Summary

The Transit Development Plan provides a policy framework to accomplish the following:

1. **Basic performance and service improvements for the existing transit system**
   - More buses to reduce older, unreliable buses that are outdated and expensive to maintain
   - Simpler fare structure
   - Better bus stops and bus shelters

2. **Bus routes system reconfiguration and service expansions within 18 months – after public hearings on specific proposals**
   - Routes that better align with riders’ needs.
   - More shorter routes versus fewer longer routes within the same service area; no one loses service.
   - Routes that are more direct and reduce travel times.
   - More weekend and evening service, shorter headways

3. **3 plus years vision for service expansions**
   - Local service to Maple Lawn (via APL); Elkridge (via Long Reach); River Hill (via HCPSS headquarters); Turf Valley
   - Bus Rapid Transit to Silver Spring.
   - Downtown Columbia to Gateway transit corridor

4. **Mobility**
   - Options to address the high cost and rising demand for demand-response services.
   - Ideas suggested to focus mobility services to where needs are greatest.
   - Discussions with affected communities beginning in spring/summer of 2018

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**Purpose:**

The Transit Development Plan (TDP) is a plan to implement short-term transit objectives within a 5-year horizon.
This TDP also includes longer-term transit concepts. The TDP is regional, covering portions of Anne Arundel, Howard, and Prince George’s Counties.

Public hearings are required before implementation - when details are finalized (routing, timetables)

**Routes**

*Phase 1*

- More shorter routes, fewer longer routes. Overall, 14 proposed routes versus 9 today.
- Current: 9 routes: 6 entirely within Howard County and 3 regional. Proposed: 14 routes: 10 entirely within Howard County and 4 regional.
- Half-hour headways on 4 key routes, Monday through Saturday during daytime hours.
• Increased weekend service.
• More service overall. Approximately 132,400 annual service hours in Phase 1, versus approximately 109,500 today.
• Reduced travel times on many routes, e.g., 405 (Columbia Mall to Ellicott City) 406 (Columbia Mall to Colombia Gateway
• Almost no loss in service. Three stops only out of 500; all on the 408; at Millrace Ct., Long Reach High School, and at Carriage House Lane. Nearest stops will be between approximately 500 to 1,000 feet away.
• Objective is to implement in winter/spring 2019.
• Annual operating cost increase: $1.3 million ($9.6 million vs. $8.3 million).

Phase 2

• Expand service to areas not currently served: Maple Lawn (via APL); Elkridge (via Long Reach); River Hill (via HCPSS headquarters); Turf Valley. Catonsville (with MTA, Baltimore County support).
• More service overall; more routes, more routes with half hour frequency, more weekend service. Approximately 171,788 annual service hours.
• Timing of expansions— dependent on funding and community interest/support.

Fleet

• Continue to bring fleet to state of good repair, eliminate over age vehicles, and provide for adequate spares— to provide reliable service
• Phase1 routes implementation would require 3 additional buses (covered under 13 new buses currently on order). Implementation of Phases 1 and 2 and elimination of over-age vehicles by FY 2023 would require 17 buses in addition to the 13 currently on order.

Mobility Services (ADA and General Paratransit)

• TDP identifies options to address the high cost and rising demand for demand-response services, but includes no specific proposals for immediate implementation. Recommends discussions with affected communities beginning in spring/summer of 2018.
• Ideas suggested to focus mobility services to where needs are greatest, encourage paratransit riders to use fixed routes, and ensure long-term program financial stability. Begin community discussion in spring/summer 2018.
• Examples of ideas: more use of taxicab services; free fares for seniors/disabled on fixed routes, raise senior age from 60 to 65.

Future Services

• Bus Rapid Transit to Burtonsville/Silver Spring.
• Downtown Columbia to Gateway transit corridor.
• Downtown Columbia shuttle.

Regional Transportation Agency (RTA) service and facility improvements

• Driver training/customer service.
• Real time bus tracking on mobile devices (RouteShout).
• Downtown Columbia Transit Center.
• Marketing and branding to improve/increase name recognition.
• Consolidated fare structure.
• Electronic fare media.
• Bus stop/shelter improvements.
<table>
<thead>
<tr>
<th>Route</th>
<th>Serving</th>
<th>Route Versus Current</th>
<th>Benefits/ Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>401</td>
<td>Columbia Mall to Clary’s Forest</td>
<td>Same</td>
<td>More half-hour service for successful route midday and Sat.</td>
</tr>
<tr>
<td>402</td>
<td>Ellicott City to Snowden Square</td>
<td>New route</td>
<td>Direct n-s between major shopping centers</td>
</tr>
<tr>
<td>403</td>
<td>Columbia Mall to Dorsey’s Search /Red Branch</td>
<td>Serves southern portion of existing Route 405</td>
<td>Shorter route in central Columbia</td>
</tr>
<tr>
<td>404</td>
<td>Columbia Mall to Hickory Ridge</td>
<td>Serves northern portion of existing route</td>
<td>Shorter, more efficient route. Allows creation of 411</td>
</tr>
<tr>
<td>405</td>
<td>Columbia Mall to Ellicott City</td>
<td>Serves northern portion of existing route; more direct alignment</td>
<td>Shorter, more efficient route, using US 29</td>
</tr>
<tr>
<td>406</td>
<td>Columbia Mall to Columbia Gateway</td>
<td>Shorter, more direct alignment between current endpoints of existing route</td>
<td>Shorter, more efficient route connecting major employment centers</td>
</tr>
<tr>
<td>407</td>
<td>Columbia Mall to Kings Contrivance</td>
<td>Same with minor modifications</td>
<td>Maintains successful route, increased frequency (half-hour service) between Columbia Mall and Owen Brown (Mon-Sat, daytime hours)</td>
</tr>
<tr>
<td>408</td>
<td>Columbia Mall to Sherwood Crossing</td>
<td>Shorter, more direct alignment between current endpoints of existing route</td>
<td>Faster, more direct service along MD 175 corridor</td>
</tr>
<tr>
<td>409</td>
<td>Towne Centre Laurel to Elkridge</td>
<td>Small adjustments to current (since 10-17). Route 409 will be split into Routes 409A and 409B</td>
<td>Half hour service along approximately 75% of route between Laurel and Elkridge</td>
</tr>
<tr>
<td>410</td>
<td>Columbia Mall to Long Reach Village</td>
<td>New route (serving mainly portions of existing Route 406) Expansion to Elkridge in Phase 2</td>
<td>Half-hour service (in conjunction with Route 505) (Mon-Sat, daytime hours)</td>
</tr>
<tr>
<td>411</td>
<td>Columbia Mall to Kings Contrivance Village</td>
<td>New route. Serves southern portion of existing Route 404; more direct alignment</td>
<td>Shorter more direct route between Columbia Mall and Kings Contrivance</td>
</tr>
<tr>
<td>501</td>
<td>Columbia Mall to Arundel Mills Mall</td>
<td>Built from current 406. Will no longer serve BWI; service to BWI via 505 or via a shuttle from Arundel Mills</td>
<td>Connects major east-west employment areas Half-hour service on western portion (Mon-Sat, daytime hours); 60-minute versus current 90 on entire route</td>
</tr>
<tr>
<td>503</td>
<td>Columbia Mall to Towne Centre Laurel</td>
<td>Same</td>
<td>Maintains successful route</td>
</tr>
<tr>
<td>505</td>
<td>Columbia Mall to BWI Airport</td>
<td>New route (serving portions of existing Routes 406 and 501)</td>
<td>Express route BWI. In combination with 410 provides half-hour service to Long Reach (Mon-Sat, daytime hours)</td>
</tr>
</tbody>
</table>