

Silver Hill Road (MD 458) Bus Lane Concept - Suitland Metrorail Station to Randall Road

Reasons for Tactical Bus Lanes:

- Provides an important regional connection to the Metrorail Green Line
- Provides connections to large employment generators, including the US Census Bureau
- Provides access to WMATA Metrobus (P12, D12, K12, D14, V12), and Prince George’s County The Bus (34)
- Could provide operational benefits for many routes in a high demand area

Existing Segment Characteristics:

- No parking restriction
- Commercial and office uses
- Posted Speed Limit: 35 mph

Bus Ridership:

- While bus ridership on the corridor is 14% lower than pre-COVID conditions, ridership is recovering, currently serving 12,812 Metrobus passengers per day. WMATA expects ridership to continue to grow and as a result, has increased the frequency of service.

Note: Average passenger load of all weekday bus routes in the peak direction (AM Eastbound, PM Westbound)

Concept Plan View


Changes to the Segment:

- The curbside lane would be re-purposed to become a bus lane except for the changes reflected on the terminus
- Right turns will not be restricted
- Skipped red striping will indicate where vehicles are allowed to enter the bus lane


Updates by Stakeholders:

- On a separate effort, Prince George’s DPW&T evaluated potential crosswalk and ADA ramp upgrades through a Metropolitan Washington Council of Government Transportation Land Land-Use Connections Project.

Legend:



Bus Stop

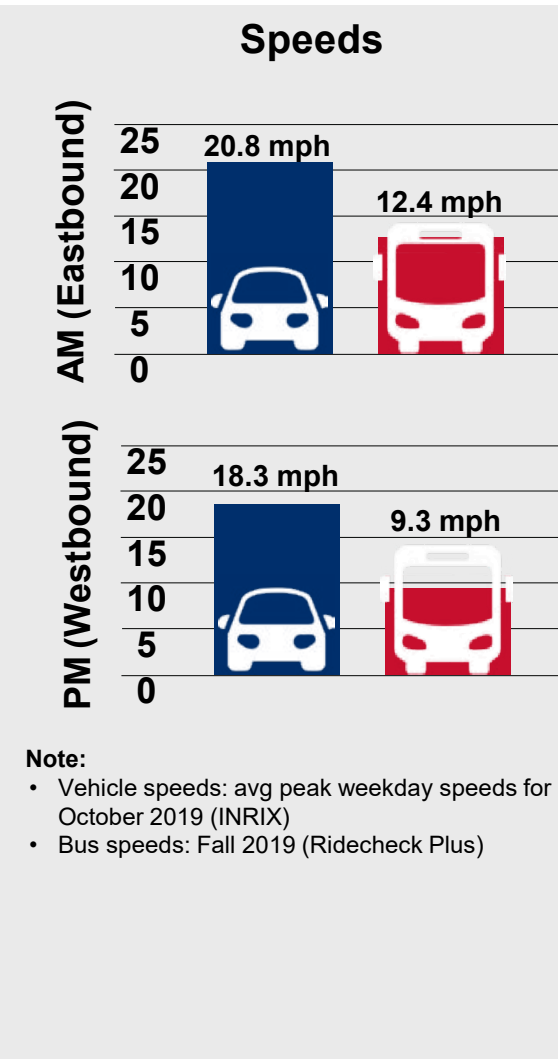






Average Peak Direction Bus Person Throughput

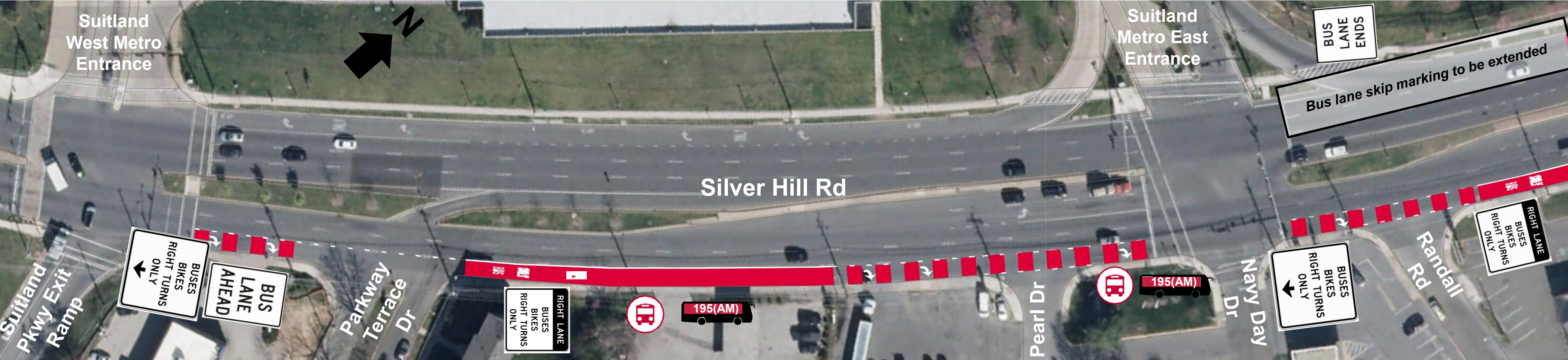
RIGHT LANE
BUSES
BIKES
RIGHT TURNS
ONLY

BUSES
BIKES
RIGHT TURNS
ONLY

Bus Lane Signs (Ground Mounted, Overhead)

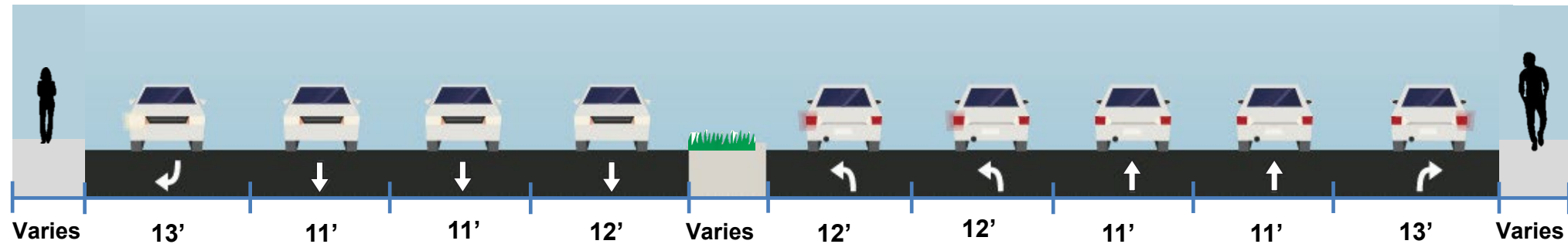


Bus Frequency/Vehicle Volume		AM (EB)	PM (WB)
		9	-
		2,187	2,363
Note: <ul style="list-style-type: none">• 2019 bus frequencies provided by WMATA and TheBus• 2022 vehicle volumes provided by MDOT SHA			
Person Throughput Per Hour		AM (EB)	PM (WB)
		262	-
		2,581	2,788
Note: <ul style="list-style-type: none">• Bus person throughput = max peak load * weekday buses per hour (WMATA 2019)• Vehicle person throughput = 1.18 pax per veh * veh per hour (Avg veh occupancy for work-based trips from <i>Guidance for Comprehensive Transportation Review</i>, DDOT, 2022)• Max peak load excludes buses run by TheBus			

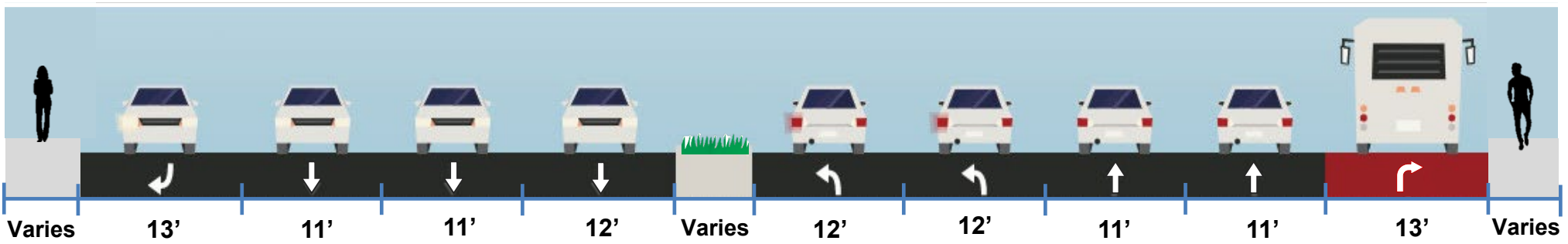


Note: All signs are not shown

Existing Typical Cross-Section



Proposed Typical Cross-Section



Silver Hill Road (MD 458) Bus Lane Concept - Navy Day Dr to Swann Rd

Reasons for Tactical Bus Lanes:

- Provides an important regional connection to the Metrorail Green Line
- Provides connections to large employment generators, including the US Census Bureau
- Provides access to WMATA Metrobus (P12, D12, K12, D14, V12), and Prince George’s County The Bus (34)
- Could provide operational benefits for many routes in a high demand area

Existing Segment Characteristics:

- No parking restriction
- Commercial and office uses
- Posted Speed Limit: 35 mph


Bus Ridership:

- While bus ridership on the corridor is 14% lower than pre-COVID conditions, ridership is recovering, currently serving 12,812 Metrobus passengers per day. WMATA expects ridership to continue to grow and as a result, has increased the frequency of service.


Changes to the Segment:

- The curbside lane would be re-purposed to become a bus lane
- Right turns will not be restricted
- Skipped red striping will indicate where vehicles are allowed to enter the bus lane

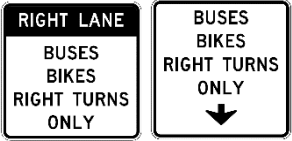
Legend:



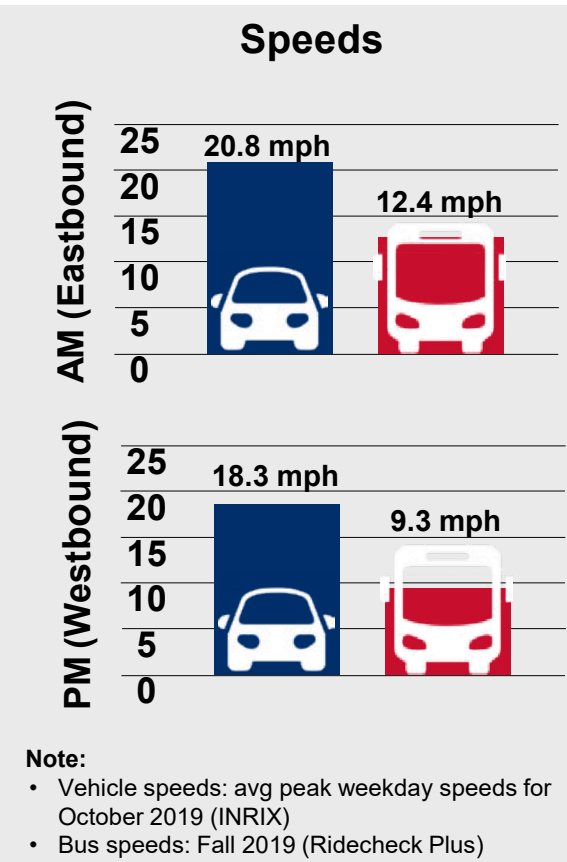
Bus Stop





Average Peak Direction Bus Person Throughput



Bus Lane Signs (Ground Mounted, Overhead)

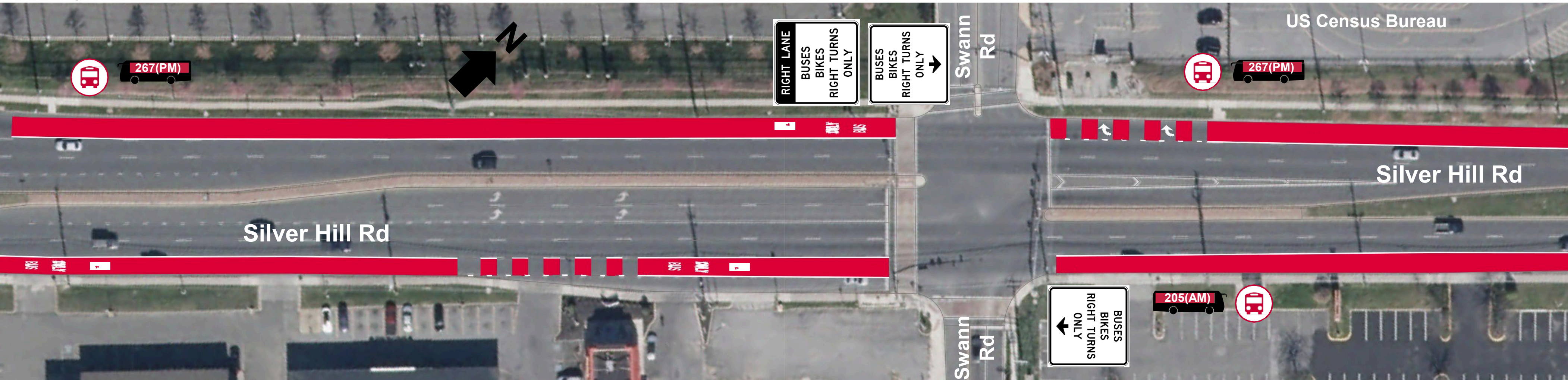


Bus Frequency/Vehicle Volume		AM (EB)	PM (WB)
	Frequency	9	11
	Vehicle Volume	2,163	2,355
Person Throughput Per Hour		AM (EB)	PM (WB)
	Person Throughput	276	315
	Vehicle Volume	2,552	2,779

Note:

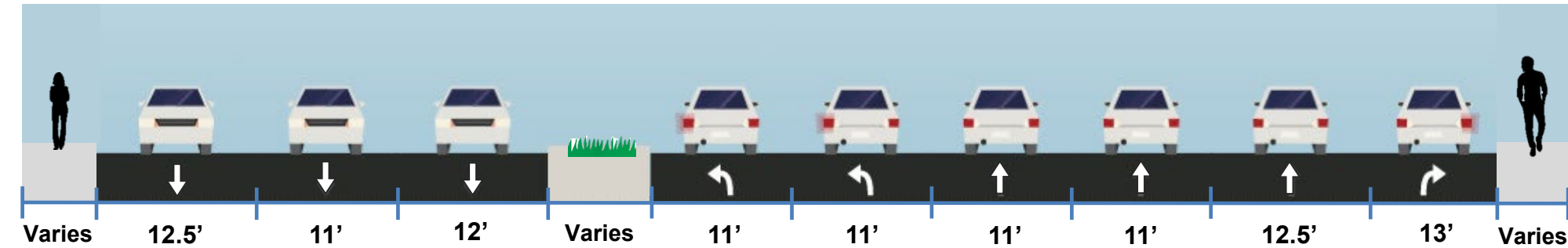
- 2019 bus frequencies provided by WMATA and TheBus
- 2022 vehicle volumes provided by MDOT SHA
- Bus person throughput = max peak load * weekday buses per hour (WMATA 2019)
- Vehicle person throughput = 1.18 pax per veh * veh per hour (Avg veh occupancy for work-based trips from *Guidance for Comprehensive Transportation Review*, DDOT, 2022)
- Max peak load excludes buses run by TheBus

Concept Plan View

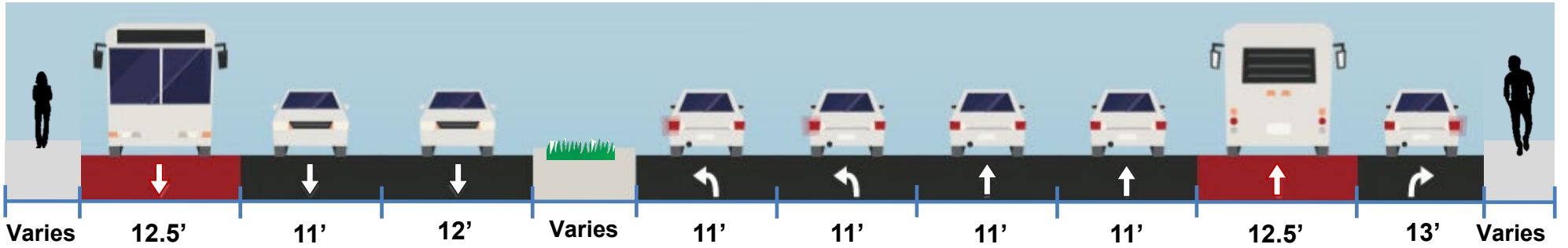


Note: All signs are not shown

Existing Typical Cross-Section



Proposed Typical Cross-Section



Silver Hill Road (MD 458) Bus Lane Concept - Swann Rd to Suitland Rd

Reasons for Tactical Bus Lanes:

- Provides an important regional connection to the Metrorail Green Line
- Provides connections to large employment generators, including the US Census Bureau
- Provides access to WMATA Metrobus (P12, D12, K12, D14, V12), and Prince George's County The Bus (34)
- Could provide operational benefits for many routes in a high demand area

Existing Segment Characteristics:

- No parking restriction
- Commercial and office uses
- Posted Speed Limit: 35 mph

Bus Ridership:

- While bus ridership on the corridor is 14% lower than pre-COVID conditions, ridership is recovering, currently serving 12,812 Metrobus passengers per day. WMATA expects ridership to continue to grow and as a result, has increased the frequency of service.


Changes to the Segment:

- The curbside lane would be re-purposed to become a bus lane
- Right turns will not be restricted
- Skipped red striping will indicate where vehicles are allowed to enter the bus lane


Updates by Stakeholders:

- Towne Square at Suitland Federal Center is completing additional improvements separate from this project
- These improvements to be constructed by others include pedestrian amenities, ADA ramps and sidewalks, utility work, geometric improvements, roadway resurfacing, etc.



Legend:



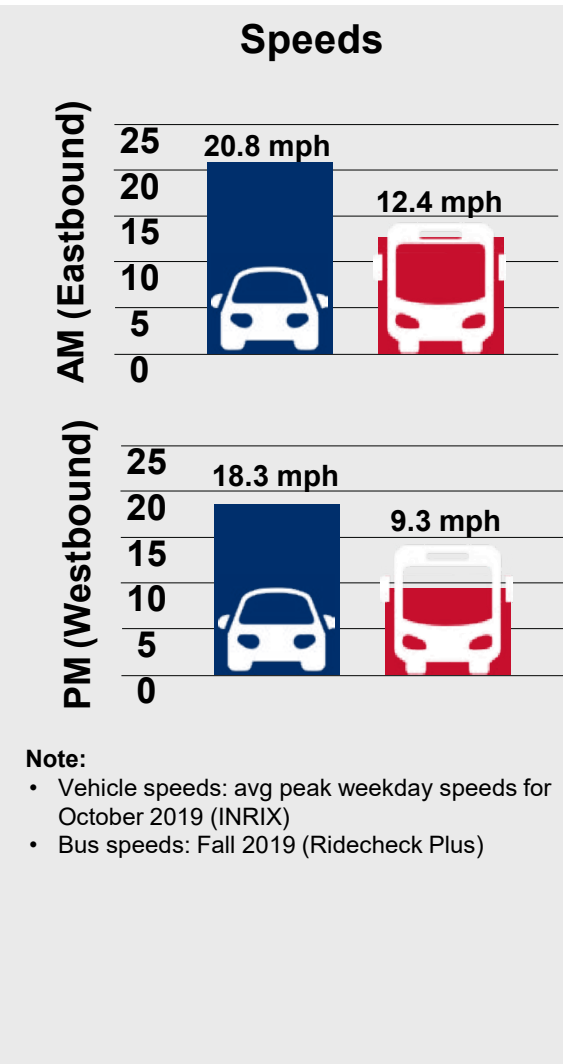
Bus Stop





Average Peak Direction Bus Person Throughput





Bus Lane Signs (Ground Mounted, Overhead)



Bus Frequency/Vehicle Volume		AM (EB)	PM (WB)
		9	11
		2,095	1,746

Note:

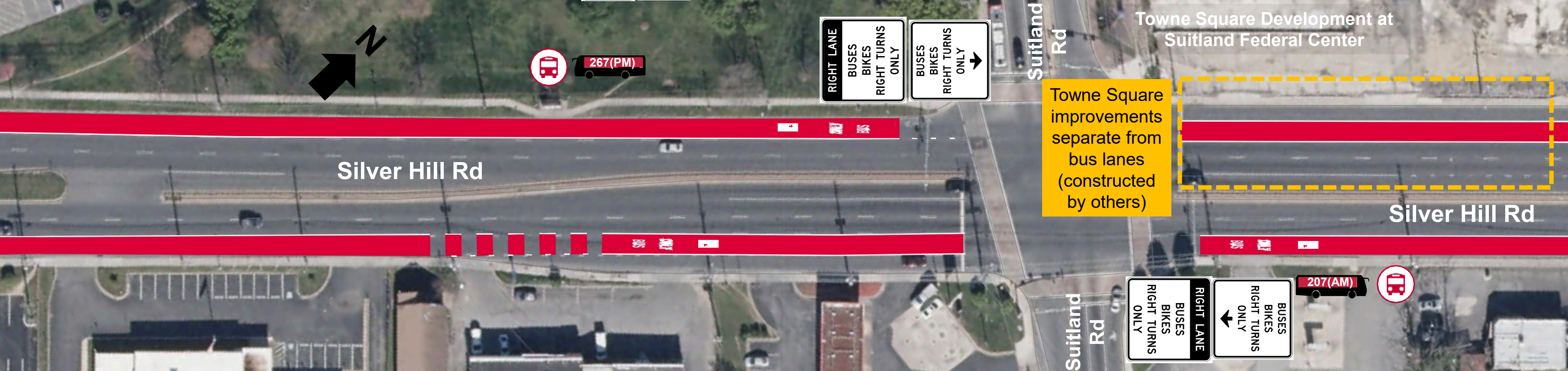
- 2019 bus frequencies provided by WMATA and TheBus
- 2022 vehicle volumes provided by MDOT SHA

Person Throughput Per Hour		AM (EB)	PM (WB)
		272	315
		2,472	2,060

Note:

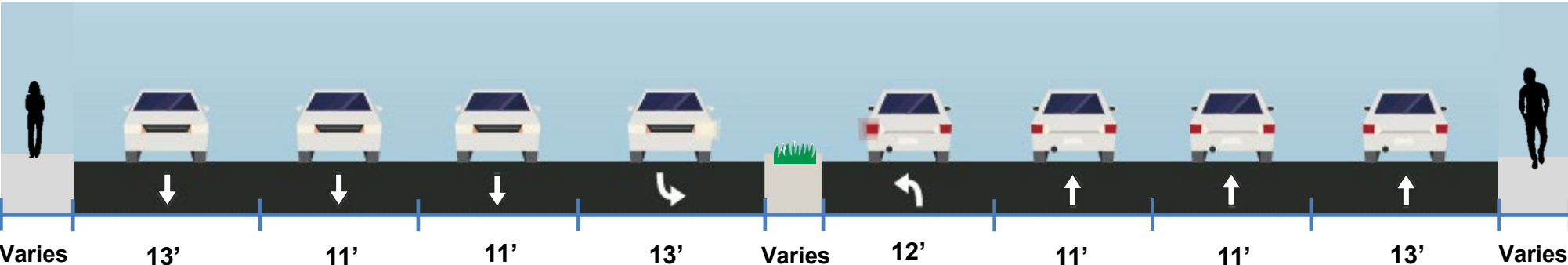
- Bus person throughput = max peak load * weekday buses per hour (WMATA 2019)
- Vehicle person throughput = 1.18 pax per veh * veh per hour (Avg veh occupancy for work-based trips from *Guidance for Comprehensive Transportation Review*, DDOT, 2022)
- Max peak load excludes buses run by TheBus

Concept Plan View

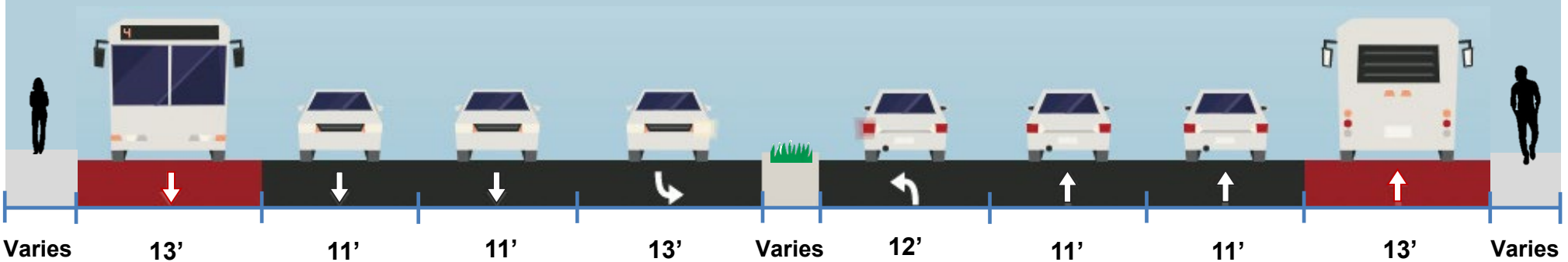


Note: All signs are not shown

Existing Typical Cross-Section



Proposed Typical Cross-Section



Silver Hill Road (MD 458) Bus Lane Concept - Suitland Rd to Porter Ave

Reasons for Tactical Bus Lanes:

- Provides an important regional connection to the Metrorail Green Line
- Provides connections to large employment generators, including the US Census Bureau
- Provides access to WMATA Metrobus (P12, D12, K12, D14, V12), and Prince George's County The Bus (34)
- Could provide operational benefits for many routes in a high demand area

Existing Segment Characteristics:

- No parking restriction
- Commercial and office uses
- Posted Speed Limit: 35 mph

Bus Ridership:

- While bus ridership on the corridor is 14% lower than pre-COVID conditions, ridership is recovering, currently serving 12,812 Metrobus passengers per day. WMATA expects ridership to continue to grow and as a result, has increased the frequency of service.


Changes to the Segment:

- The curbside lane would be re-purposed to become a bus lane
- Right turns will not be restricted
- Skipped red striping will indicate where vehicles are allowed to enter the bus lane


Updates by Stakeholders:

- Towne Square at Suitland Federal Center is completing additional improvements separate from this project: new traffic signal and access road (Evansgreen Dr), pedestrian amenities, ADA ramps and sidewalks, utility work, geometric improvements, roadway resurfacing, etc.


Legend:




Bus Stop



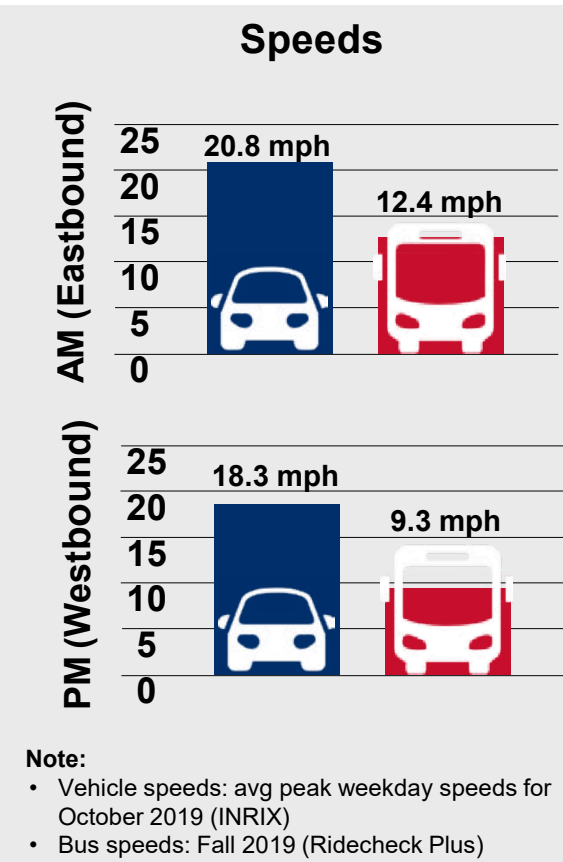
Average Peak Direction Bus Person Throughput





Bus Lane Signs (Ground Mounted, Overhead)



Bus Lane Signs (Ground Mounted, Overhead)





Bus Frequency/Vehicle Volume

	AM (EB)	PM (WB)
	9	11
	1,286	1,539

Note:

- 2019 bus frequencies provided by WMATA and TheBus
- 2022 vehicle volumes provided by MDOT SHA

Person Throughput Per Hour

	AM (EB)	PM (WB)
	273	315
	1,517	1,816

Note:

- Bus person throughput = max peak load * weekday buses per hour (WMATA 2019)
- Vehicle person throughput = 1.18 pax per veh * veh per hour (Avg veh occupancy for work-based trips from *Guidance for Comprehensive Transportation Review*, DDOT, 2022)
- Max peak load excludes buses run by TheBus

Concept Plan View

Towne Square improvements separate from bus lanes (constructed by others)

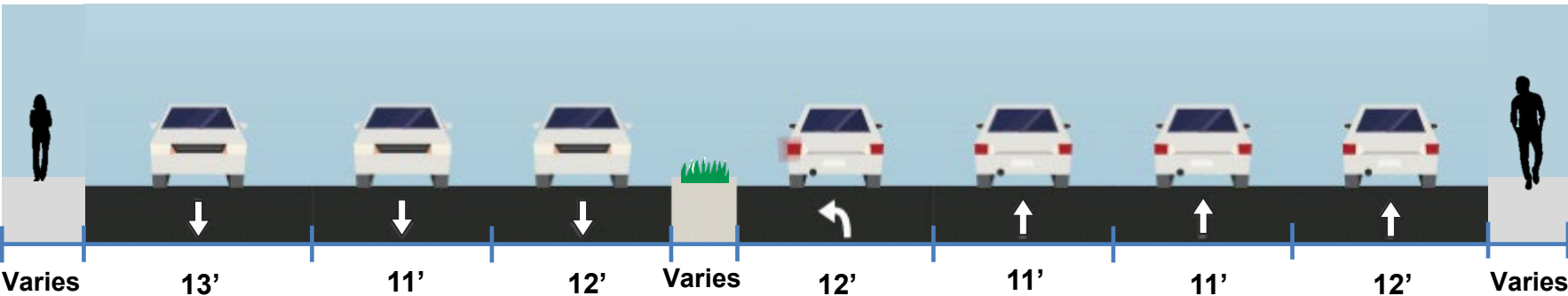
Intersection, signal, and driveway to be added as part of Towne Square Improvements

Silver Hill Rd

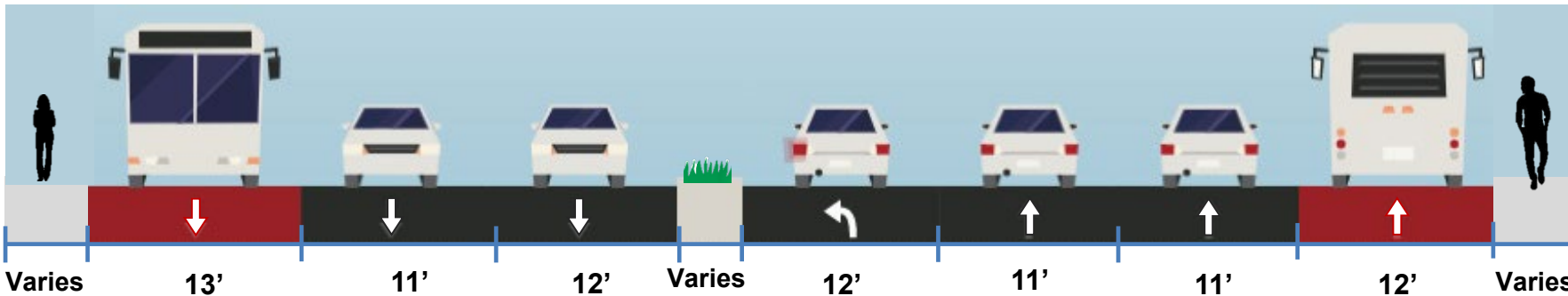
Porter Ave

Note: All signs are not shown

Existing Typical Cross-Section



Proposed Typical Cross-Section



Silver Hill Road (MD 458) Bus Lane Concept - Porter Ave to Brooks Dr

Reasons for Tactical Bus Lanes:

- Provides an important regional connection to the Metrorail Green Line
- Provides connections to large employment generators, including the US Census Bureau
- Provides access to WMATA Metrobus (P12, D12, K12, D14, V12), and Prince George’s County The Bus (34)
- Could provide operational benefits for many routes in a high demand area

Existing Segment Characteristics:

- No parking restriction
- Single and multifamily homes, schools, and places of worship
- Posted Speed Limit: 35 mph


Bus Ridership:


- While bus ridership on the corridor is 14% lower than pre-COVID conditions, ridership is recovering, currently serving 12,812 Metrobus passengers per day. WMATA expects ridership to continue to grow and as a result, has increased the frequency of service.

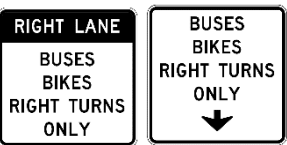
Changes to the Segment:

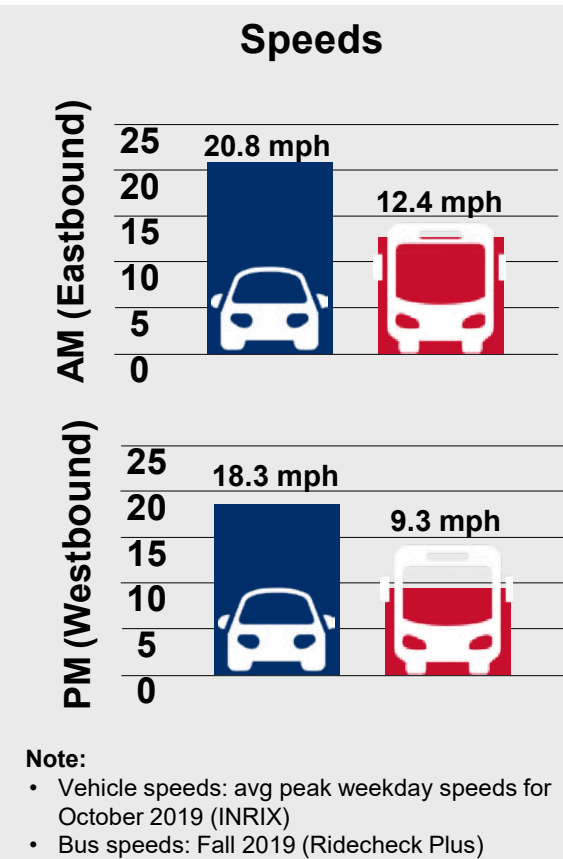
- The curbside lane would be re-purposed to become a bus lane
- Right turns will not be restricted
- Skipped red striping will indicate where vehicles are allowed to enter the bus lane



Legend:


Bus Stop


Average Peak Direction Bus Person Throughput


Bus Lane Signs (Ground Mounted, Overhead)

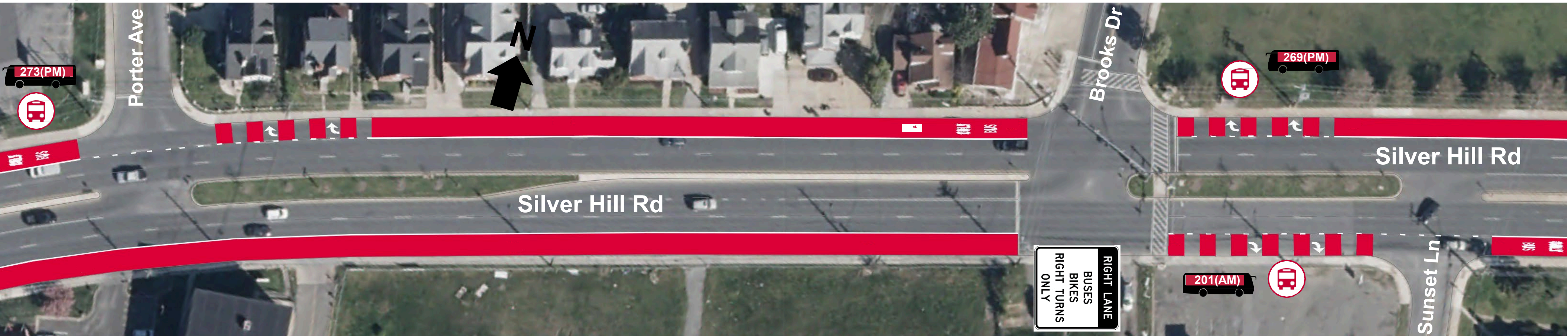


Bus Frequency/Vehicle Volume		AM (EB)	PM (WB)
	Frequency	9	11
	Vehicle Volume	1,187	1,330
Person Throughput Per Hour		AM (EB)	PM (WB)
	Person Throughput	270	315
	Vehicle Volume	1,401	1,569

Note:

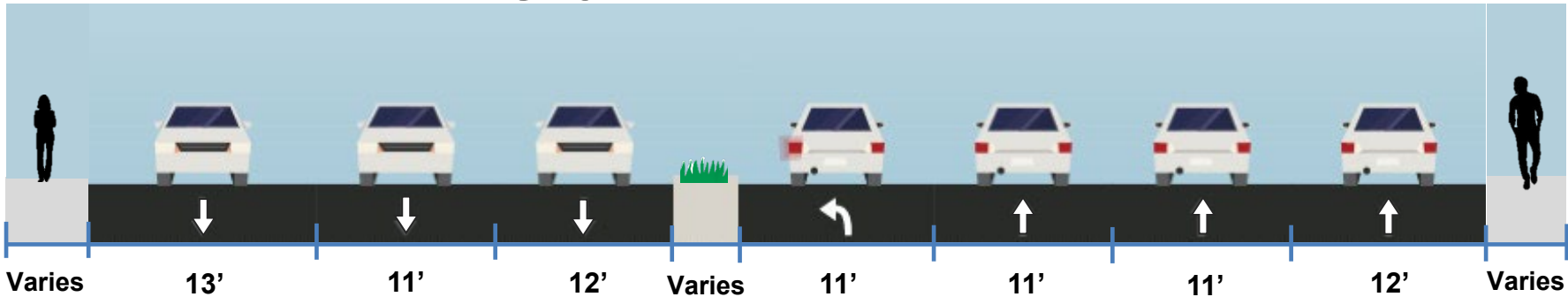
- 2019 bus frequencies provided by WMATA and TheBus
- 2022 vehicle volumes provided by MDOT SHA
- Bus person throughput = max peak load * weekday buses per hour (WMATA 2019)
- Vehicle person throughput = 1.18 pax per veh * veh per hour (Avg veh occupancy for work-based trips from *Guidance for Comprehensive Transportation Review*, DDOT, 2022)
- Max peak load excludes buses run by TheBus

Concept Plan View

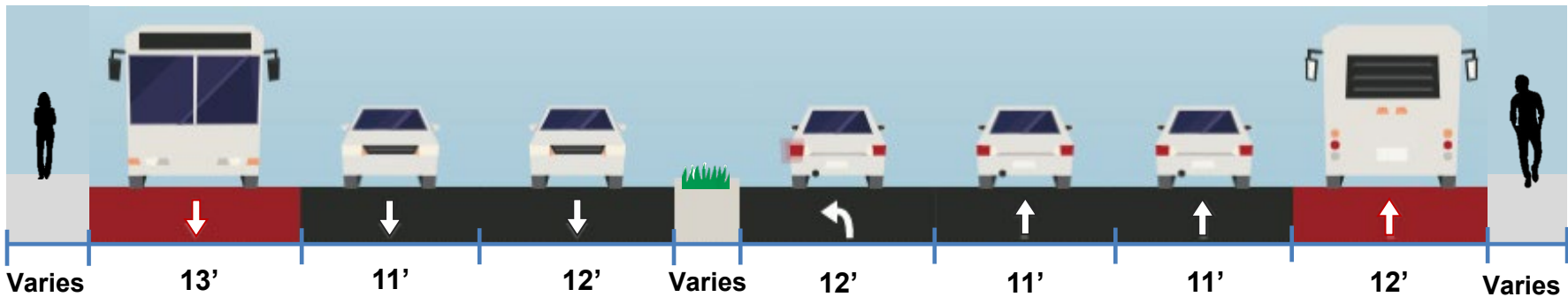


Note: All signs are not shown

Existing Typical Cross-Section



Proposed Typical Cross-Section



Silver Hill Road (MD 458) Bus Lane Concept - Brooks Dr to Royal Plaza Dr

Reasons for Tactical Bus Lanes:

- Provides an important regional connection to the Metrorail Green Line
- Provides connections to large employment generators, including the US Census Bureau
- Provides access to WMATA Metrobus (P12, D12, K12, D14, V12), and Prince George’s County The Bus (34)
- Could provide operational benefits for many routes in a high demand area

Existing Segment Characteristics:

- No parking restriction
- Single and multifamily homes, schools, and places of worship
- Posted Speed Limit: 35 mph

Bus Ridership:

- While bus ridership on the corridor is 14% lower than pre-COVID conditions, ridership is recovering, currently serving 12,812 Metrobus passengers per day. WMATA expects ridership to continue to grow and as a result, has increased the frequency of service.

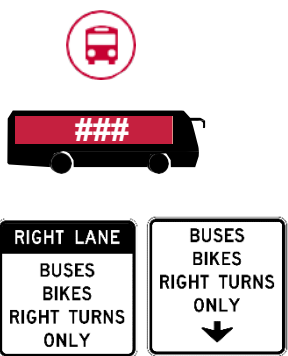
Changes to the Segment:

- The curbside lane would be re-purposed to become a bus lane
- Right turns will not be restricted
- Skipped red striping will indicate where vehicles are allowed to enter the bus lane

Updates by Stakeholders:

- The new Drew-Freeman Middle School opened in August 2023.

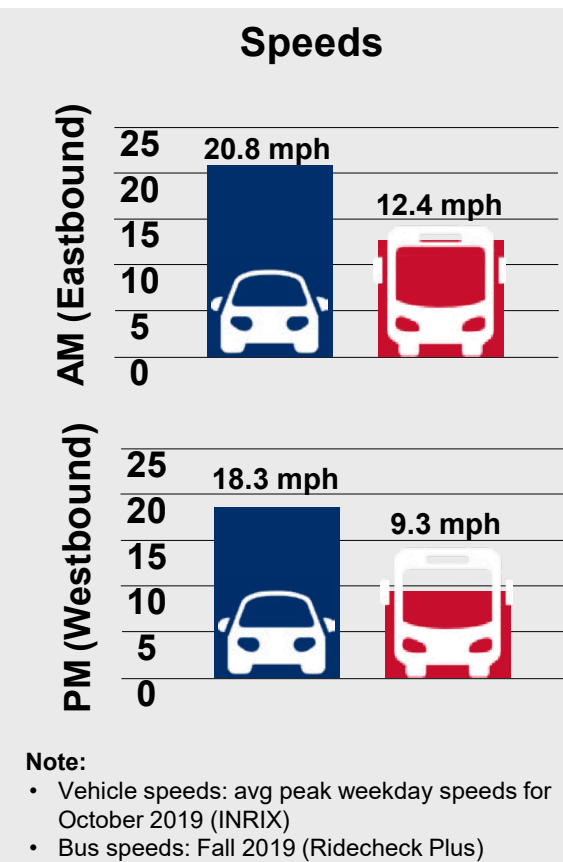
Legend:



Bus Stop

Average Peak Direction Bus Person Throughput

Bus Lane Signs (Ground Mounted, Overhead)



Bus Frequency/Vehicle Volume

	AM (EB)	PM (WB)
	9	11
	995	1,370

Note:

- 2019 bus frequencies provided by WMATA and TheBus
- 2022 vehicle volumes provided by MDOT SHA

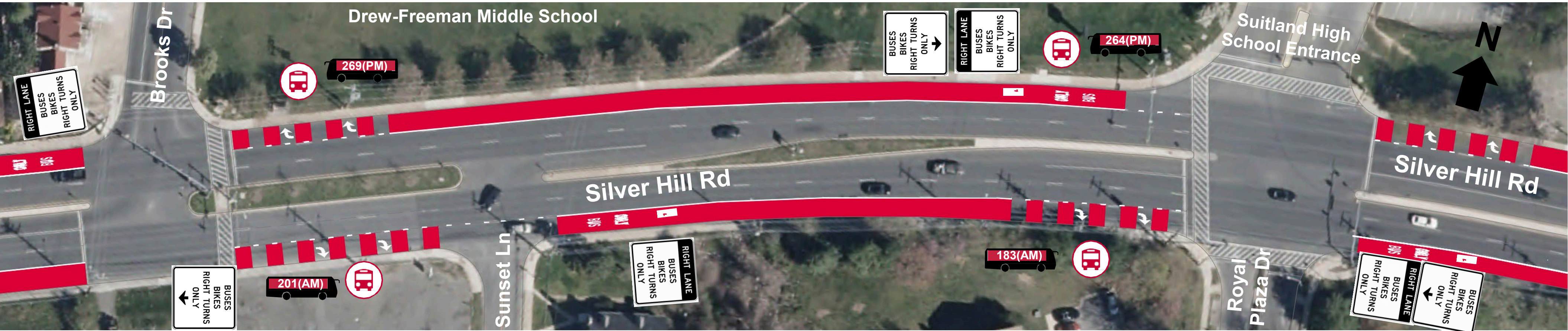
Person Throughput Per Hour

	AM (EB)	PM (WB)
	226	315
	1,174	1,617

Note:

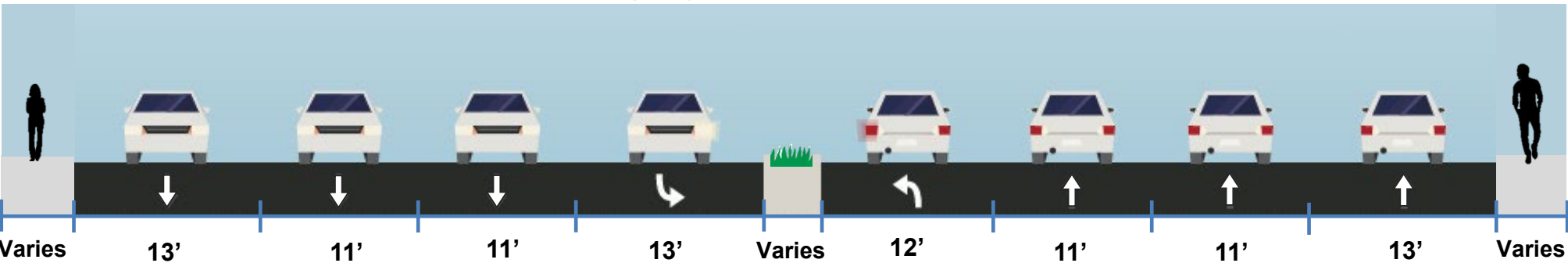
- Bus person throughput = max peak load * weekday buses per hour (WMATA 2019)
- Vehicle person throughput = 1.18 pax per veh * veh per hour (Avg veh occupancy for work-based trips from Guidance for Comprehensive Transportation Review, DDOT, 2022)
- Max peak load excludes buses run by TheBus

Concept Plan View

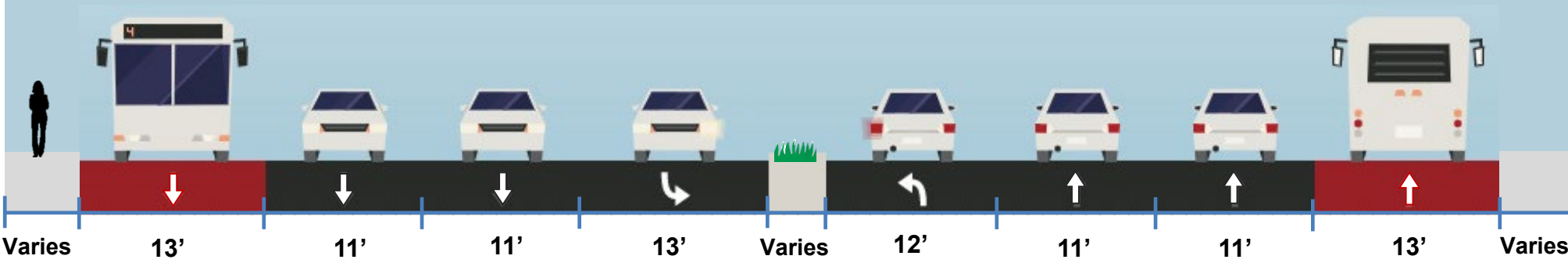


Note: All signs are not shown

Existing Typical Cross-Section



Proposed Typical Cross-Section



Silver Hill Road (MD 458) Bus Lane Concept - Royal Plaza Dr to Plaza Dr

Reasons for Tactical Bus Lanes:

- Provides an important regional connection to the Metrorail Green Line
- Provides connections to large employment generators, including the US Census Bureau
- Provides access to WMATA Metrobus (P12, D12, K12, D14, V12), and Prince George’s County The Bus (34)
- Could provide operational benefits for many routes in a high demand area

Existing Segment Characteristics:

- No parking restriction
- Single and multifamily homes, schools, and places of worship
- Posted Speed Limit: 35 mph


Bus Ridership:

- While bus ridership on the corridor is 14% lower than pre-COVID conditions, ridership is recovering, currently serving 12,812 Metrobus passengers per day. WMATA expects ridership to continue to grow and as a result, has increased the frequency of service.


Changes to the Segment:

- The curbside lane would be re-purposed to become a bus lane
- Right turns will not be restricted
- Skipped red striping will indicate where vehicles are allowed to enter the bus lane



Legend:



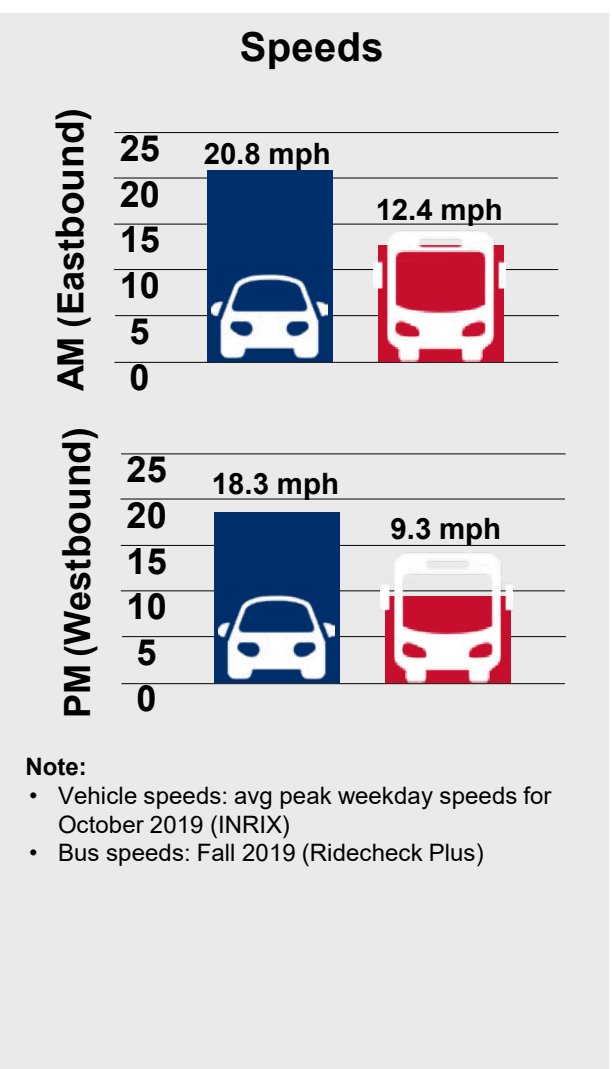
Bus Stop





Average Peak Direction Bus Person Throughput



Bus Lane Signs (Ground Mounted, Overhead)





Bus Frequency/Vehicle Volume

	AM (EB)	PM (WB)
	9	11
	1,009	1,384

Note:

- 2019 bus frequencies provided by WMATA and TheBus
- 2022 vehicle volumes provided by MDOT SHA

Person Throughput Per Hour

	AM (EB)	PM (WB)
	235	315
	1,191	1,633

Note:

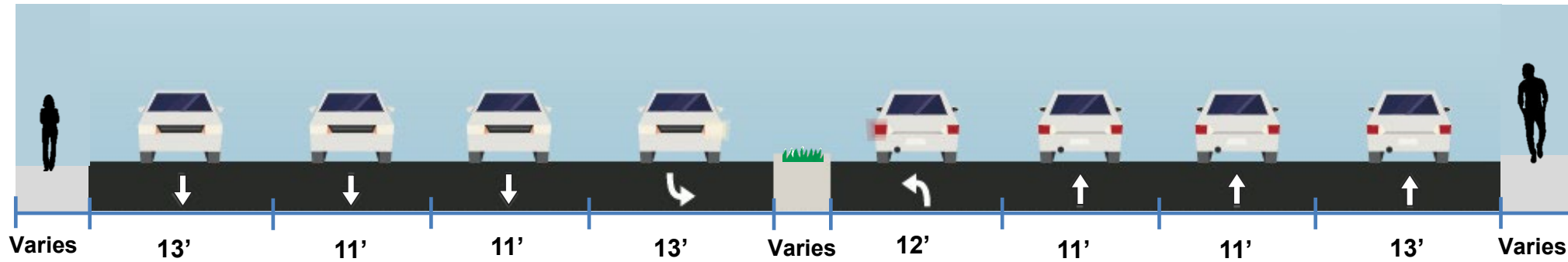
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- Vehicle person throughput = 1.18 pax per veh * veh per hour (Avg veh occupancy for work-based trips from *Guidance for Comprehensive Transportation Review*, DDOT, 2022)
- Max peak load excludes buses run by TheBus

Concept Plan View

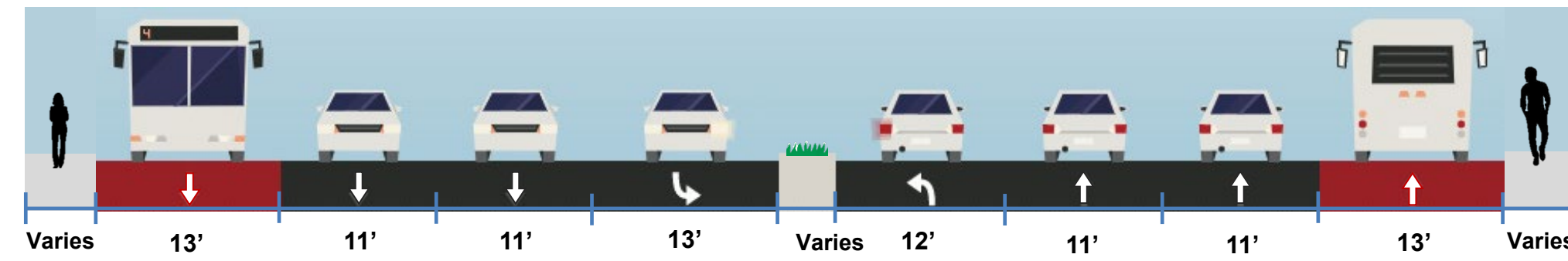


Note: All signs are not shown

Existing Typical Cross-Section



Proposed Typical Cross-Section



Silver Hill Road (MD 458) Bus Lane Concept - Plaza Dr to West Ave

Reasons for Tactical Bus Lanes:

- Provides an important regional connection to the Metrorail Green Line
- Provides connections to large employment generators, including the US Census Bureau
- Provides access to WMATA Metrobus (P12, D12, K12, D14, V12), and Prince George’s County The Bus (34)
- Could provide operational benefits for many routes in a high demand area

Existing Segment Characteristics:

- No parking restriction
- Commercial, place of worship, and childcare center
- Posted Speed Limit: 35 mph


Bus Ridership:


- While bus ridership on the corridor is 14% lower than pre-COVID conditions, ridership is recovering, currently serving 12,812 Metrobus passengers per day. WMATA expects ridership to continue to grow and as a result, has increased the frequency of service.

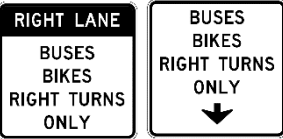
Changes to the Segment:

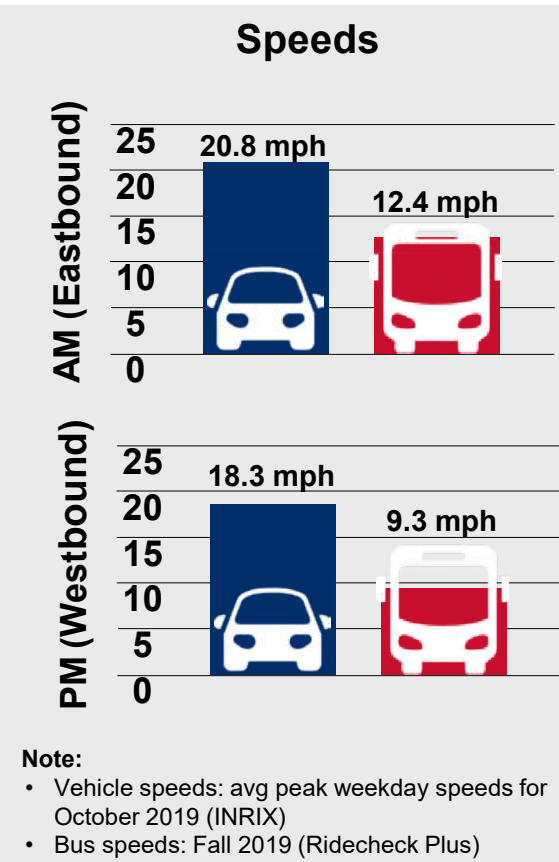
- The curbside lane would be re-purposed to become a bus lane except for the changes reflected on the terminus
- Right turns will not be restricted
- Skipped red striping will indicate where vehicles are allowed to enter the bus lane





Legend:


Bus Stop


Average Peak Direction Bus Person Throughput


Bus Lane Signs (Ground Mounted, Overhead)

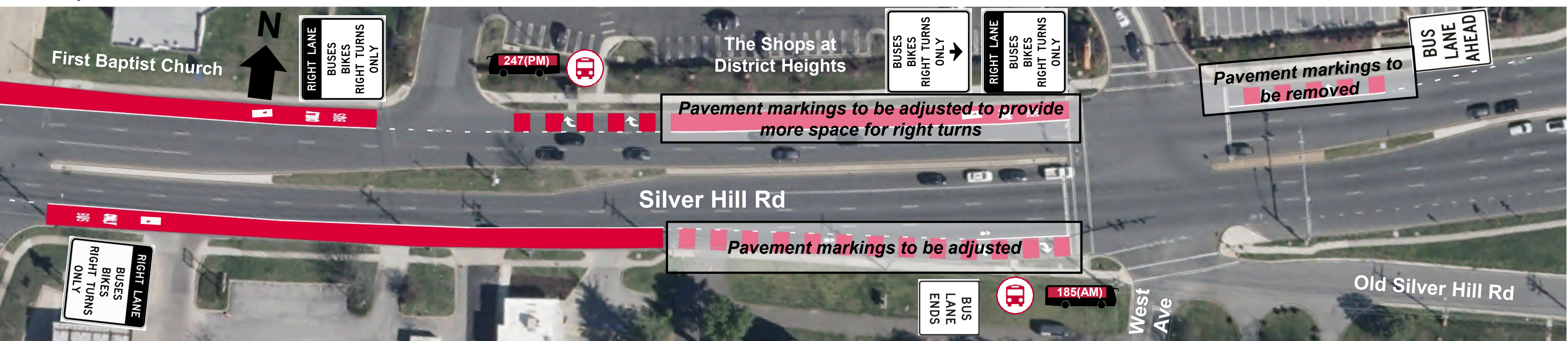


Bus Frequency/Vehicle Volume		AM (EB)	PM (WB)
		9	11
		995	1,673
Person Throughput Per Hour		AM (EB)	PM (WB)
		236	315
		1,174	1,974

Note:

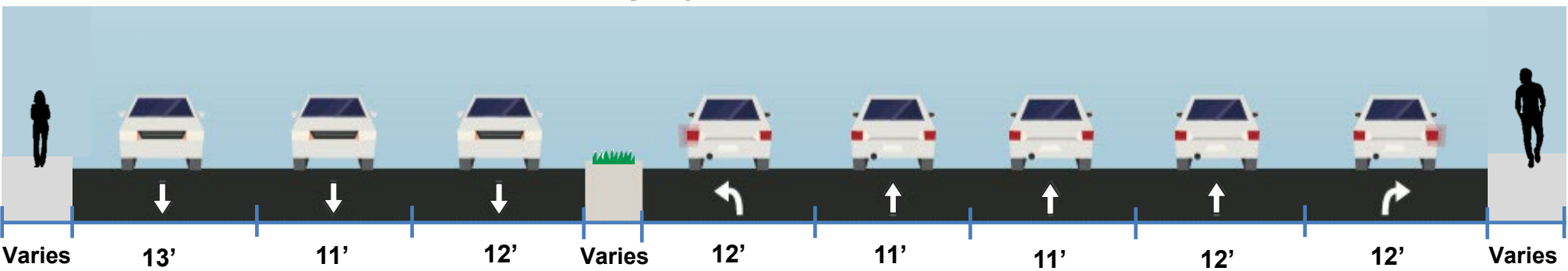
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- Vehicle person throughput = 1.18 pax per veh * veh per hour (Avg veh occupancy for work-based trips from *Guidance for Comprehensive Transportation Review*, DDOT, 2022)
- Max peak load excludes buses run by TheBus

Concept Plan View

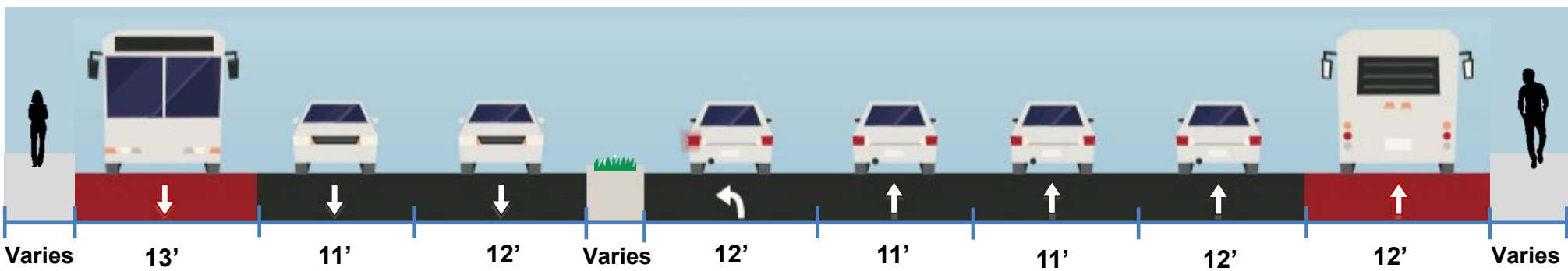


Note: All signs are not shown

Existing Typical Cross-Section



Proposed Typical Cross-Section



Queue Jump – Iverson Street at 23rd Parkway

Queue jumps allow buses to move ahead of other traffic stopped at red lights by giving bus operators special signals before the traffic light turns green. This allows bus transportation to be safer and more reliable.

Reasons for Queue Jumps:

- A queue jump reduces bus delays by an average of 12 seconds
- Complements reliability and on-time performance improvements from bus Silver Hill Road bus lane
- Provides operational benefits for Metrobus P12 between Suitland and Southern Avenue stations

Existing Intersection Characteristics:

- Bus Frequency: 5 buses per hour (once every 12 minutes)
- Nearside stop in right turn only lane
- Commercial and residential



Bus Ridership:

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- WMATA expects ridership to continue to grow and as a result, has increased the frequency of service

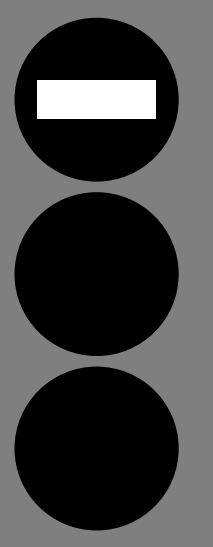
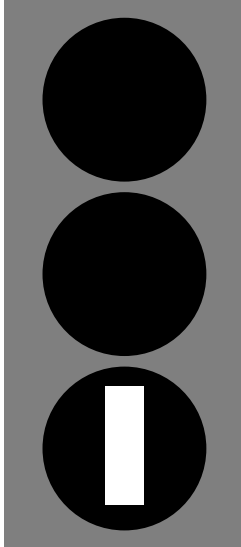
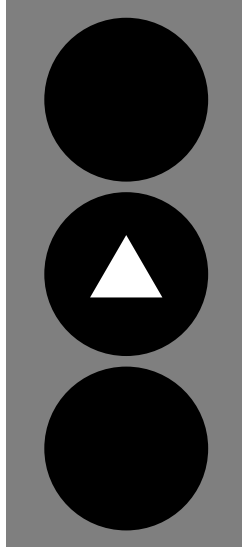
Changes to Signal Operations:

- Queue jump locations have a separate bus-only signal
- Bus operators will look at this bus-only signal to know if they can proceed safely
- Drivers only follow the traffic signal (RED, YELLOW, GREEN) phases
- Drivers do not use the bus signal phases at an intersection
- Pedestrians use the pedestrian signal phases (WALK, DON'T WALK)

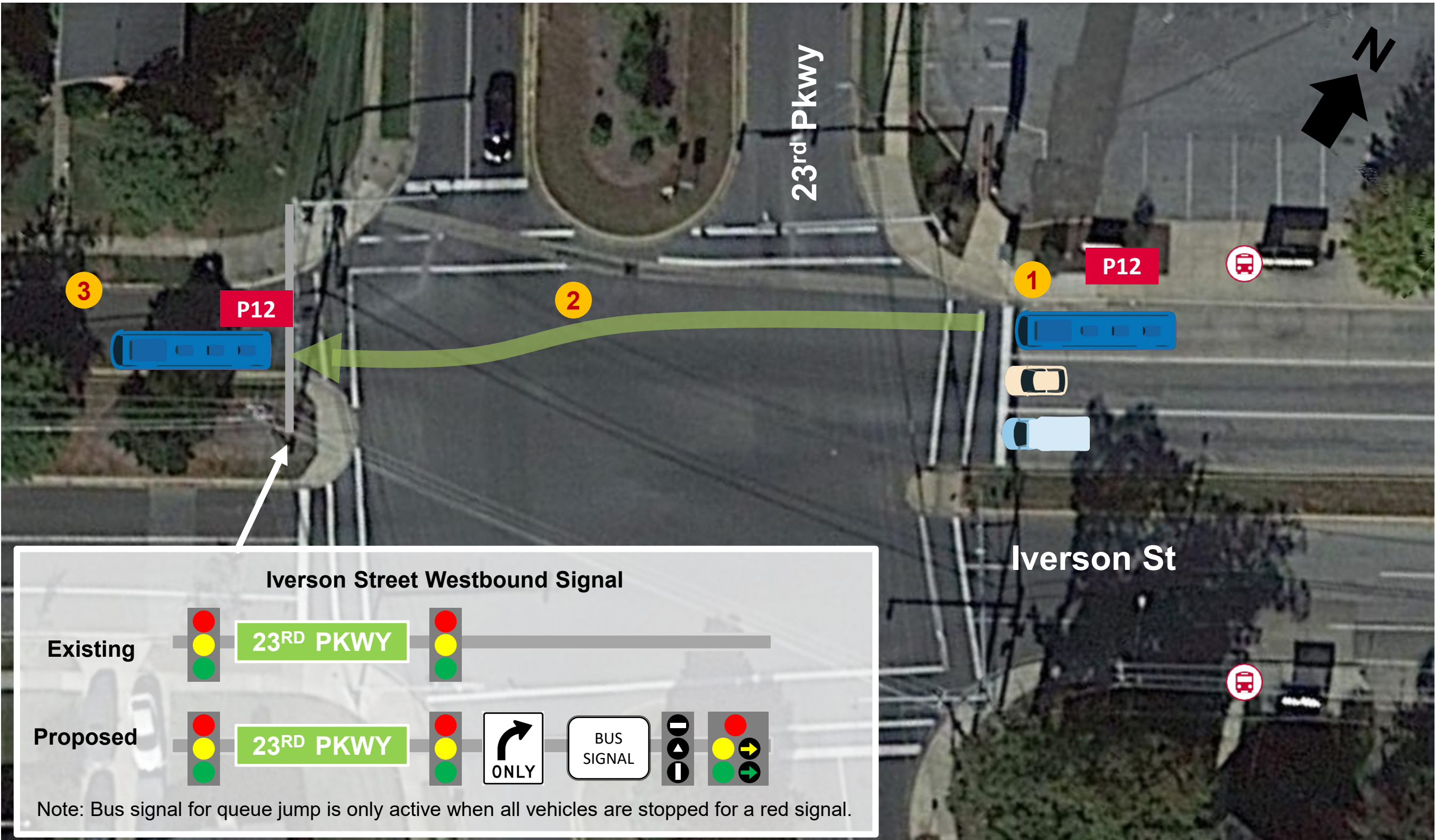
Legend:

-  Bus Stop
-  Bus Route

Phases of Bus-Only Queue Jump Signals

1	Horizontal Bar	2	Vertical Bar	3	Flashing Triangle
	No Queue Jump The horizontal bar is similar to the stop signal in the traditional traffic signal. The bus does not have priority, but it obeys the traffic signal like other vehicles.		Use Queue Jump The vertical bar is similar to the green signal, indicating bus operators can move ahead of other vehicles.		Clear Intersection The flashing triangle tells the bus operator to clear the intersection. It is similar to a yellow signal.

Concept Plan View



Note: All signs are not shown

Median Bus Lane Bypass - Marlboro Pike from Old Silver Hill Road to County Road

Reasons for Median Bus Lane Bypass:

- Provides bus with a dedicated lane in the median to bypass traffic and access the left turn lane
- Complements reliability and on-time performance improvements from Silver Hill Rd bus lane
- Provides operational benefits for Metrobus P12 and V12 en route to Addison Rd-Seat Pleasant Metrorail Station

Existing Segment Characteristics:

- Bus Frequency: 7 buses per hour (once every 8 minutes)
- Nearside stop in right turn-only lane
- Commercial and residential
- Turns prohibited in median

Bus Ridership:

- While bus ridership on the corridor is 14% lower than pre-COVID conditions, ridership is recovering, currently serving 12,812 Metrobus passengers per day.
- WMATA expects ridership to continue to grow and as a result, has increased the frequency of service

Changes to the Segment:

- The roadway will be resurfaced curb to curb and include a red-painted bus-only lane in the median



Changes to the Operations:

- The bus turns right from Old Silver Hill Road to Marlboro Pike
- The bus merges into the median bus lane bypass
- When the left turn lane is clear, the bus may enter. When a vehicle merges into the left turn lane, a bus must yield to that vehicle and proceed afterward

Updates by Stakeholders:

- Prince George's DPW&T is advancing the Marlboro Pike Pedestrian Safety Improvements Phase 3 CIP Project from Silver Hill Road to Forestville Road
- WMATA is coordinating with DPW&T to ensure this design aligns and transitions seamlessly with the Phase 3 project

Legend:

-  Bus Stop
-  Bus Route

Concept Plan View



Note: All signs are not shown