Dynamic Transit Operations (T-DISP)

**INVESTMENT**

+$V2X$ ROADSIDE UNIT COST PER MILE-FREEWAYS
$52,000$

+$V2X$ ROADSIDE UNIT COST PER INTERSECTION-SIGNALIZED CORRIDORS
$26,000$

+$V2X$ SIGNAL CONTROLLER COST PER INTERSECTION-SIGNALIZED CORRIDORS
$10,000$

+FIBER OPTICS COST PER MILE
$158,000$

**TRANSPORTATION NEEDS ADDRESSED**

**MOBILITY**

**HOW COULD THIS HELP?**

- Connects travelers to available transportation service resources

**HOW DOES THIS WORK?**

- An application links available transportation service resources with travelers through dynamic transit vehicle scheduling, dispatching and routing capabilities.

- This application will allow travelers to request trips using a variety of media and seeks to enhance existing on-board and central systems to provide public transportation and shared-ride services.

- A central system, such as a Travel Management Coordination Center, or decentralized system would dynamically schedule and dispatch or modify the route of an in-service vehicle by matching compatible trips together. The application may consider both public and private (e.g., taxi) transportation providers and may include paratransit, fixed-route bus, flex-route bus, and rail transit services.

**SOLUTION IMPROVEMENTS**

- Lack of transportation service resource information distribution

**SOLUTION PITFALLS**

- Requires software application development

- Requires accurate real-time transit data

Disclaimer: all content is for planning purposes only and published as of Summer 2020. Contact the author at shacav@mdot.maryland.gov with any questions or comments.