Central Maryland
Transit Development Plan

Planning the Future of Transit in Our Region

Executive Summary
• 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.
• 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
Plan Overview

- 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
• 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
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
• 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
• 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
Anne Arundel County
Phase 5

- 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
• 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
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
Executive Summary

Howard County Recommended Services

• 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).
  • Implement in Winter/Spring 2019.
  • Annual operating cost increase of $1.3 million on top of existing $8.3 million.
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 norther 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.
• 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
• 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

PROPOSED NETWORK

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

Annapolis Transit
MTA
MetroBus
MTA Light Rail
Penn Line
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

• Plan Howard 2030 Rapid Transit Corridors.

• Focus on Route 29 corridor; coordination with Montgomery Co.

• Downtown Columbia Shuttle
• Downtown Columbia to Gateway Transit Corridor
Future Transit Development

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

- Arundel Mills-BWI High Frequency Shuttle