Central Maryland
Transit Development Plan

Planning the Future of Transit in Our Region

Executive Summary, January 2018
• Guide public transit service improvements in Central Maryland region over next 5 years.

• Opportunity to engage public & stakeholders about what transit should look like.

• Study required by MTA, funded by MTA with local match.

• Public hearings required before implementation actions, implementation depends on funding.
• Anne Arundel County
• Howard County
• Northern Prince George’s County
• City of Laurel
• Regional Transportation Agency of Central Maryland (RTA)
• Maryland Transit Administration
• 15 bus routes (8 Howard Transit, 7 Connect-A-Ride in Anne Arundel County and Prince George’s County)
• RTA ADA complementary demand-response service within ¾ mile of all fixed-routes (including Anne Arundel County)
• Operates Monday-Sunday
• Fares
  ➢ Regular one-way $2.00, Reduced one-way $1.00, Transfer $1.00
  ➢ $4.00 ADA trips for non-Howard County residents
• Key destinations include Arundel Mills, BWI Airport, Columbia Mall, Towne Centre at Laurel, College Park Metro Station & Odenton MARC Station
• Demographics and Land Use
• Public and Stakeholder Input
  • Fixed-Route Rider Survey
  • Paratransit Rider Survey
  • Community Survey
  • Public meetings and Stakeholder input
• Review of Existing Services
• Service Alternatives

• Transit Plan
  • Routes and Services
  • Fleet Replacement and Expansion
  • Fare Collection
  • Facilities
• Future Transit Development
  • Beyond Five Years
Key Aspects

- Connect residents to jobs and education
- Improve service reliability
- Increase frequency of service
- Expand weekend service
- Develop new local services and cross-county routes connecting activity centers
• Expand frequency and span of service, minor routing changes on existing RTA routes in the County

• Develop Call N’Rides as a new kind of community based demand-response service in limited areas:
  • Providing local access
  • Connecting to existing and new MTA and RTA services

• Developing new cross-county routes connecting activity centers
• Phase 1: Improve Existing Services
• Phase 2: Call N’Rides Initial implementation
• Phase 3: New Route Connections-Annapolis to Arundel Mills/BWI
• Phase 4: New Route Connections/Expansions-Anne Arundel Community College-Severn-NSA/Fort Meade
• Phase 5: New Route Connections – Crofton/Waugh Chapel Connections
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• **Route 201:**
  - Extend service from Freetown Village to Walmart
  - Frequency improved to 30 minute peak, 45 minute midday and evening

• **Route 202:**
  - Extend service to Coca-Cola facility
  - Daily service to Odenton Marc
  - Frequency improved to 35 minutes peak, 45 off-peak

• **Route 504:**
  - Improved frequency of fixed-route service to 30 minutes in peak

• **Phase 1 improvement cost:** $1.6 million
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- Riviera Beach Call N’Ride
- Patapsco Light Rail Station to Glen Burnie District Court Call N’Ride
- Patapsco Plaza to Cromwell Light Rail Station Call N’Ride
- Glen Burnie Call N’Ride

- Phase 2 improvement cost: $2.6 million
Executive Summary

- New Fixed-Route Annapolis to Arundel Mills/BWI
- South Glen Burnie Call N’Ride
- Additional ADA service to support new route coverage
- Phase 3 improvement cost: $2.1 million
Executive Summary

• New Fixed-Route Anne Arundel Community College-Severn-NSA

• Improvements to County service on Annapolis Transit Gold Route

• Additional ADA service to support new route coverage

• Phase 4 improvement cost: $1.8 million
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- New Fixed-Route Crofton to Annapolis Mall
- Crofton area Call N’Ride service
- New Fixed-Route Bowie Town Center-Crofton-Cromwell Light Rail Station
- Additional ADA service to support new route coverage

- Phase 5 improvement cost: $2.4 million
• Fleet Replacements:
  • Anne Arundel portion of RTA fleet is 6 vehicles, 4 just replaced
  • Additional vehicle for RTA ADA service needed, plus additional replacement of 2
  • Fleet Replacement Cost: $2,130,203

• Anne Arundel share of new fare collection system:
  • Modern registering fareboxes to improve revenue control and data collection, allow for regional transfers (MTA and WMATA)
• Expansion Vehicles:
  • Phase 1: 2 Medium-Duty Transit Buses
  • Phase 2: 10 Cutaway Small Buses
  • Phase 3: 3 Cutaway Small Buses, 3 Medium-Duty Transit Buses
  • Phase 4: 3 Medium-Duty Transit Buses
  • Phase 5: 4 Heavy-Duty Transit Buses, 2 Cutaway Small

• Total fleet of 37 at end of five-phase expansion

• Total capital cost for expansion:$9,768,303
Executive Summary

• Basic performance and service improvements
  • Replace older, unreliable buses that are outdated and expensive to maintain
  • Streamline fare structure
  • Improved bus stops and bus shelters

• System reconfiguration and service expansions within 18 months (after public hearings)
  • Routes that better align with riders’ needs
  • More shorter routes versus fewer longer routes within same service area
  • More direct routes and shorter travel times
  • More weekend and evening service, shorter headways
Executive Summary

• 3 plus year vision for service expansion
  • Local service Maple Lawn (via APL); Elkridge (via Long Reach), River Hill (via HCPS headquarters); Turf Valley
  • Bus Rapid Transit to Silver Spring
  • Downtown Columbia to Gateway transit corridor

• 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
Phase 1

- More shorter routes, fewer longer routes – 14 proposed routes verses 9 today.
  - 14 Proposed Routes – 10 entirely within Howard County and 4 regional
  - 9 Existing – 6 entirely within Howard County and 3 regional
- Half-hour headways on 4 key routes, Monday to Saturday during daytime hours.
- Increase weekend service
- Increase overall level of service – 132,400 annual service hours in Phase 1 versus 109,500 today.
- Reduce travel times on many routes (e.g. Route 405 – Columbia Mall to Ellicott City and Route 406 – Columbia Mall to Columbia Gateway).
- Virtually no loss in service – Only 2 stops out of 500 (on Route 408 at Millrace Ct. and Carriage House Lane – nearest stop will be 1,000 feet away).
- Annual operating cost increase of $1.3 million on top of existing $8.3 million.
**Executive Summary**

**Howard County Recommended Services**

- **Phase 2**
  - Expand service to areas not currently served
    - Maple Lawn via APL
    - Elkridge via Long Reach
    - River Hill via HCPS headquarters
    - Turf Valley
    - Catonsville (with MTA and Baltimore County support)
  - Increase overall level of service – An additional 39,388 annual service hours over Phase 1 totaling approximately 171,788 overall
    - Increase number of routes
    - Increase number of route with half hour frequency
    - Increase number of routes on weekends
    - Time of expansions dependent on funding and community interest/support
Howard County
Phase 1

• Route 401 – More ½ hour service during midday & Sat.
• Route 402 - New route with more direct north-south between major shopping centers.
• Route 403 – Serves southern portion of existing Route 405. Shorter route in central Columbia.
• Route 404 – Serves northern portion of existing route; shorter more efficient route.
• Route 405 – Serves northern portion of existing route; more direct alignment.
• Route 406 – Shorter, more direct alignment.
• Route 407 – Increase frequency between Columbia Mall and Owen Brown.
• Route 408 – Shorter, more direct alignment.
• Route 409 – Split into 409A & 409B; ½ hour on 75% of route.
• Route 410 – New route serving portions of existing Route 406.
• Route 411 – New route serving portions of existing Route 404.
• Route 501 – No longer serve BWI; BWI served by 505 or shuttle.
• Route 503 – No Change.
• Route 505 – New route serving portions of existing 406 and 501. Express to BWI.
Howard County Phase 2

- Route 410 – Extension to Elkridge via Long Reach; Expansion Route
- Route 412 – Columbia Mall to River Hill via HCPS Headquarters; Expansion route.
- Route 413 – Columbia Mall to Turf Valley; Expansion route.
- Route 414 – Columbia Mall to Towne Center Laurel via Maple Lawn; Expansion route.
- Ellicott City to Catonsville; Expansion route with MTA and Baltimore County support.
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• Fleet Replacements:
  • Continue to bring fleet to state of good repair; eliminate over age vehicles, and provide for adequate spares to provide reliable service
  • Howard County portion of RTA fleet fixed-route fleet is 36 vehicles, 12 of which were eligible for retirement in FY2017; 11 in FY2018; 5 in FY2019; 3 in FY2020; and 2 in FY2023.
  • 13 new buses are currently on order (including 3 buses for implementation of Phase 1)
  • Fleet Replacement Cost: $5,896,711 (excludes amount funded in FY2017 and FY2018)

• Howard County share of new fare collection system:
  • Modern registering fareboxes to improve revenue control and data collection, allow for regional transfers (MTA and WMATA)
• Expansion Vehicles:
  - FY2018: 5 Medium-Duty Transit Buses
  - FY2019: 4 Medium-Duty Transit Buses
  - FY2020: 2 Medium-Duty Transit Buses

• Implementation of Phases 1 and 2 and elimination of over aged vehicles by FY2023 would require 17 buses in addition to the 13 currently on order.

• Total capital cost for expansion:$6,260,626
• No specific proposal for immediate implementation.
• Ideas suggested include focus mobility services on where needs are greatest; encourage paratransit riders to use fixed routes; ensure long-term program financial stability.
• Examples of ideas – increase use of taxicab services; free fares for seniors/disabled on fixed routes; raise senior age from 60 to 65.
• Recommends discussion with affected communities beginning in Spring/Summer of 2018.
RTA Network

**EXISTING NETWORK**

- Annapolis Transit
- MTA
- MetroBus
- MTA Light Rail
- Penn Line

**PROPOSED NETWORK**

- Expanded Network Coverage
- Call-N-Ride
- TDP RTA Network

**Colors**:
- Green: Existing RTA Network
- Red: TDP RTA Network
- Orange: Call-N-Ride
- Blue: Expanded Network Coverage

Additional notes or details can be included here...
RTA Service & Facility Improvements

• Driver training and 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.
Executive Summary

- **Downtown Columbia Shuttle**

- **Future Transit Development**
  - Plan Howard 2030 Rapid Transit Corridors.
  - Focus on Route 29 corridor; coordination with Montgomery Co.
Executive Summary

Future Transit Development

- Downtown Columbia to Gateway Transit Corridor
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Future Transit Development

- Anne Arundel County Preferred Transit Network (from the Anne Arundel County Corridor Growth Management Plan)

- Arundel Mills-BWI High Frequency Shuttle