

Dynamic Transit Operations (T-DISP)



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.

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