

MARYLAND

PROPOSED BUS SERVICE CHANGES

FISCAL YEAR 2015

COLLEGE PARK LINE, ROUTES 83 AND 86

SERVICE AREA

Calverton (86), Cherry Hill Park Campground (83), Seven Springs Village (83), University of Maryland (83, 86), College Park (83, 86), College Park-U of MD station (83, 86), Riverdale Park (83, 86), Prince George's Plaza station (86), Hyattsville (83, 86), Mt. Rainier (83, 86), Rhode Island Ave station (83, 86)

RESTRUCTURE SERVICE

- Split Route 83 into two lines with a common terminal at the College Park Metrorail Station
 - o The northern portion of the route would become Route 83N and run between its current terminal at Cherry Hill Campground and College Park Station
 - o The southern portion of the route would become Route 83S and run between College Park and Rhode Island Avenue Metrorail stations
 - o All existing bus stops on route 83 would be served by either route 83N or 83S
- Split Route 86 into two lines with a common terminal at College Park Metrorail Station
 - o The northern portion of the route would become Route 86N and run between its current terminal at Centerpark and College Park Station
 - o The southern portion of the route would become Route 86S and run between College Park and Rhode Island Avenue Metrorail stations
 - o All existing bus stops on route 86 would be served by either route 86N or 86S

ALTERNATIVE SERVICE AVAILABLE

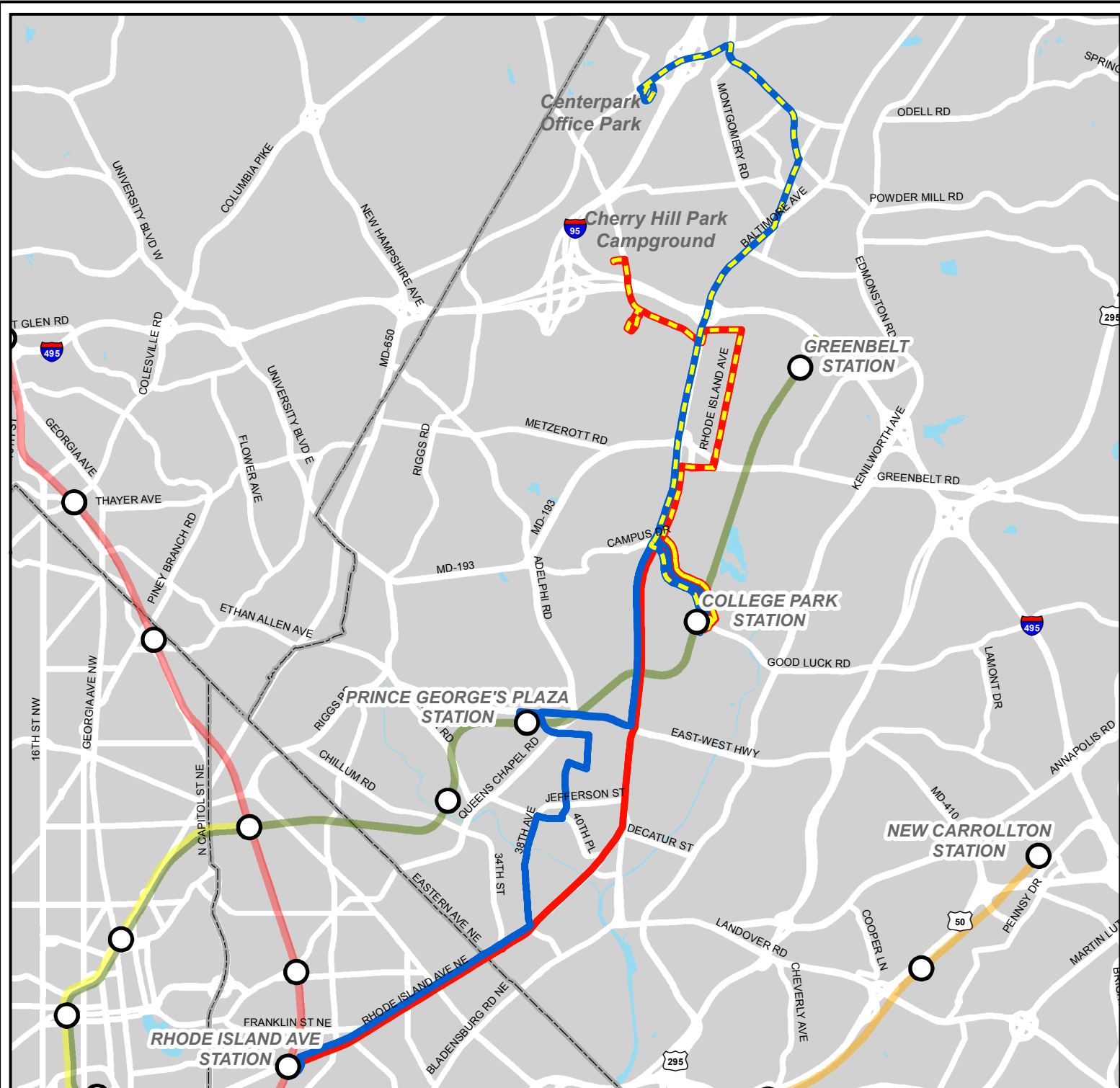
- All existing service areas will still be covered
- Those currently traveling through College Park-U of MD Station on the 83 or 86 will need to transfer

REASONS FOR CHANGE

- Shortening routes provides better reliability and on time performance
- Dividing routes at College Park-U of MD Station provides the flexibility to focus future resources on the portions of the line with the highest demand
- Only a small percentage (approximately 11 percent) of 83 and 86 riders travel through College Park-U of MD Station

PERFORMANCE MEASURES

- On-time performance is 68 percent for route 83 and 60 percent for route 86 compared to the target of 81 percent
- Approximately 70 percent of ridership is south of College Park-U of MD Station



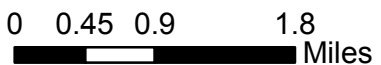
83 86

College Park Line

Proposed restructuring

Legend

- 83N
- 86N
- 83S
- 86S
- Green Line
- Green & Yellow Lines
- Orange Line
- Red Line
- Jurisdictions
- Roads
- Water



MARTIN LUTHER KING JR. HIGHWAY LINE, ROUTE A11

SERVICE AREA

Capital Plaza, Prince George's Hospital, Landover Station, Seat Pleasant, Addison Road Station, 11th & E Sts. NW

RESTRUCTURE SERVICE

- Eliminate A11 service to downtown Washington, DC (one trip per week).
- Convert existing A11 trip to an A12 trip with extension to Capitol Heights station (following the existing Sunday A12 route pattern, or the proposed A12 and L12 pattern if approved. *See proposed A12 Restructuring in this Public Hearing Docket.*)

ROUTE / SEGMENT ELIMINATION

- Eliminate existing A11 service between Addison Road Station and 11th & E Sts. NW (Federal Triangle)

ALTERNATIVE SERVICE AVAILABLE

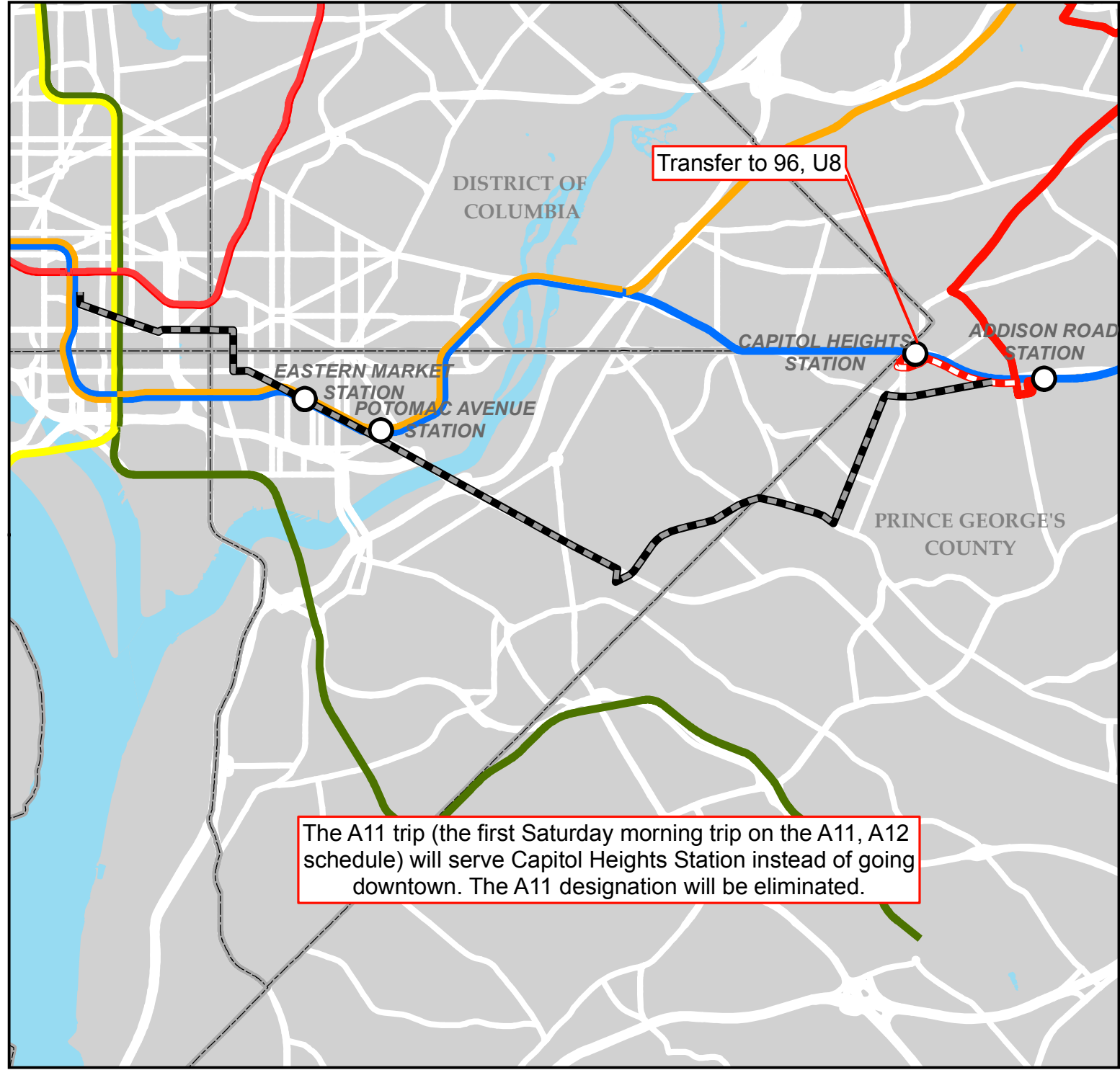
- Riders traveling beyond Capitol Heights station can transfer to route 96, which provides service to downtown Washington, DC
- Once on the 96, riders can transfer to the D6, 32, or 36 as necessary

REASONS FOR CHANGE

- Existing ridership on the A11 beyond Addison Road station is low – with approximately 14 passengers using the service on average between Addison Road station and 11th St. and E St. NW
- Having different routing for a trip that runs one time a week is confusing; rationalizing routing makes the system easier to use

PERFORMANCE MEASURES

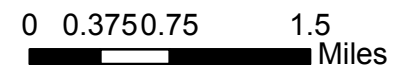
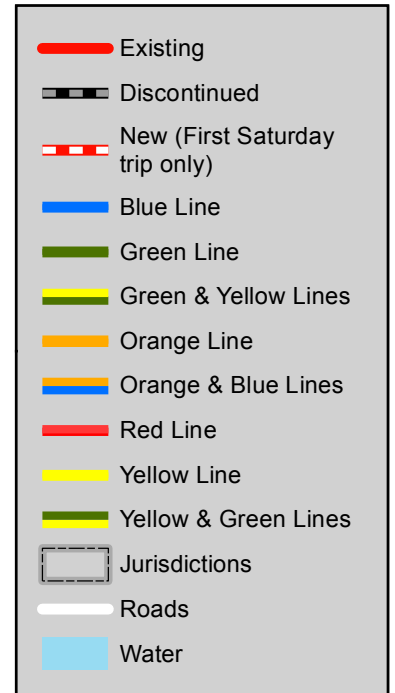
- Approximately 14 passengers use this service on average west of the Addison Road station. Cutting this trip back to Capitol Heights would equate to a cost savings of \$455.26 per year per passenger



A11

Martin Luther King Jr. Highway Line

Conversion of A11 trip to A12



MARTIN LUTHER KING JR. HIGHWAY LINE, ROUTES A12 **SHERIFF ROAD-CAPITOL HEIGHTS LINE, ROUTE F14**

SERVICE AREA

A12 – Capital Plaza, Prince George’s Hospital, Landover station, Seat Pleasant, Addison Road station, Capitol Heights (first Saturday trip and Sundays only)

F14 – New Carrollton Station, Glenarden, Washington Heights, Palmer Park, Fairmount Heights, Seat Pleasant, Capitol Heights Station, Addison Road-Seat Pleasant Station, Bradbury Heights, Fairfax Village, Naylor Road Station

RESTRUCTURE SERVICE

- Split the A12 route into two separate routes – one running primarily along Martin Luther King Jr. Highway (A12) and one running primarily on Landover Road (L12)
- A12 service would run between Addison Road station and New Carrollton Station via Palmer Park (with service on early AM Saturdays and all day Sunday to Capitol Heights Station)
- L12 service would run between Capital Plaza and Largo Town Center, via Prince George’s Hospital, Landover station, Palmer Park, and Woodmore Town Center
- The F14 will be rerouted to cover the segment of Landover Road between Brightseat Road and Martin Luther King Jr. Highway that is currently part of the A12 alignment

ALTERNATIVE SERVICE AVAILABLE

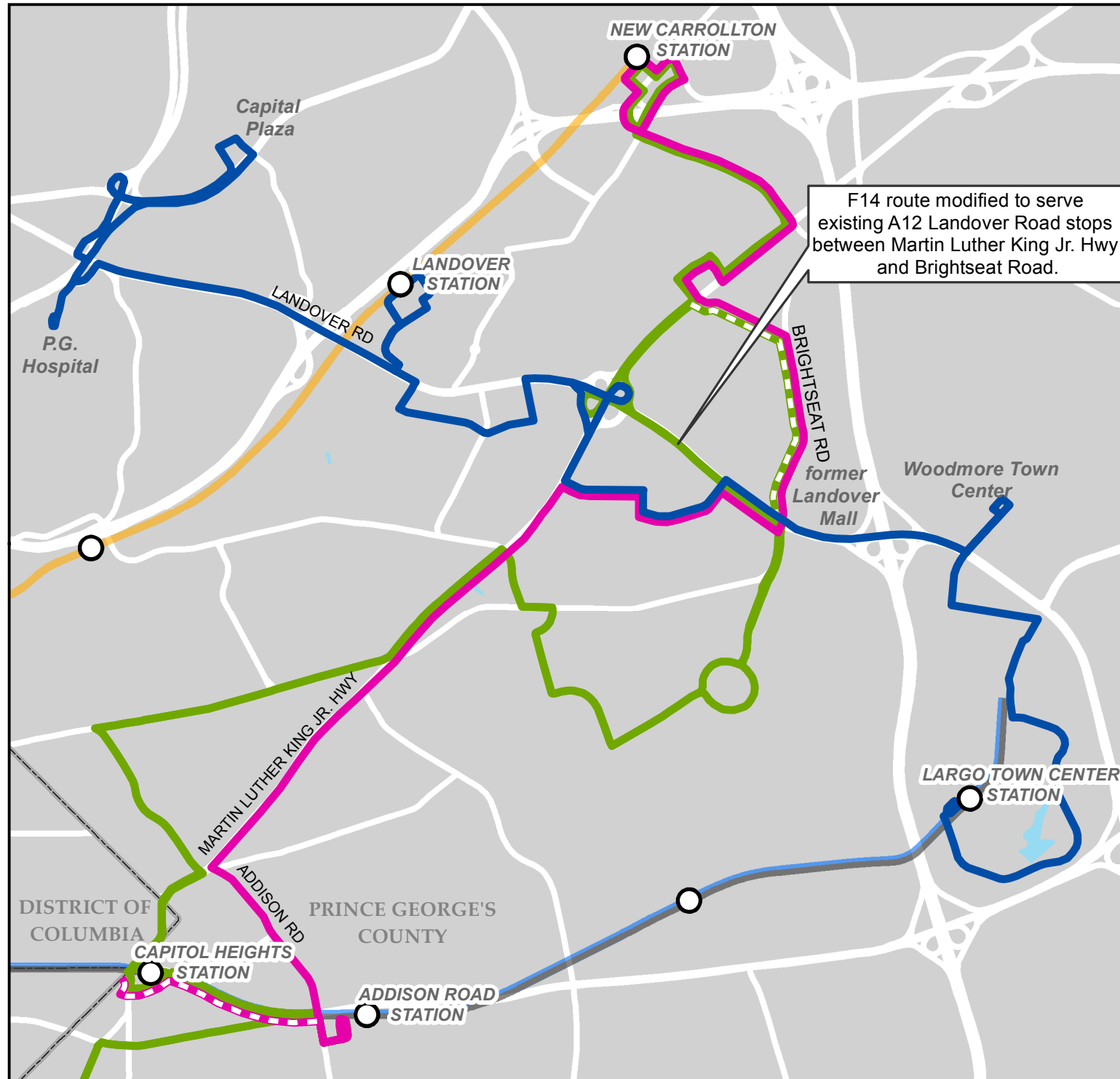
- Only a small segment of the route currently served by the A12 will no longer be served by the new A12 or L12. That segment will be covered by the F14, which will be rerouted slightly.

REASONS FOR CHANGE

- This proposal provides seven day a week service to New Carrollton station from Brightseat Road; seven day a week service to Woodmore Town Center; improved connectivity for Palmer Park residents; as well as a connection between the current Prince George’s Hospital Center and the planned regional hospital complex at Largo Town Center.

PERFORMANCE MEASURES

- Ridership is expected to increase by approximately 310,000 trips per year (34%)



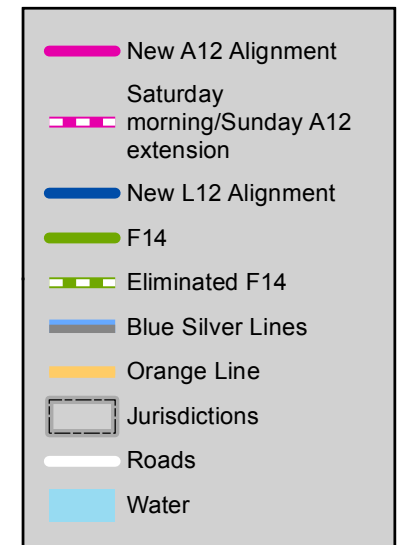
A12

Martin Luther King Jr. Highway Line

F14

Sherrif Road-Capitol Heights Line

Proposed A12 split and F14 modification



0 0.2250.45 0.9 Miles

OXON HILL-SUITLAND LINE, ROUTES D12, D13, and D14

SERVICE AREA

Suitland Station, Suitland Federal Center, Joint Base Andrews (D13, D14), Camp Springs (D13, D14), Marlow Heights Shopping Center (D12), Brinkley Road (D13, D14), Haras Place (D13, D14), Rivertowne Commons (D12), Oxon Hill, Southlawn (D13, D14), Birchwood City (D12), Glassmanor (D12, D14), Eastover, Southern Avenue Station

RESTRUCTURE SERVICE

- Extend span of service in evenings. Add later Sunday evening trips first; add later weekday trips as budget allows

REASONS FOR CHANGE

- Span of service does not meet current guidelines

PERFORMANCE MEASURES

- Sunday service currently ends around 8 PM

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NATIONAL HARBOR LINE, ROUTES NH1 AND NH3

SERVICE AREA

Branch Avenue Station, Rivertowne Commons Shopping Center, Oxon Hill Park & Ride Lot, Waterfront St. & Potomac Passage (National Harbor), St. George Blvd. & Waterfront St. (National Harbor), Southern Avenue Station (NH3 only)

RESTRUCTURE SERVICE

- Reroute the NH1 from Branch Avenue Station to Southern Avenue Station, via Southview Apartments
- Consolidate NH3 routing along the new NH1 alignment; eliminate the NH3 designation

ROUTE / SEGMENT ELIMINATION

- The segment of NH1 operating between Branch Avenue Station and the Capitol Beltway & Oxon Hill Road will be eliminated
- The segment of the NH3 operating between Southern Avenue and Oxon Hill Road will be eliminated, no stops would be missed.

ALTERNATIVE SERVICE AVAILABLE

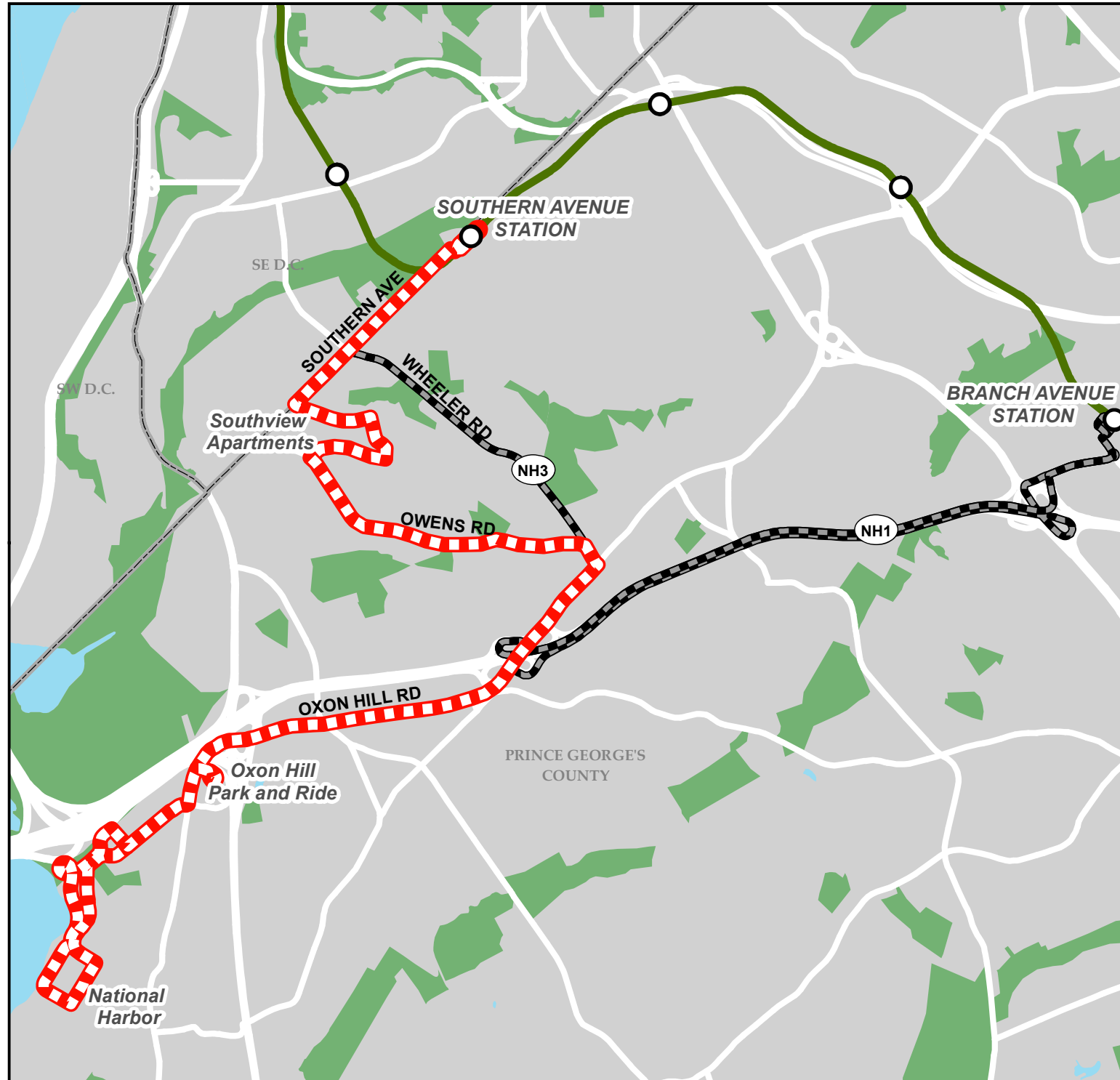
- Only service at and around the Branch Avenue station is eliminated, alternative service from Branch Avenue station is available on the Green Line

REASONS FOR CHANGE

- The existing line has low productivity and would better serve riders by providing better connectivity at Southern Avenue Station
- Riders can connect to routes 30S, 32, A2, A42, D12, D13, D14, P12, W2, TheBus 33, TheBus 35, and TheBus 35s at Southern Avenue Station
- Routing the NH1 through Southview Apartments to Southern Avenue Station will help ease crowding on the P12 and provide Southview Apartments residents with a connection to National Harbor

PERFORMANCE MEASURES

- The line does not meet the subsidy per rider guideline of less than twice the system average (with a subsidy of \$5.07 per ride compared to a guideline of \$4.13)
- The line does not meet the riders per trip guideline of at least 1/3 the system average (with an average of 10.78 riders per trip compared to a guideline of 11.86)
- The line does not meet the riders per revenue mile guideline of at least 1/3 the system average (with an average of 1.33 riders per mile compared to a guideline of 1.41)



NH1 NH3

National Harbor Line

Proposed new NH1 and NH3 routing.

Legend

-  Metrorail Stations
-  Proposed Route
-  Eliminated Route
-  Green Line
-  Roads
-  Jurisdictions
-  Parks
-  Water



0 0.275 0.55 1.1 Miles

EASTOVER-ADDISON ROAD LINE, ROUTE P12

DISTRICT HEIGHTS-SUITLAND LINE, ROUTE V12

SERVICE AREA

P12 – Eastover, Glassmanor, Southview, United Medical Center, Southern Avenue Station, Hillcrest Heights, Iverson Mall, Silver Hill, Suitland Station, District Heights, Addison Road Station

V12 – Addison Road-Seat Pleasant Station, District Heights, Marlboro Pike, Brooks Drive, Shadyside Avenue, Suitland Station

RESTRUCTURE SERVICE

- Eliminate service through United Medical Center and on Southern Avenue between Wheeler Road and Forest Hills Apartments
- Swap P12 and V12 alignment between the Addison Road Station and the intersection of Addison Road and Walker Mill Road
- Split the P12 into two routes with a common terminal at Southern Avenue Station.
 - The P10 will run between Eastover Shopping Center and Southern Avenue Station (via Southview Apartments and Forest Hills Apartments)
 - The P12 will run between Addison Road Station and Southern Avenue Station (via Suitland Station and Forest Hills Apartments)

ALTERNATIVE SERVICE AVAILABLE

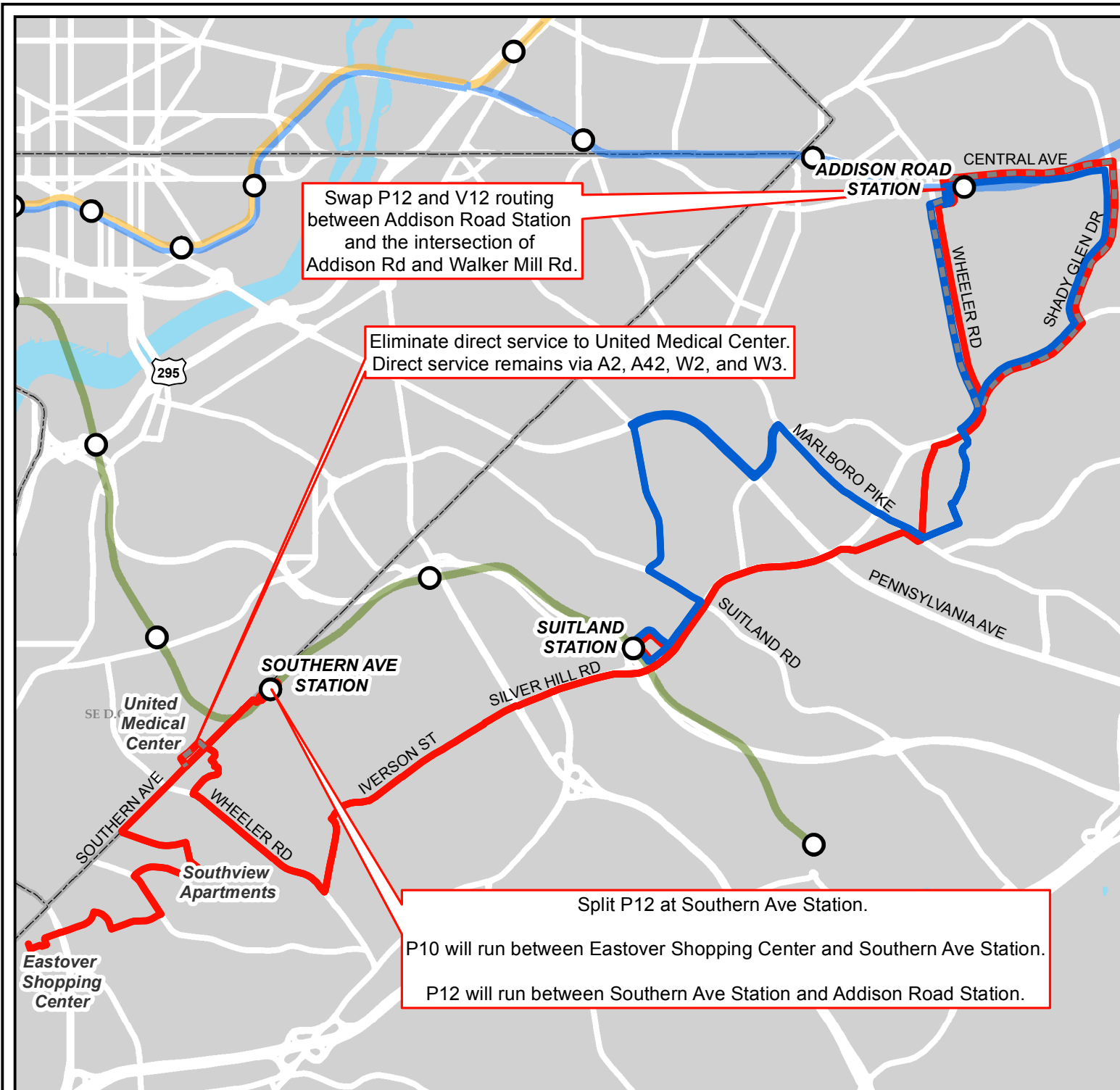
- Alternative service to United Medical Center is available on the A2, W2, and W3
- The discontinued segment of P12 along Shady Glen Drive will be replaced by V12 service
- The discontinued segment of P12 along Southern Avenue between Wheeler Road and Forest Hills Apartments will be covered by the proposed NH1 rerouting

REASONS FOR CHANGE

- Discontinuing service through United Medical Center property will save time and increase reliability, since buses will make fewer turns and will no longer get stuck behind illegally parked vehicles at the hospital entrance
- Swapping P12 and V12 routing on Wheeler Road and Shady Glen Drive will provide a more direct route for the P12. The V12 is already designed to be a more neighborhood-focused service
- Splitting the P12 route at Southern Avenue Station will increase reliability and on-time performance plus also provides the flexibility to focus future resources on the portions of the line with the highest demand

PERFORMANCE MEASURES

- Only 11% of passengers on the route travel through Southern Avenue Station
- North of Southern Avenue Station, the route averages approximately 52 passengers per hour on weekday, and 41 passengers per hour on Saturdays and Sundays. South of Southern Avenue Station, the route averages approximately 58 passengers per hour of weekdays, 54 passengers per hour on Saturdays and 56 passengers per hour on Sundays.



P12

Eastover-Addison Road Line

V12

District Heights-Suitland Line

Proposed Changes

Legend

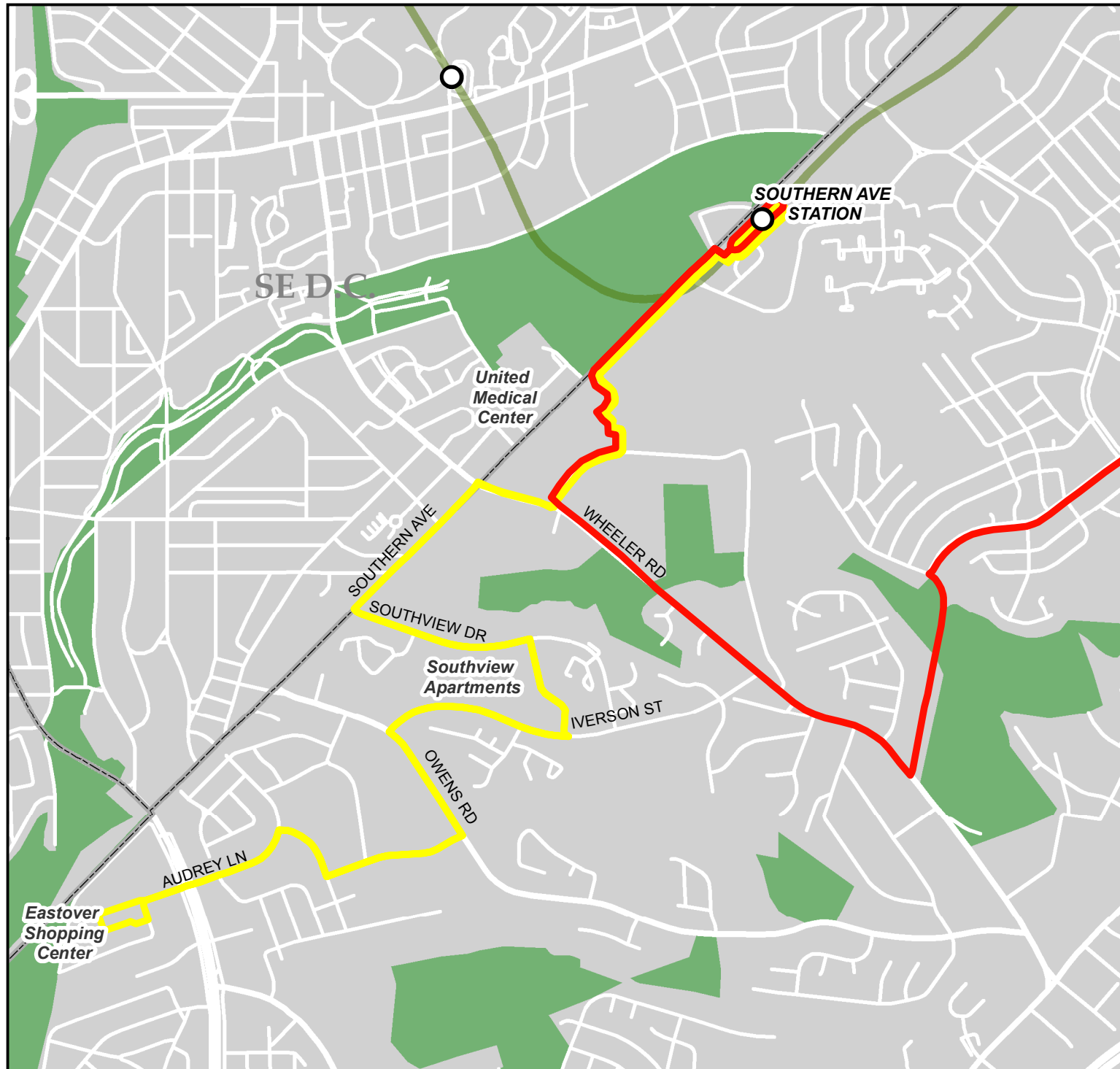
- Metrorail Stations
- Discontinued V12
- V12
- Discontinued P12
- P12
- Blue Line
- Green Line
- Orange Line
- Orange & Blue Lines
- Roads
- Jurisdictions
- Water



0 0.35 0.7 1.4
 Miles

P10

Proposed Southern Ave-Eastover Line



Legend

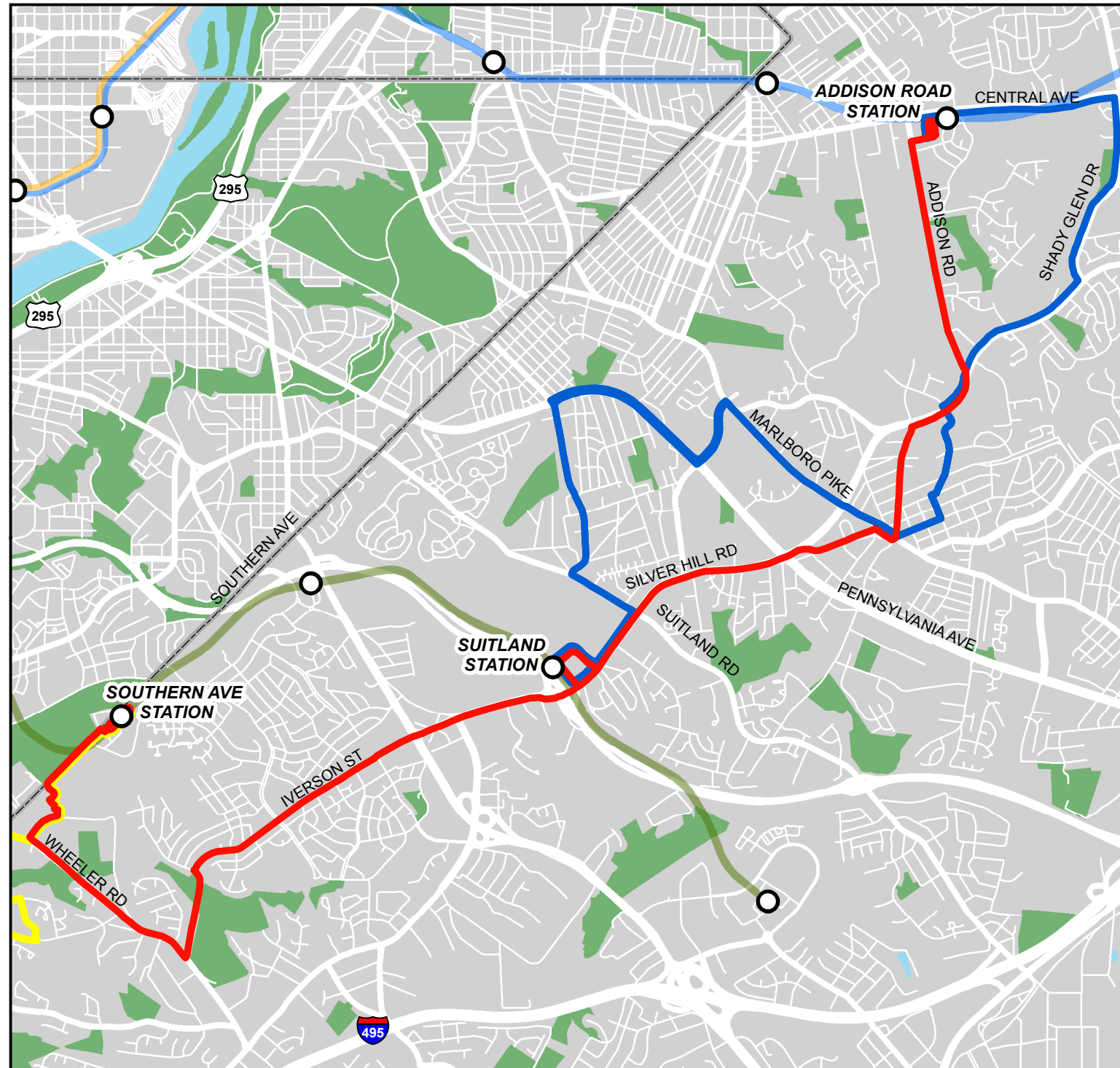
- Metrorail Stations
- Proposed P12
- Proposed P10
- Green Line
- Roads
- Jurisdictions
- Parks
- Water



0 0.1 0.2 0.4 Miles

P12

Proposed Southern Ave-Addison Road Line



Legend

- Metrorail Stations
- Proposed P12
- Proposed P10
- Proposed V12
- Blue Line
- Green Line
- Orange Line
- Orange & Blue Lines
- Roads
- Jurisdictions
- Parks
- Water



0 0.25 0.5 1 Miles

OXON HILL-FORT WASHINGTON LINE, ROUTES P17 and P19

SERVICE AREA

Fort Washington Park & Ride lot, Tantallon (P17 only), Fort Foote (P17 only), Oxon Hill Park & Ride lot, South Capitol Street, The Mall, Federal Triangle, Farragut Square

RESTRUCTURE SERVICE

- Eliminate existing boarding and alighting restrictions and instead create a limited stop segment between the Oxon Hill Park & Ride and South Capitol & O Streets.
- Proposed limited stops are:
 - o Indian Head Highway & Capital Beltway (Forest Heights)
 - o Indian Head Highway & Southern Avenue (Eastover Shopping Center)

ALTERNATIVE SERVICE AVAILABLE

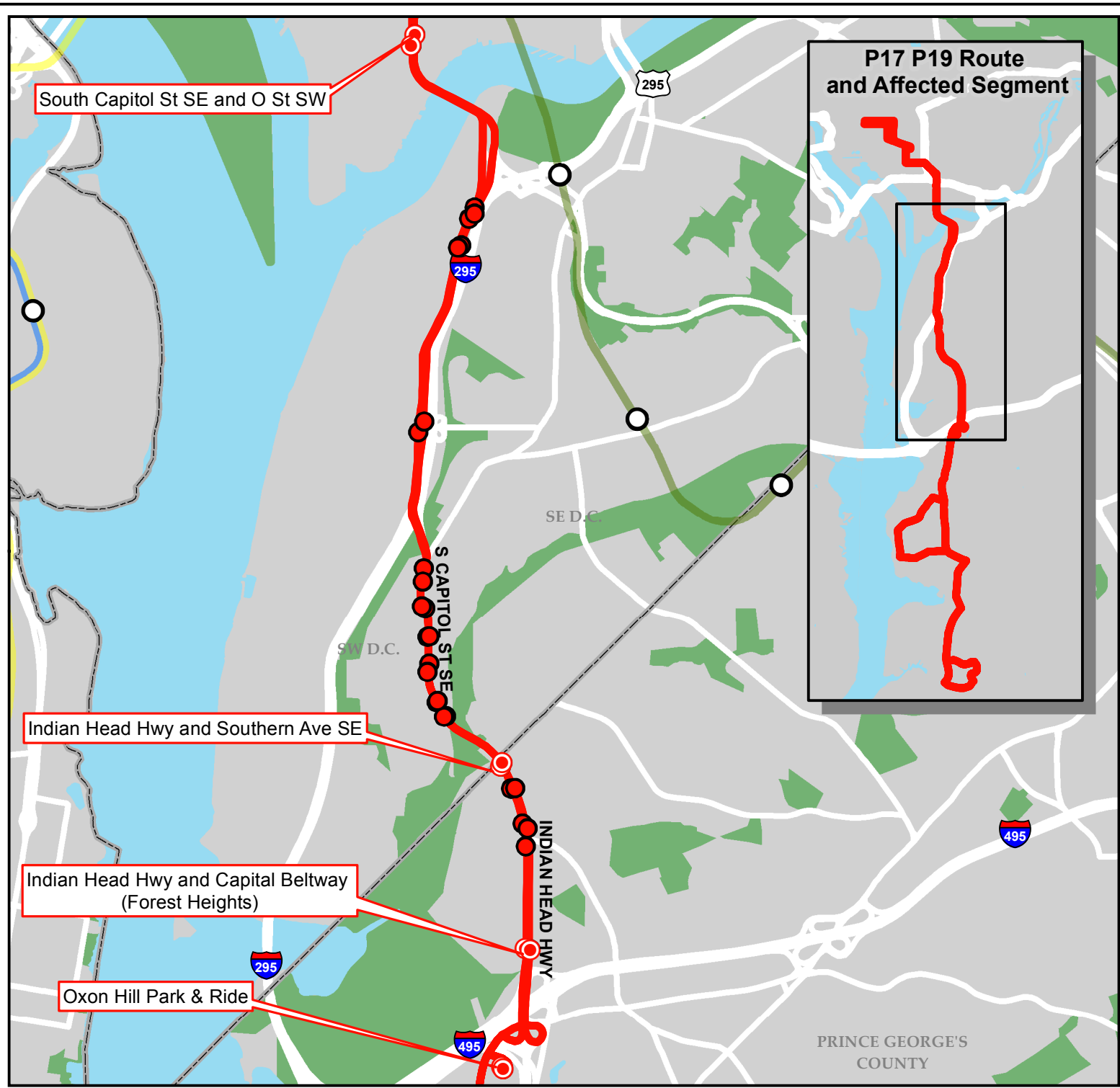
- All bus stops will still be served by local routes, although transfers to local routes may require a three to four block walk depending on destination

REASONS FOR CHANGE

- Existing boarding and alighting restrictions are confusing for passengers and operators
- Creating a limited stop segment would preserve the “express” nature of the route in an easy to understand way

PERFORMANCE MEASURES

- On-time performance is 67 percent for the P17 and 62 percent for the P19 – well below the target of 81 percent
- Very few riders use the stops that will be eliminated – approximately 13 total riders get on and 8 total riders get off each day at the affected stops



P17 P19

Oxon Hill-Fort Washington Line

Limited Stop Segment Proposal

Legend

- P17 P19
- Proposed Limited Stops
- Discontinued Local Stops
- Metrorail Stations
- Blue & Yellow Lines
- Green Line
- Yellow Line
- Roads
- Jurisdictions
- Parks
- Water

North arrow pointing up, labeled 'N'. Metro logo with 'M' and 'metro' text.

Scale bar: 0 0.25 0.5 1 Miles

OXON HILL-FORT WASHINGTON LINE, ROUTE P18

SERVICE AREA

Fort Washington Park & Ride lot, Tantallon, Fort Foote, Oxon Hill Park & Ride Lot, Anacostia Station

RESTRUCTURE SERVICE – OPTION 1

- Reroute the P18 to serve Southern Avenue Station instead of Anacostia Station

RESTRUCTURE SERVICE – OPTION 2

- Reroute the P18 to serve Southern Avenue Station instead of Anacostia Station
- Transfer operation of the P18 to Prince George's County "TheBus"

ROUTE / SEGMENT ELIMINATION

- The segment of the P18 between Southern Avenue and Anacostia Station will be eliminated. This includes all P18 service on South Capitol Street and Firth Sterling Avenue.

ALTERNATIVE SERVICE AVAILABLE

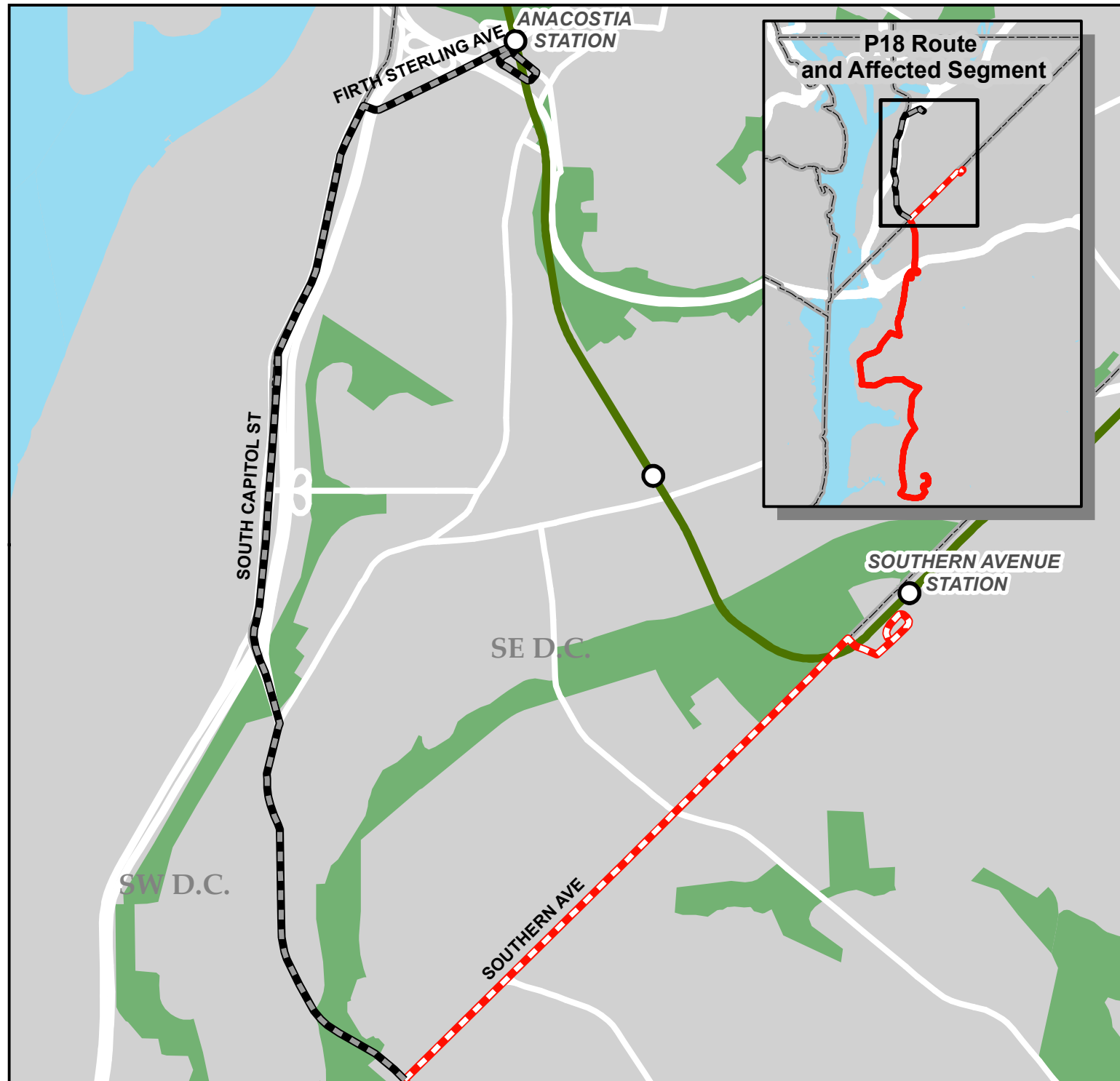
- Alternate service varies from stop to stop, but includes service on routes D13, D14, A8, and A48
- Additionally, both Anacostia Station and Southern Avenue Station are on the green line

REASONS FOR CHANGE

- Rerouting the P18 to Southern Avenue Station will improve connectivity in southern Prince George's County – riders can connect to the 32, A2, D12, D13, D14, P12, TheBus 33, TheBus 35, and TheBus 35s.
- The proposed rerouting of the NH1 to Southern Avenue would also provide connections to National Harbor
- Shifting to Southern Avenue Station will help alleviate crowding at Anacostia Station

PERFORMANCE MEASURES

- The subsidy per rider for this line (P17, P18, P19) is \$5.44 compared to the maximum subsidy goal of \$4.13



P18

Oxon Hill-Fort Washington Line

Proposed new P18 alignment and Proposed Transfer to Maryland Transit Administration

Legend

○ Metrorail Stations

ROUTE

- New Alignment
- Discontinued Alignment
- Unaffected Alignment
- Green Line
- Roads
- Jurisdictions
- Parks
- Water



0 0.15 0.3 0.6 Miles

ANNAPOLIS ROAD LINE, ROUTE T18

RHODE ISLAND AVENUE-NEW CARROLLTON LINE, ROUTE 84

SERVICE AREA

T18: New Carrollton station, West Lanham Hills, Landover Hills, Capital Plaza, Mattapony, Bladensburg, Colmar Manor, Cottage City, Brentwood, Mt. Rainier, Rhode Island Ave-Brentwood station

84: New Carrollton station, East Pines, Riverdale Park, Edmonston, Bladensburg, Peace Cross, Colmar Manor, Cottage City, Mt. Ranier, Rhode Island Ave-Brentwood station

RESTRUCTURE SERVICE

- Eliminate boarding and alighting restrictions on PM peak trips from Rhode Island Avenue Station in favor of limited stops within the District of Columbia
- Proposed limited stops:
 - o Rhode Island Avenue NE & South Dakota Avenue NE/24th Street NE
 - o Rhode Island Avenue NE & 18th Street NE
 - o Rhode Island Avenue NE & 14th Street NE/Montana Avenue NE
 - o Rhode Island Avenue NE & 12th Street NE
 - o Rhode Island Avenue Station
- The proposed restructuring will allow T18 riders to board or alight at any (limited) stop in DC, regardless of time of day

ALTERNATIVE SERVICE AVAILABLE

- Discontinued T18 and 84 stops would be covered by a number of other local bus routes, including the 81, 82, 83, and 86

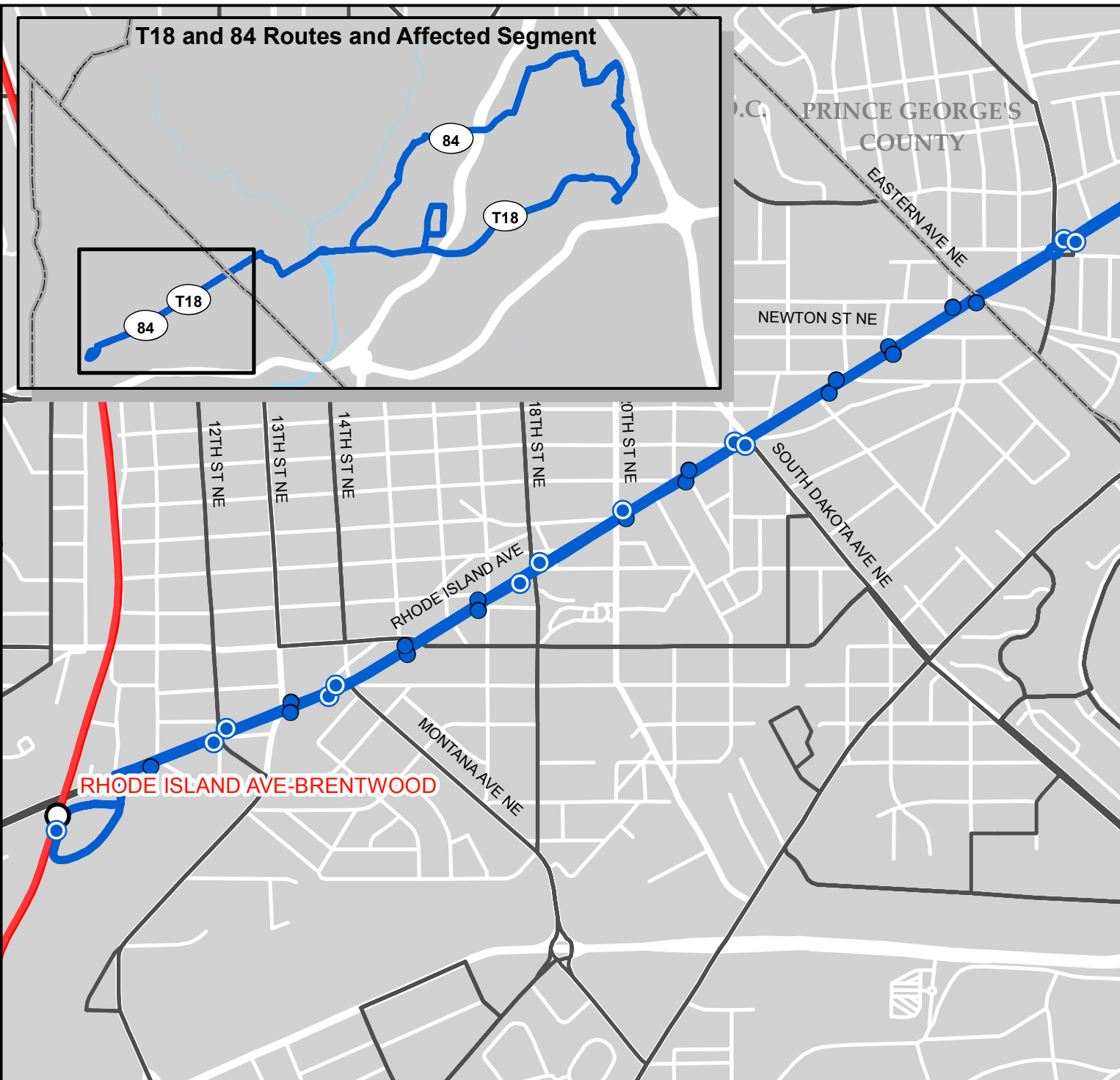
REASONS FOR CHANGE

- The current alighting restrictions are confusing to riders and can cause conflict between drivers and passengers
- The limited stop proposal is intended to simplify the T18 and 84 and to speed trips along the limited stop segment

PERFORMANCE MEASURES

- On-time performance is 66 percent for route T18 and 76 percent for route 84 compared to the target of 81 percent
- The average maximum load per bus is 38 passengers on route T18, 30 passengers on route 84, 25 passengers on route 86 and 21 passengers on route 83

T18 and 84 Routes and Affected Segment

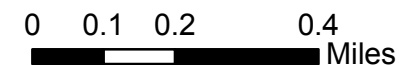
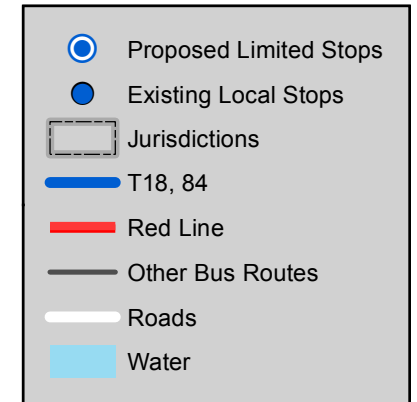


T18

Annapolis Road
Line

84

Rhode Island Avenue-
New Carrollton Line



BOCK ROAD LINE, ROUTE W13

SERVICE AREA

Fort Washington Forest, Friendly, Palmers Corner, Bock Road, Oxon Hill, Indian Head Highway, South Capitol Street, The Mall, Federal Triangle, Farragut Square

RESTRUCTURE SERVICE

- Eliminate existing boarding and alighting restrictions and instead create a limited stop segment between Oxon Hill Road & Clipper Way and South Capitol & O Streets
- Proposed limited stops are:
 - o Indian Head Highway & Capital Beltway (Forest Heights)
 - o Indian Head Highway & Southern Avenue (Eastover Shopping Center)

ALTERNATIVE SERVICE AVAILABLE

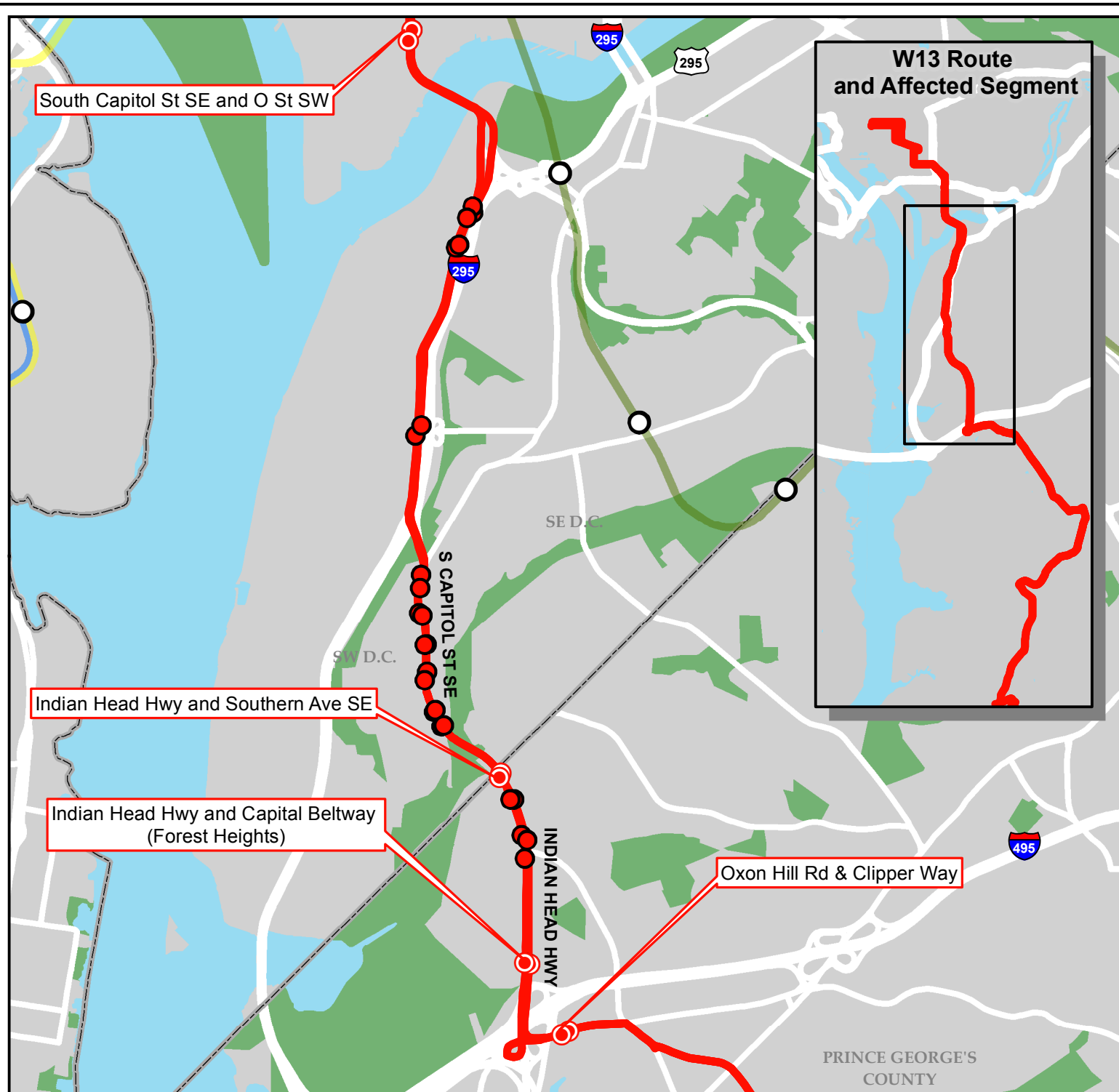
- All bus stops will still be served by local routes, although transfers to local routes may require a three to four block walk depending on destination

REASONS FOR CHANGE

- Existing boarding and alighting restrictions are confusing for passengers and operators
- Creating a limited stop segment would preserve the “express” nature of the route in an easy to understand way

PERFORMANCE MEASURES

- On-time performance is 67 percent compared to the target of 81 percent
- Very few riders use the stops that will be eliminated – approximately 5 total riders get on and 11 total riders get off each day at the affected stops



W13

Bock Road Line

Limited Stop Segment Proposal

Legend

- W13
- Proposed Limited Stops
- Discontinued Local Stops
- Metrorail Stations
- Blue & Yellow Lines
- Green Line
- Yellow Line
- Roads
- Jurisdictions
- Parks
- Water



0 0.25 0.5 1 Miles

BOCK ROAD LINE, ROUTE W14

SERVICE AREA

Friendly, Palmers Corner, Bock Road, Oxon Hill, Indian Head Highway, South Capitol Street, Anacostia Station

RESTRUCTURE SERVICE

- Reroute the W14 to serve Oxon Hill Park & Ride Lot as its northern terminal (no Metrorail Station service) with a timed transfer to the NH1

ROUTE / SEGMENT ELIMINATION

- The segment of the W14 between Oxon Hill Road & Indian Head Highway and Anacostia Station will be eliminated. This includes all W14 service on Indian Head Highway, South Capitol Street, and Firth Sterling Avenue

ALTERNATIVE SERVICE AVAILABLE

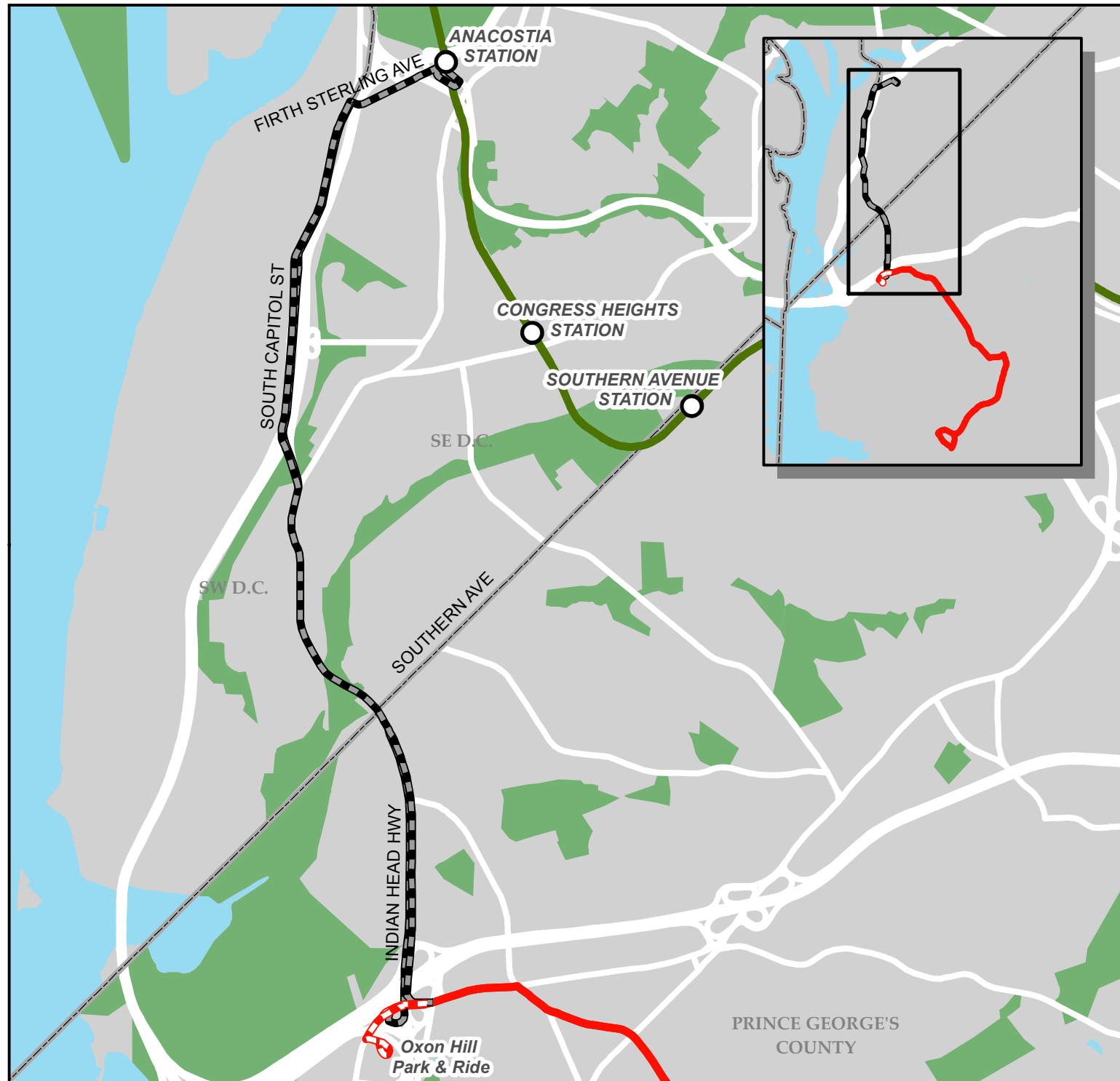
- Alternative service varies from stop to stop, but includes service on routes D13, D14, and A8
- A timed transfer to the NH1 at Oxon Hill Park and Ride would provide connections to the Green Line

REASONS FOR CHANGE

- Shifting out of Anacostia Station will help alleviate crowding at that station
- Terminating the route at Oxon Hill Park & Ride would allow Metro to provide the same frequency of service at a reduced cost (this service could be operated with one bus)

PERFORMANCE MEASURES

- The subsidy per rider for this line (W13, W14) is \$4.83 compared to the maximum subsidy goal of \$4.13
- Approximately 175 passengers per day, or 55% of total passengers on the current service would be affected
- Continuing to operate service to a Metrorail Station on this route with a 60 minute frequency would result in a performance measure of approximately 17 passengers per hour. This proposal if approved would result in a measure of approximately 30 passengers per hour



W14

Bock Road Line

Proposed new W14 alignment.

Legend

- Metrorail Stations
- New Alignment
- Discontinued Alignment
- Unaffected Alignment
- Green Line
- Roads
- Jurisdictions
- Parks
- Water



0 0.25 0.5 1 Miles

CAMP SPRINGS-INDIAN HEAD HWY LINE, ROUTE W15

SERVICE AREA

Camp Springs, Padgetts Corner, Oxon Hill, Wilson Towers, Brookside Park Condos, Eastover, Southern Ave Station

RESTRUCTURE SERVICE

- Transfer operation of route W15 to Prince George's County "TheBus"

ALTERNATIVE SERVICE AVAILABLE

- Existing route would be provided by "TheBus" instead of WMATA

REASONS FOR CHANGE

- The W15 runs during peak periods and has low ridership
- By transferring the route to "TheBus," WMATA gains extra peak period buses that can be used on high ridership routes

PERFORMANCE MEASURES

- Does not meet weekday daily riders guideline of at least 1/8 the system average (369 compared to the guideline of 471)



W15

Camp Springs- Indian Head Highway Line

Proposed Transfer
to TheBus

Legend

-  Metrorail Stations
-  W15
-  Green Line
-  Jurisdictions
-  Roads
-  Water



0 0.5 1
Mile

INDIAN HEAD EXPRESS LINE, ROUTE W19

SERVICE AREA

Naval Surface Warfare Center (Charles County), Town of Indian Head, Bryans Road Park & Ride Lot, Eastover, Southern Ave Station

RESTRUCTURE SERVICE

- Metro may transfer operation of this route to Maryland Transit Administration (MTA) in the future
- This transfer was initially proposed for this fiscal year. The MTA has deferred this request for at least a year.
- Comments on this proposal will be accepted as part of the hearings

ALTERNATIVE SERVICE AVAILABLE

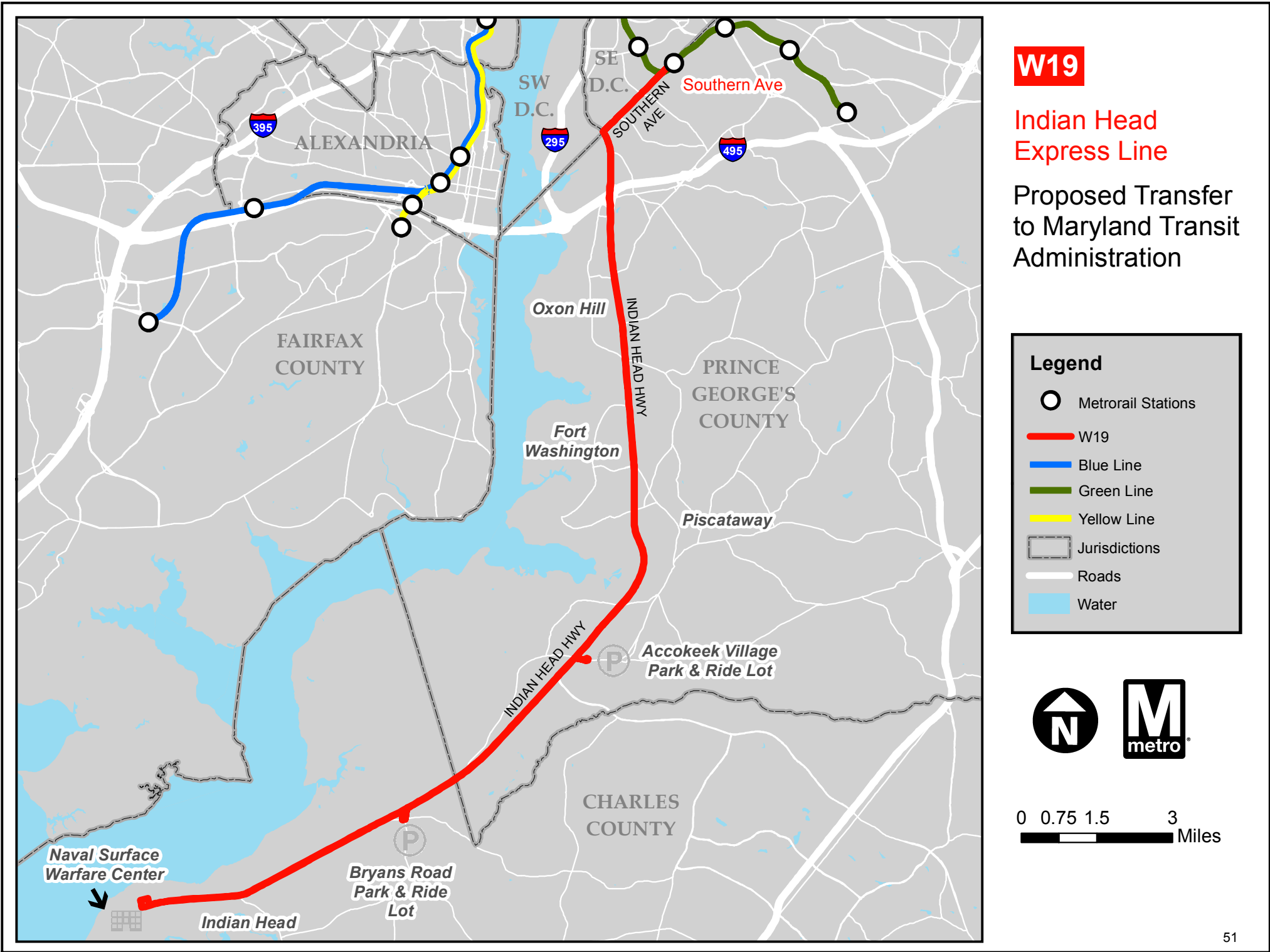
- W19 service would be provided by MTA

REASONS FOR CHANGE

- Long distance route which would be better served by over-the-road coaches
- Urban transit buses are needed for re-allocation to more densely populated areas of South Prince Georges' County

PERFORMANCE MEASURES

- Weekday ridership has decreased 25% since the same time last year
- The subsidy per rider is \$6.99 compared to the productivity threshold of \$4.13
- There are 0.71 riders per revenue mile on this route as compared to the current productivity guideline of 1.41



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