Your Transit Future 2022

Transit for Central Maryland

Central Maryland Transit Development Plan

Planning the Future of Transit in Our Region

Executive Summary, January 2018

Anne Arundel County

Howard County

Prince George's County

City of Laurel

Regional Transportation Agency of Central Maryland

MTA *Maryland*

- 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.

Partners

- Anne Arundel County
- Howard County
- Northern Prince George's County
- City of Laurel
- Regional Transportation Agency of Central Maryland (RTA)
- Maryland Transit Administration

Service Area
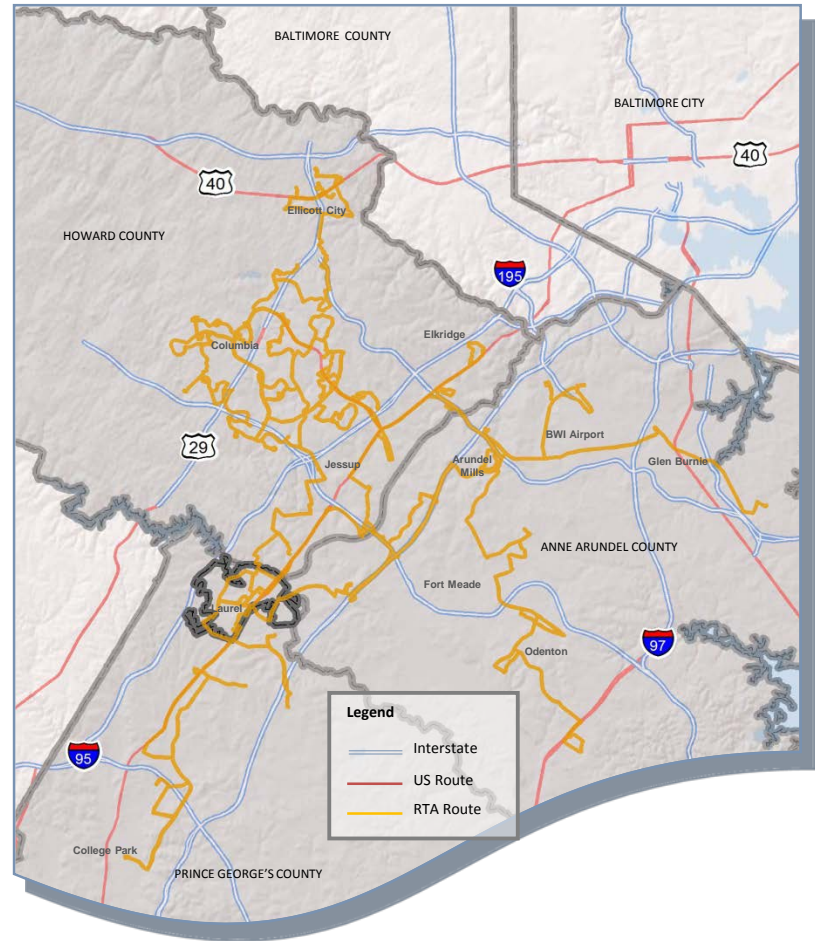
- 15 bus routes (8 Howard Transit, 7 Connect-A-Ride in Anne Arundel County and Prince George's County)

- 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
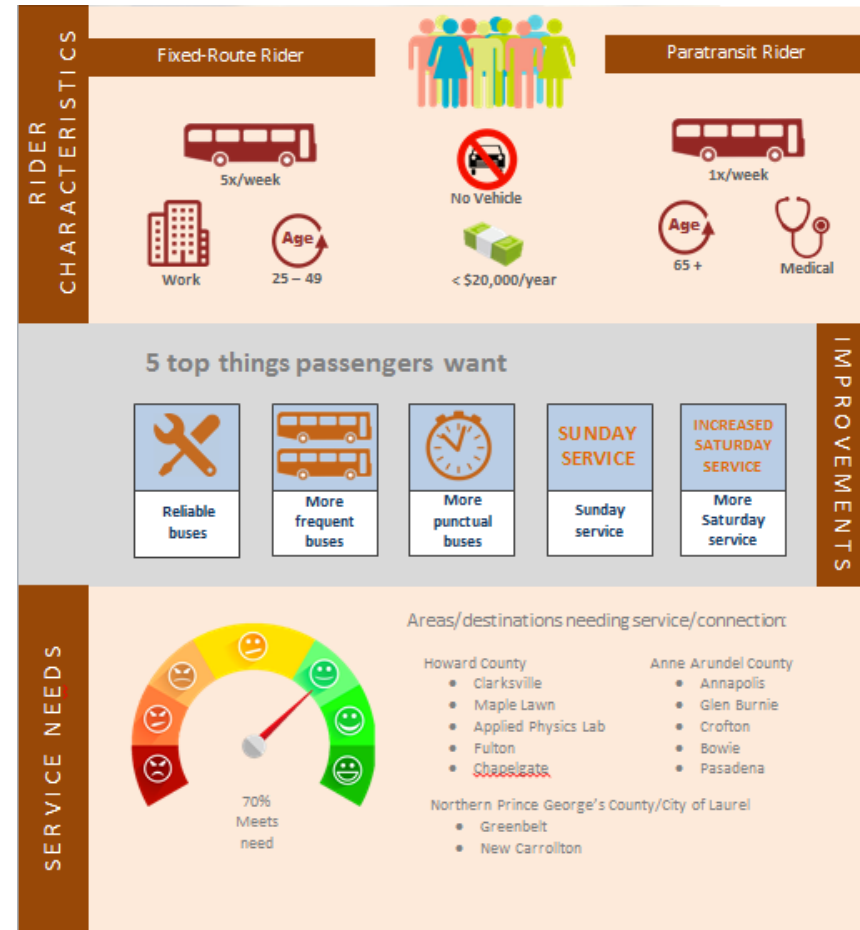
Plan Overview

- 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

- 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

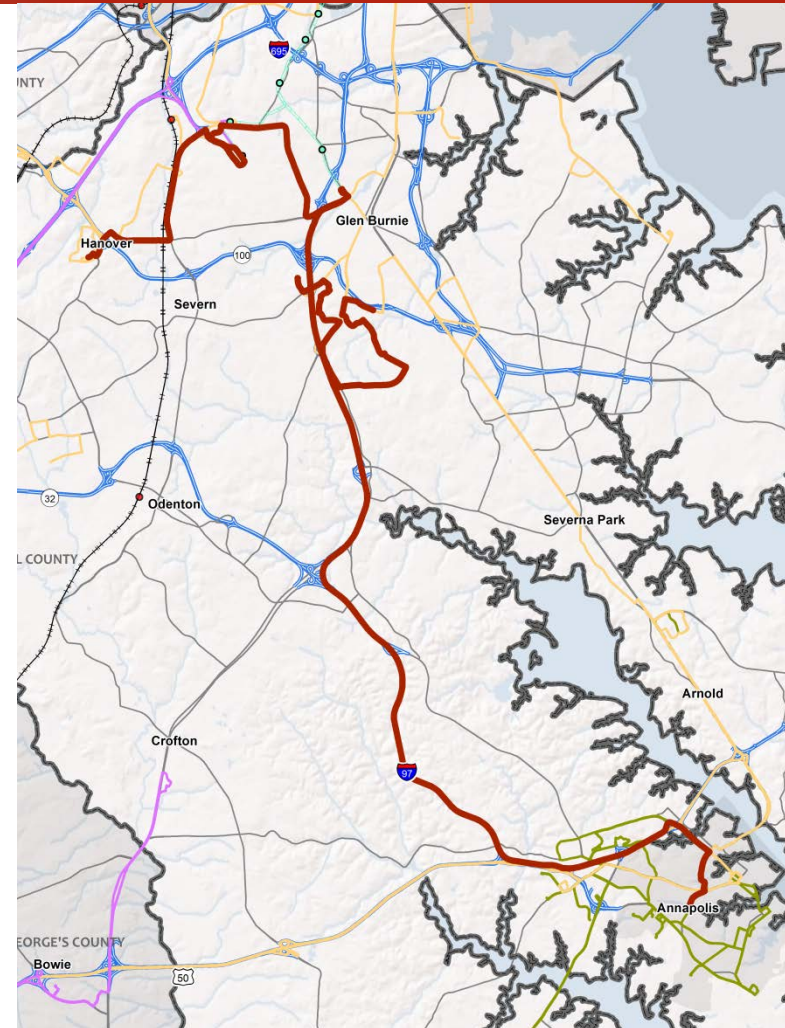- ## Phase 1 improvement cost: $1.6 million
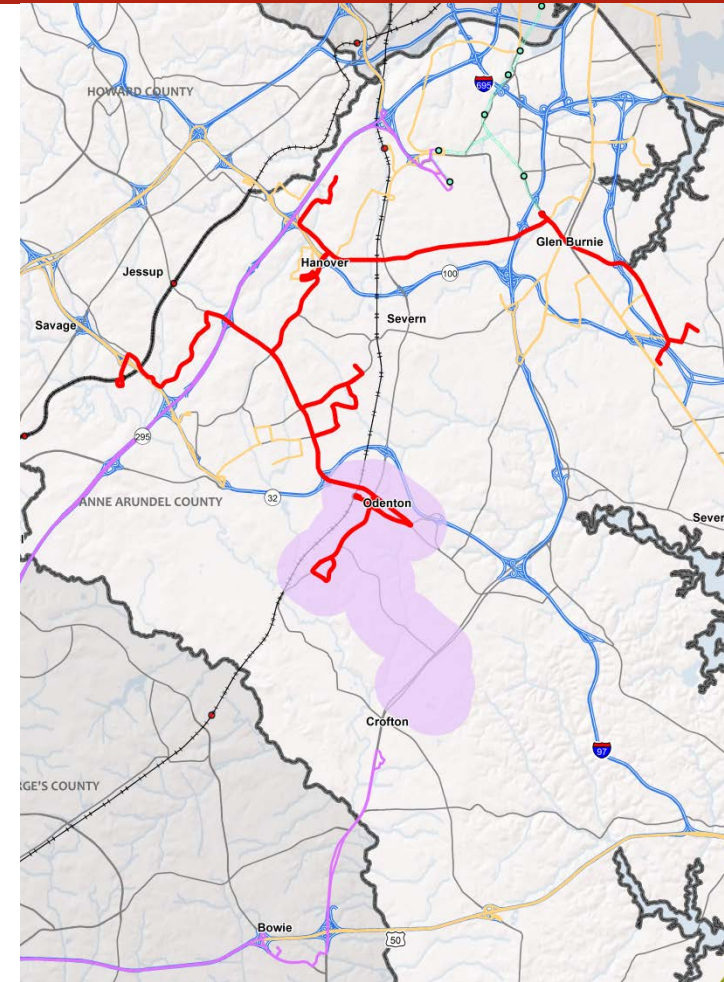
- Riviera Beach Call N'Ride

- 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
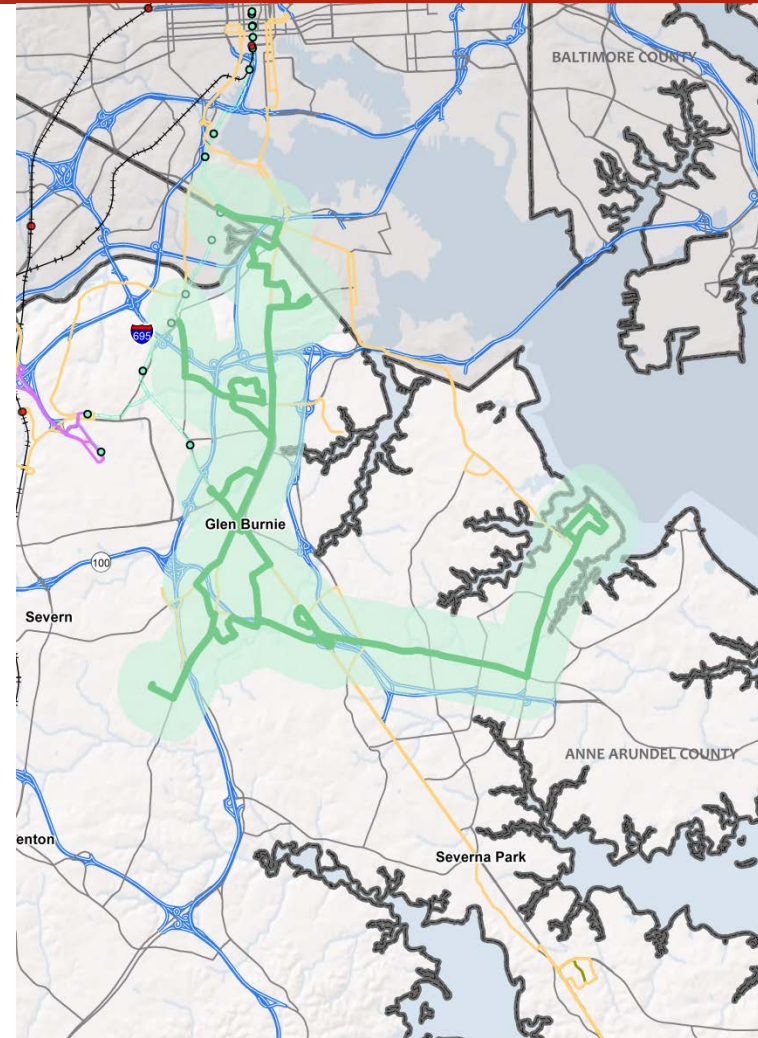
- New Fixed-Route Annapolis to Arundel Mills/BWI

- 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
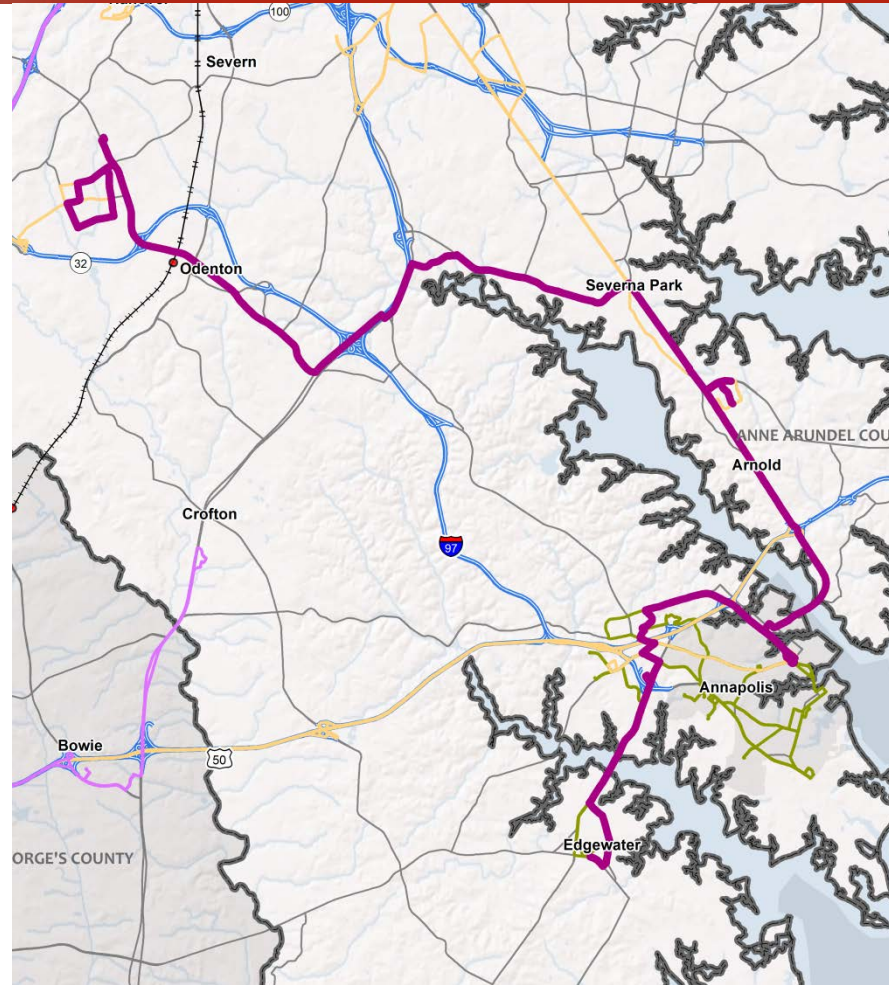
- New Fixed-Route Crofton to Annapolis Mall

- 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
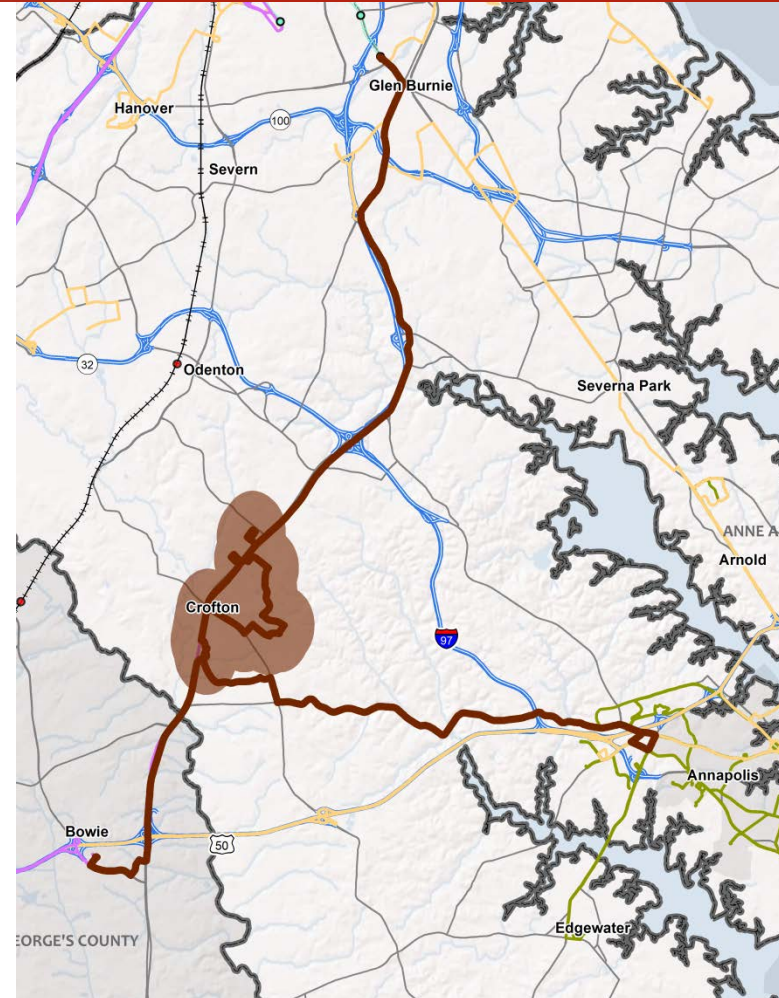
- Fleet Replacements:

  - 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

- ## 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

- 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.
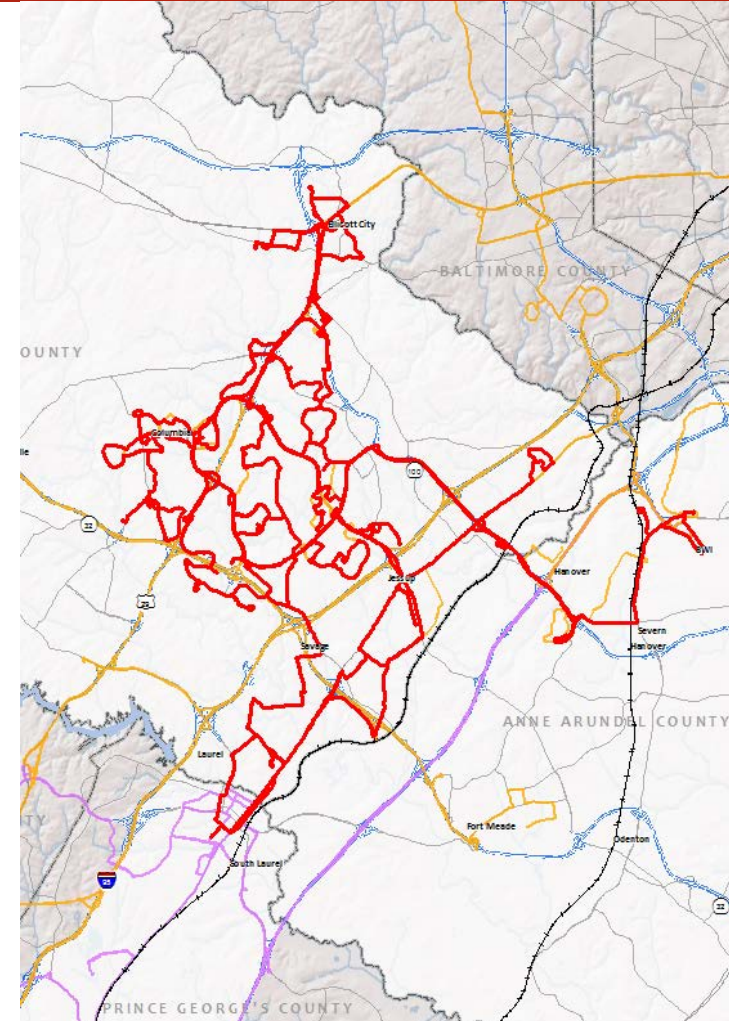
Howard County Phase 2

- 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.
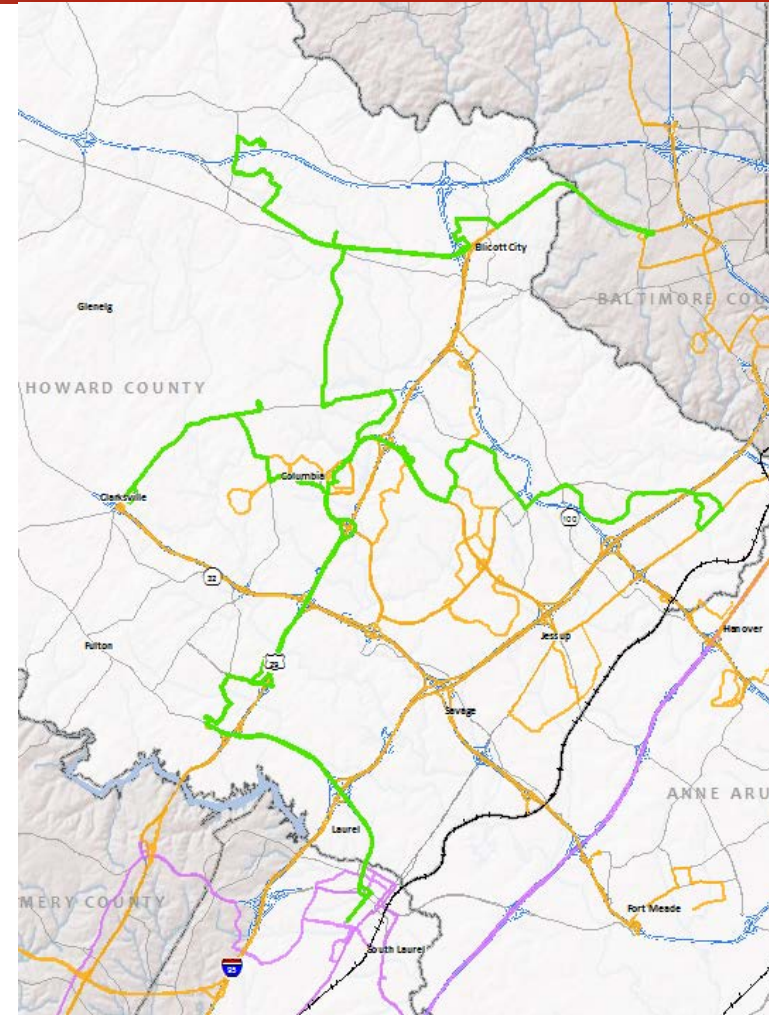
- ## Fleet Replacements:

  - 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.

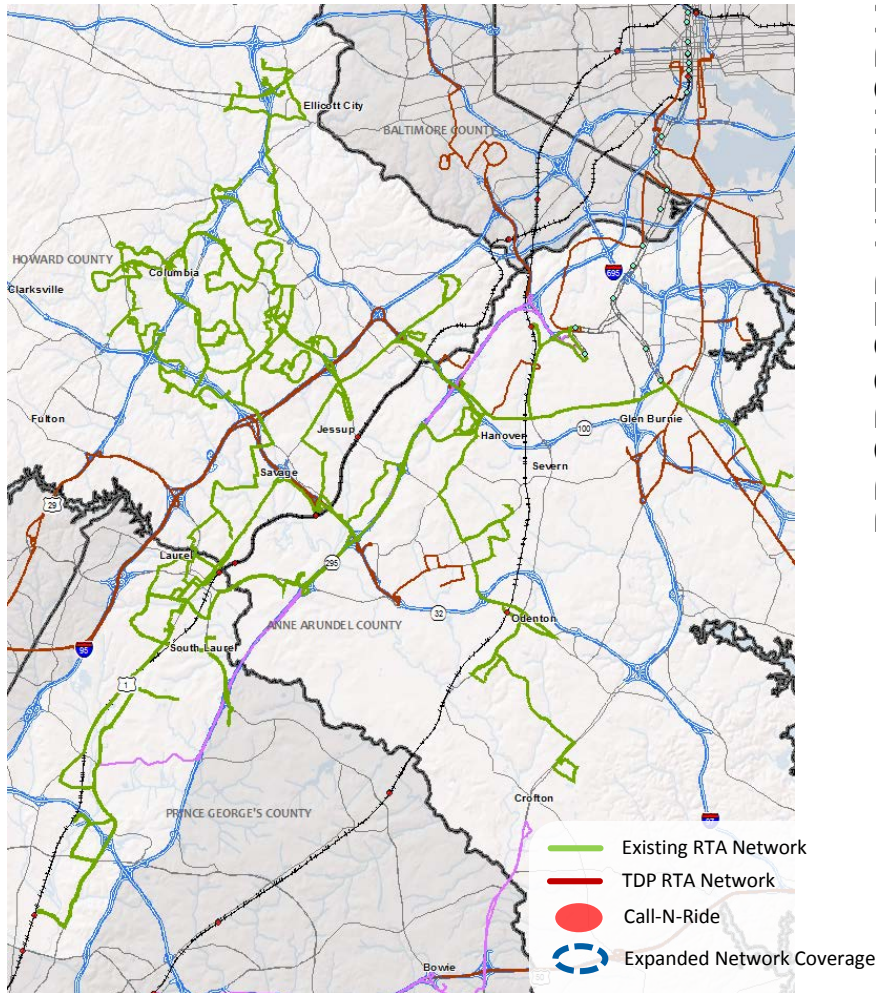- Total capital cost for expansion:$6,260,626

Howard County Mobility Services

- 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.
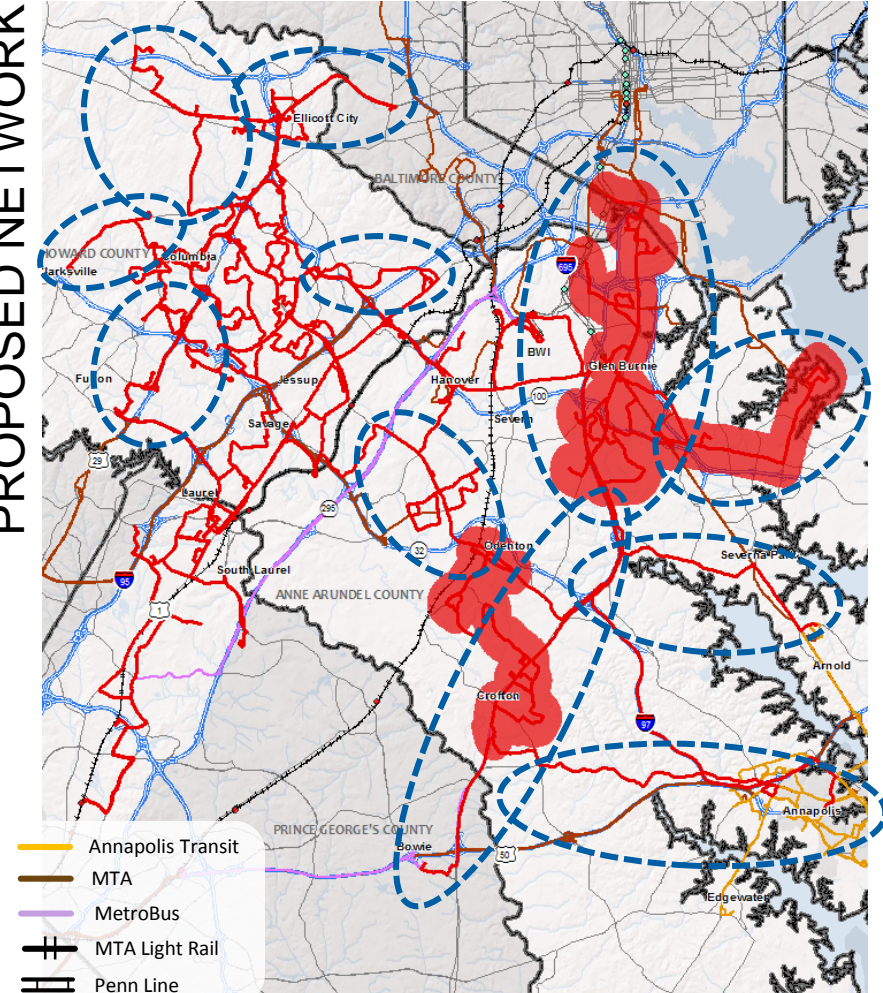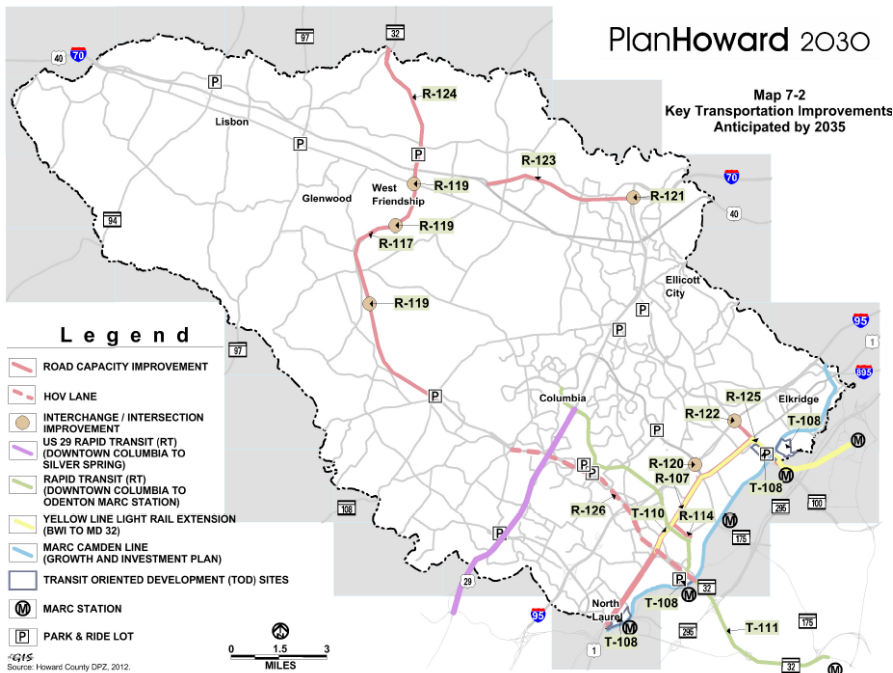
RTA Network

EXISTING NETWORK

PROPOSED NETWORK

Legend:
- Existing RTA Network
- TDP RTA Network
- Call-N-Ride
- Expanded Network Coverage
- Annapolis Transit
- MTA
- MetroBus
- MTA Light Rail
- Penn Line

- 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.

- Plan Howard 2030 Rapid Transit Corridors.
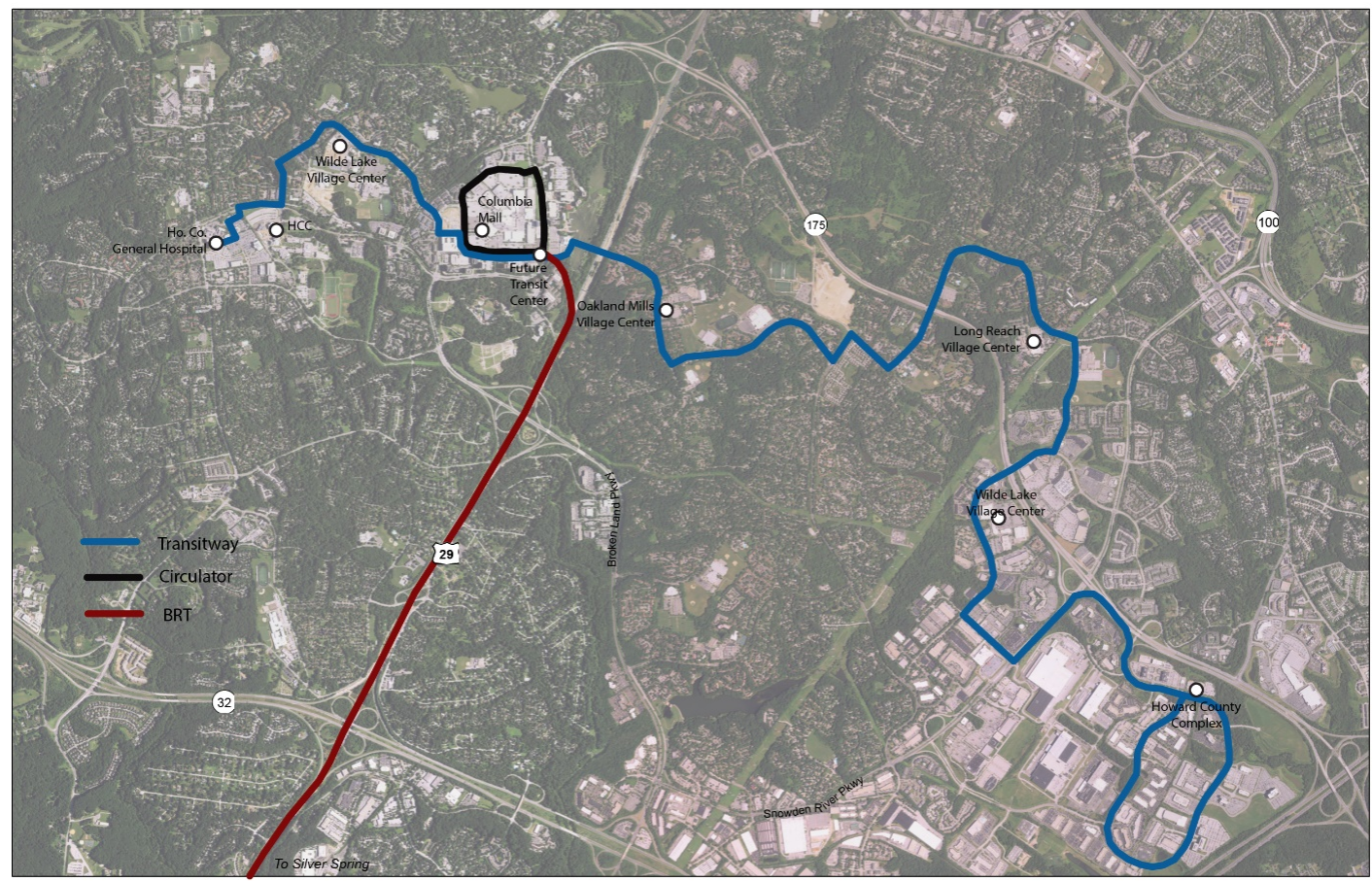
- Focus on Route 29 corridor; coordination with Montgomery Co.

PlanHoward 2030

Map 7-2
Key Transportation Improvements
Anticipated by 2035

Legend

- ROAD CAPACITY IMPROVEMENT
- HOV LANE
- INTERCHANGE / INTERSECTION IMPROVEMENT
- US 29 RAPID TRANSIT (RT) (DOWNTOWN COLUMBIA TO SILVER SPRING)
- RAPID TRANSIT (RT) (DOWNTOWN COLUMBIA TO ODENTON MARC STATION)
- YELLOW LINE LIGHT RAIL EXTENSION (BWI TO MD 32)
- MARC CAMDEN LINE (GROWTH AND INVESTMENT PLAN)
- TRANSIT ORIENTED DEVELOPMENT (TOD) SITES
- Ⓜ MARC STATION
- Ⓟ PARK & RIDE LOT

Source: Howard County DPZ, 2012.

DOWNTOWN COLUMBIA PLAN
A General Plan Amendment

Howard County, Maryland
Adopted: February 1, 2010

- Downtown Columbia Shuttle
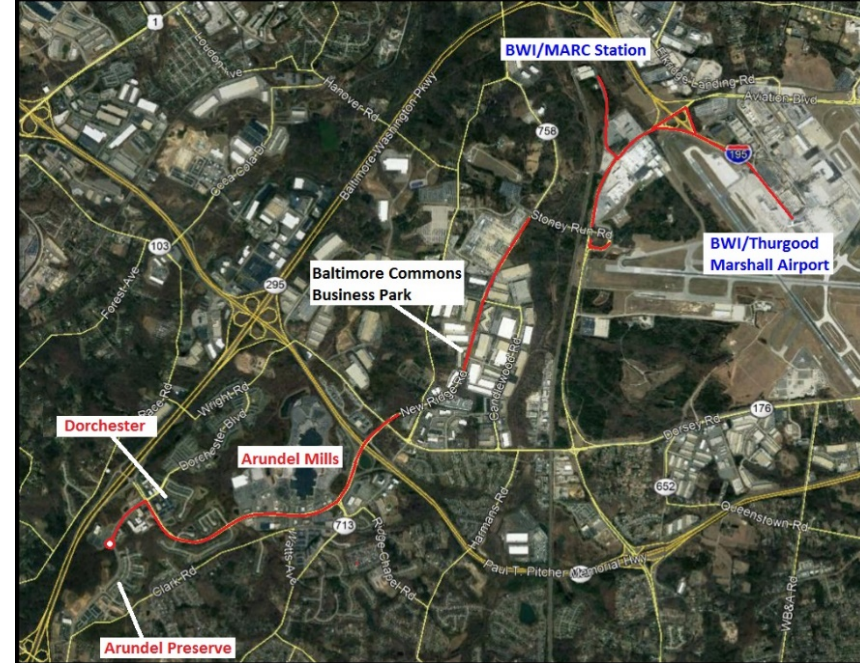
- Downtown Columbia to Gateway Transit Corridor

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

- Arundel Mills-BWI High Frequency Shuttle