410 Expansion to UMBC
- 411
- 412 Expansion to Clarksville
- 410 Expansion to Villages at Turf Valley
- 414 expansion to Maple Lawn Farms
- 501
- 503
- 505
- Robinson Nature Center Route



Expanded Coverage Anne Arundel Co.

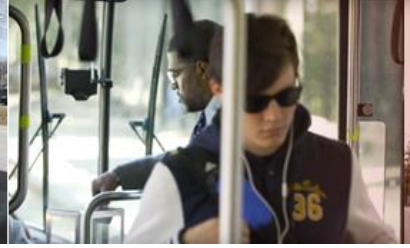


Routes:

- 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

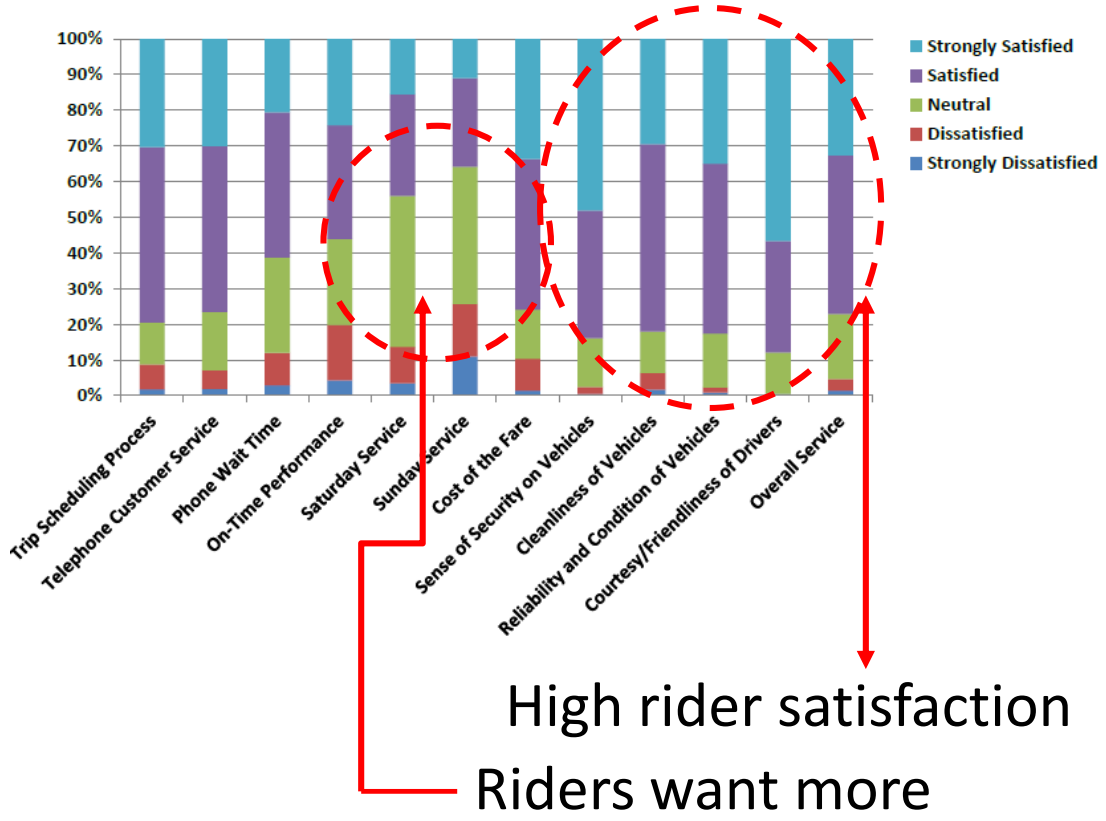


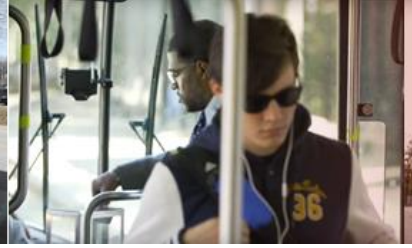
New Vehicles

- 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

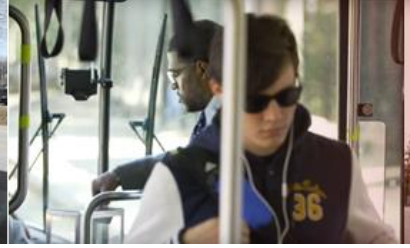
Paratransit

- 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

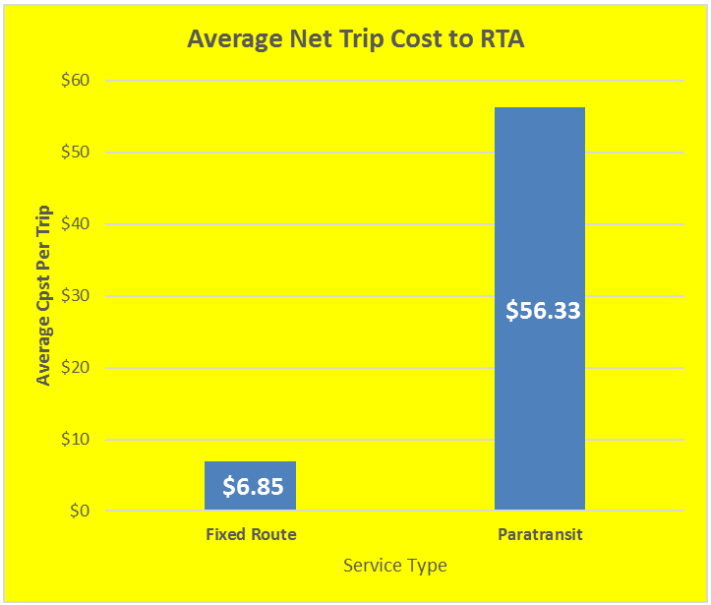


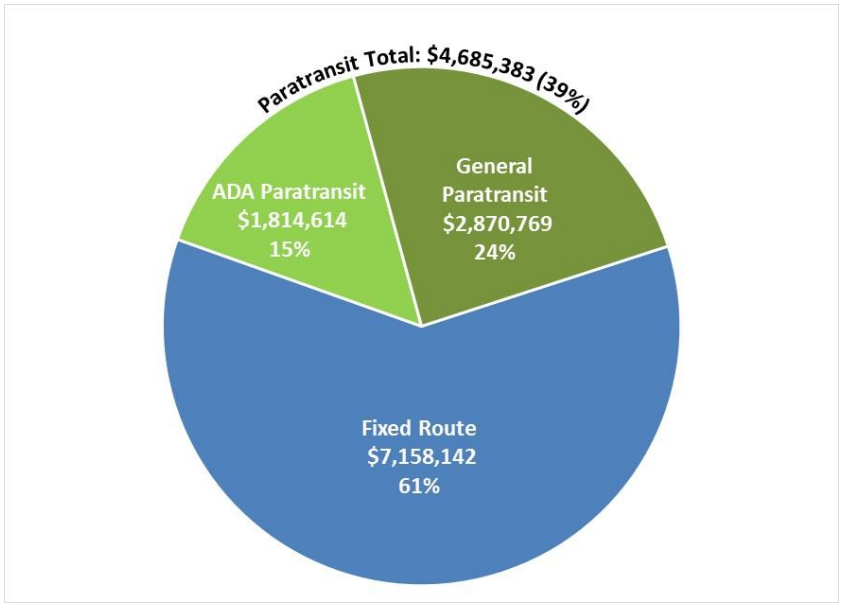


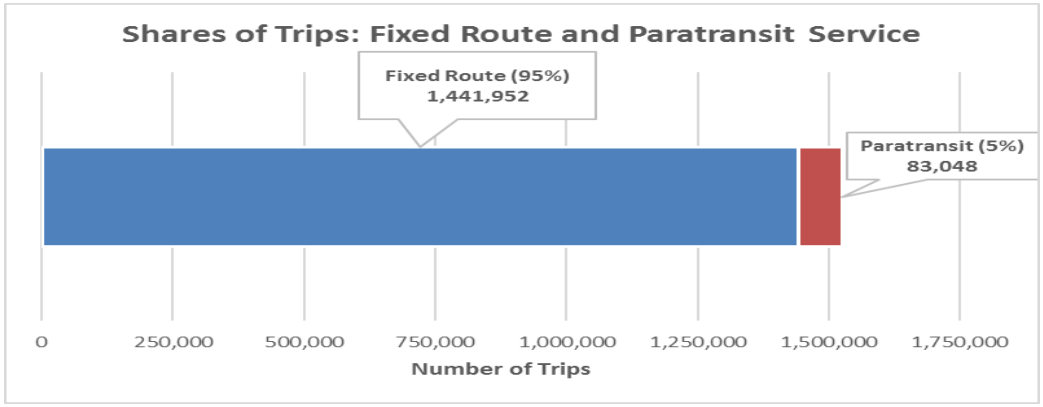
Paratransit Trip Trends

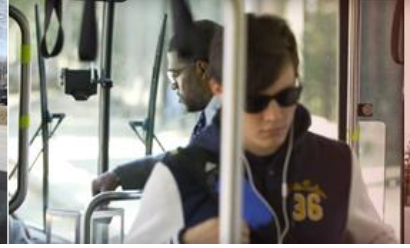


FY 2018 Budget, Trips, Trip Cost



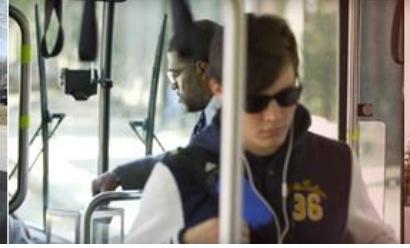






Plan Response – Paratransit

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



Paratransit demand management / cost reduction/ revenue increase options

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

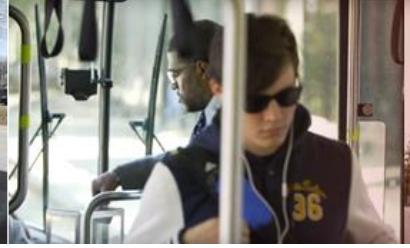
GPT Service adjustments

- 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

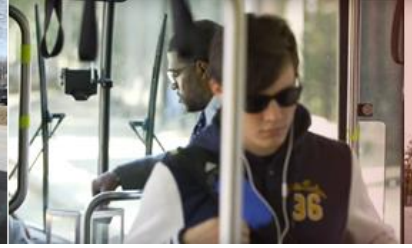
Reduce /eliminate/restructure current $320,000 annual subsidy to human service providers. (study underway)

Improve service productivity by RTA (passengers per hour)



Related initiatives next 3-5 years

- 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

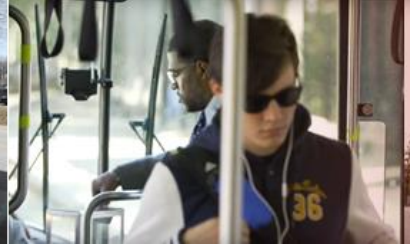
Gauge support level, fleet status

February to May/ June 2018

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

Summer/Fall 2018

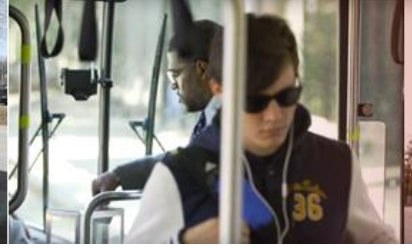
Implement



Stations

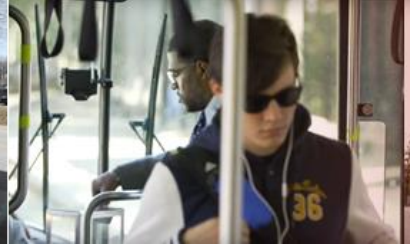
Please visit our stations for more info & to provide additional input:

- 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.

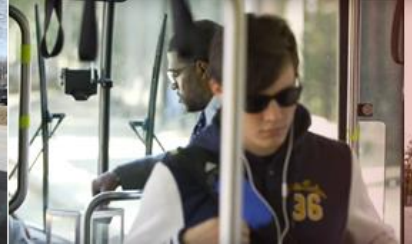


Your Input

- 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?



Fixed Route Riders

Figure 1-12: Annual Household Income

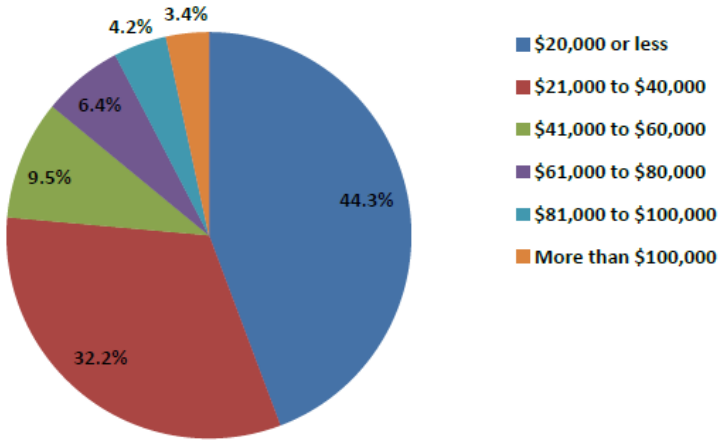
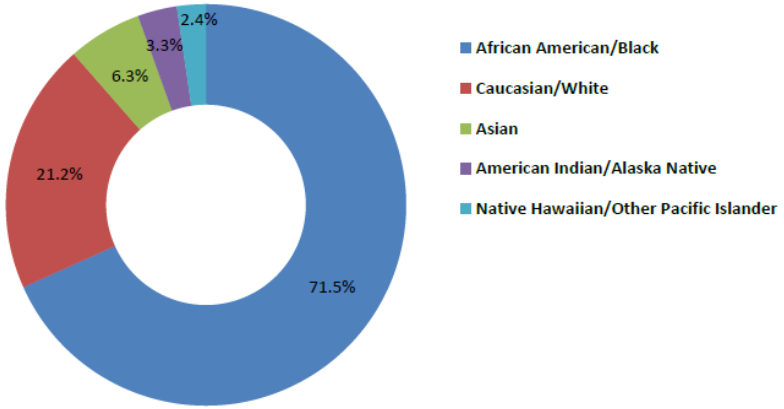
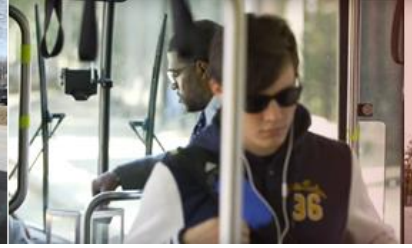


Figure 1-13: Ethnic Background



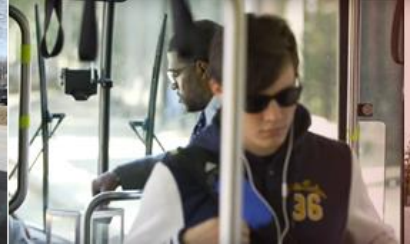


Fares Summary as of 2017

Trip Type	One way fare	Transfers	Daily Pass	Monthly Pass
Fixed route				
Howard County	$2.00	Free	Not offered	$47, 16[1]
Anne Arundel County, Prince George's, Laurel [2]	$2.00	Not offered	$5.00 /$2.50[1]	$60, $40, $30
Paratransit				
Howard County	$2.50	Not applicable		
Anne Arundel County, Prince George's, Laurel	$4.00			

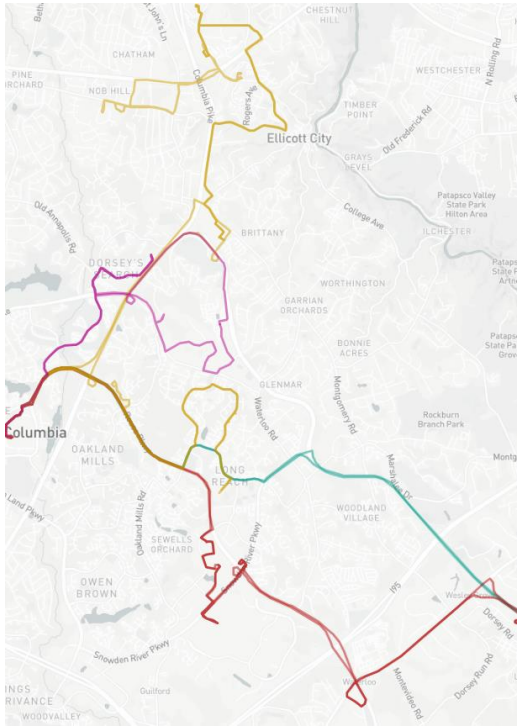
[1] Senior, disabled, student discount

[2] 203 (M) route

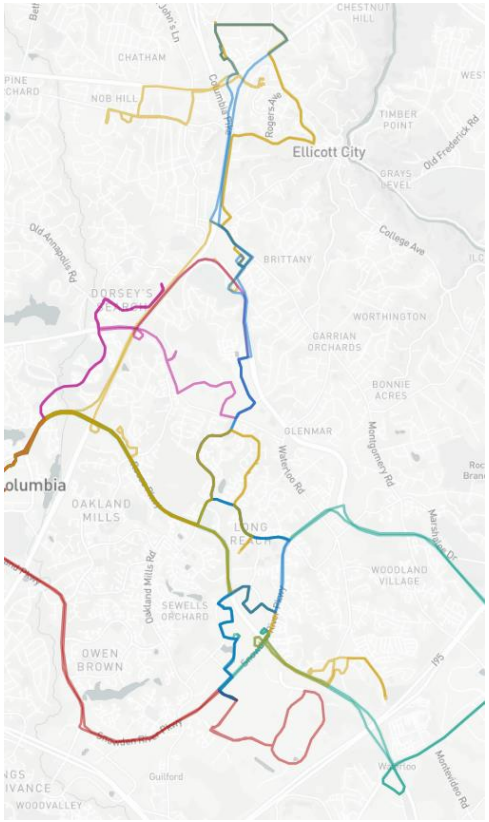


Plan Response – Ellicott City to Snowden Square

Current

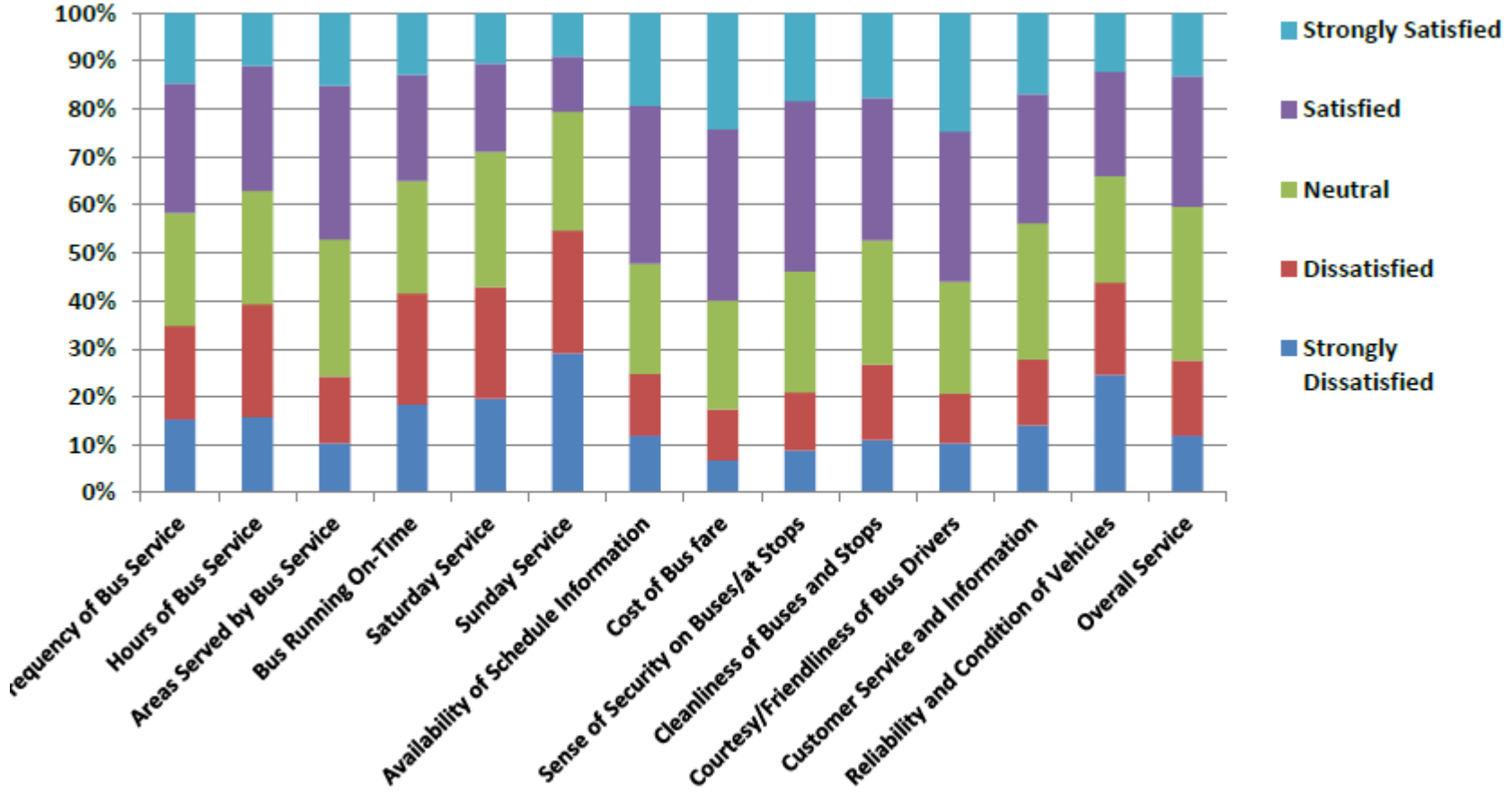


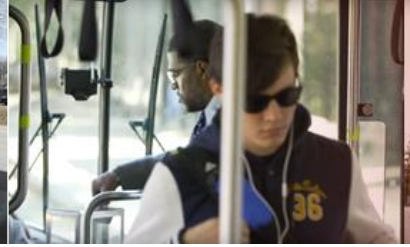
Proposed



Connections to 7 other routes

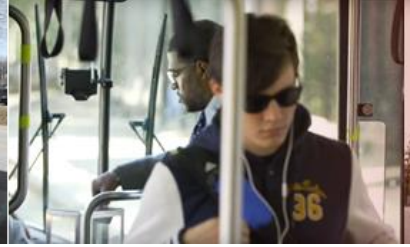
Fixed Route Service Satisfaction





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