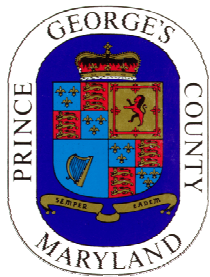


Prince George's County Transit Service & Operations Plan

Community Transit Workshop
April 2006



Jack B. Johnson
County Executive



Haitham A. Hijazi
Director



Community Transit Workshop Agenda

- Registration
- Welcome
- TSOP Background
 - Accomplishments since the last TDMP
 - Issues for Consideration in the TSOP
- Break-Out Sessions
- Summary



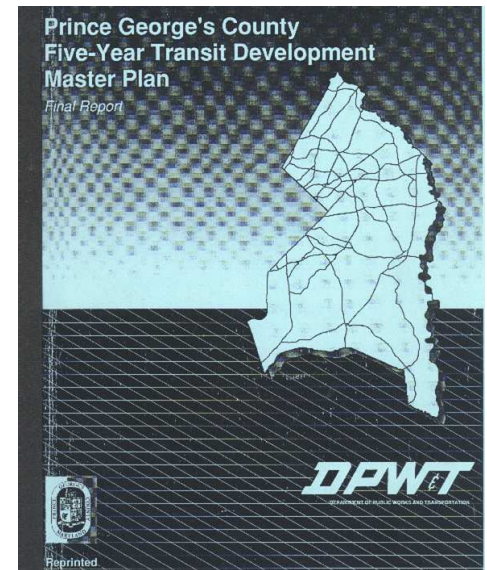
TSOP Project Purpose

- Develop a plan that guides bus transit growth over next 5 to 10 years:
 - Policy Framework
 - Service Plan – Fixed-Route & Para-transit
 - Operations, Capital & Resource Plan



History of Transit Program

- Prior Transit Studies
 - Prince George's County Bus Transportation Study: Phase II Master Plan (1988)
 - Bowie Transportation Management Plan (1993)
 - Greenbelt Turnback Study (1993)
 - Mobility Match Study (1994)
 - Greenbelt Local Transit Study (1994)
- Five Year Transit Development Master Plan (1995)



1995 Existing Service

- Fixed-Route Service
 - *Metrobus* (WMATA) – 69 routes
 - ***TheBus*** (DPW&T) – 5 routes
 - *Connect-A-Ride* (CTC) – 9 routes



Community	# of Routes	# of Buses
Upper Marlboro/ New Carrollton	1	3
Upper Marlboro/ Addison Road	1	3
Courthouse Express Shuttle	1	1
CAB Shuttle	1	1
Upper Marlboro	1	1
Total	5	9





1995 TDMP Recommendations

- Fixed-Route Services
 - Metrobus
 - *TheBus*
- Para-transit Services
 - Call-A-Bus
 - Call-A-Cab
 - Municipal
- Facilities

1995 TDMP Recommendations - *TheBus*

Community	# OF ROUTES	# OF VEHICLES
Hyattsville/Chillum/Mt. Rainier	2	6
Camp Springs/Hillcrest Heights	2	4
Summerfield/Central Avenue	1	3
Seat Pleasant/Capitol Heights/ District Heights	3	10
Greenbelt/Berwyn Heights	4	8
College Park/Riverdale	4	9
Clinton/Andrews AFB	2	3
Largo/Landover	3	7
Laurel-Beltsville	1	4
Port America/Other Suburban	6	14
TOTAL	28	68



1995 TDMP Recommendations – Para-transit Service

- Expand service levels to approach 50% of estimated **“low”** 1995 need
 - Double para-transit trips
 - (170,300 – 393,700)
 - Improve fleet utilization hours
 - (from 4 to 7 hrs/day)
 - Reduce reservation times
 - Ease trip purpose restrictions

1995 TDMP Recommendations

■ Facilities

- Build New Transit Operations Center
- Build New IT Trip Center
- Install Bus Shelters (40 shelters systemwide)



1995 TDMP Accomplishments – *TheBus Routes*

Community	Recommended	FY 2001	FY 2003	FY 2005
Hyattsville/Chillum/Mt. Rainier	2	2	2	2
Camp Springs/Hillcrest Heights/ Branch Ave./S.MD Hospital	2	2	2	2
Summerfield/Central Avenue	1	1	1	1
Seat Pleasant/Capitol Heights/ District Heights	3	3	3	3
Greenbelt/Berwyn Heights/ New Carrollton	4	4	4	4
College Park/Riverdale/University Park	4	2	1	1
Langley Park/IKEA/Addison Road	0	0	2	2
Clinton/Andrews AFB/Suitland	2	1	2	2
PGCC/Addison Rd./New Carrollton	0	1	1	1
Largo/Landover	3	2	2	2
Laurel/Beltsville	1	1	0	0
Port America/Other Suburban	6	0	0	0
Total	28	19	20	21



1995 TDMP Accomplishments – *TheBus* Ridership & Fleet

	1994 Existing	1995 Recommended	Total Recommended	Actual FY 2001	Actual FY 2005
Ridership*	476,000	4,287,000	4,763,000**	1,746,000	2,478,000
Vehicles	15	68	102***	82	78

- * Annual by Fiscal Year
- ** Existing & Recommended
- *** Existing, Recommended & Spares

1995 TDMP Accomplishments – Para-transit Services

Program	FY 1995 Existing Service	1995 TDMP Recommendations	FY 2004 Actual Trips
Call-A-Bus*	12,000	49,000	29,000
Call-A-Cab*	22,000	47,400	15,000
STS*	113,000	219,600	140,000
Municipals	N/A	N/A	33,000
Totals	147,000	316,000	217,000
MetroAccess	23,300	77,700	303,000
Grand Total	170,300	393,700	520,000

*County provided services

1995 TDMP Accomplishments - Facilities

- Transit Operations Center
- TRIP Center (IT)
- Bus Shelters (157 shelters systemwide)





TSOP - Project Scope

- Public Outreach & Coordination
- Program and Policy Review
- Demographic, Travel & Demand Analyses
- Bus Service Planning
- Operations, Capital & Resource Planning



Mission

- Provide a fully integrated system of safe and efficient transit services that ensures access to priority users, meets the full range of residents' diverse transit needs, and promotes livable communities.



Goals

- Improve ***TheBus*** customer service & satisfaction
- Promote ***Livable Communities***
- Improve residents access and mobility through integration with regional network
- Ensure accessibility and ADA compliance of fixed route system
- Provide para-transit services for residents who cannot use or access the fixed-route system
- Ensure safety and security of customers and employees
- Manage and operate transit system efficiently and effectively



TSOP - Project Progress

- Plan and Policy Analysis
- Demographic & Demand Analyses
- Route Profiles & Evaluation
- Transit Service Planning – We are here!
- Draft Service Plan
- Public Forums
- Final TSOP



Fixed-Route Service

- Direct growth toward a full service local fixed route system
 - Relieve Overcrowding
 - Increase Frequency of Service – targeted routes
 - Peak period headways – 15 - 20 minutes
(Currently 30 minutes)
 - Increase Span of Service – targeted routes
 - Weekday Evenings
 - Saturday



Fixed-Route Service

- Realign some existing WMATA and *TheBus* routes (reprogram WMATA funds to new WMATA services, i.e., keep WMATA whole)
- Develop new ***TheBus*** routes to serve unmet needs within existing geographic service areas
 - e.g., Clinton, Greenbelt, Langley Park, Landover areas
- Limited Geographic Expansion
 - e.g., Bowie, Fort Washington, Marlton, National Harbor-Oxon Hill areas



Next Steps

- Develop Draft TSOP
- Brief County Executive & Council
- Public Meetings for Final Comments on Draft TSOP
 - Northern, Central & Southern
- Submit final TSOP to County Executive & Council for approval
- Approved TSOP