

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



Changes to the Segment:

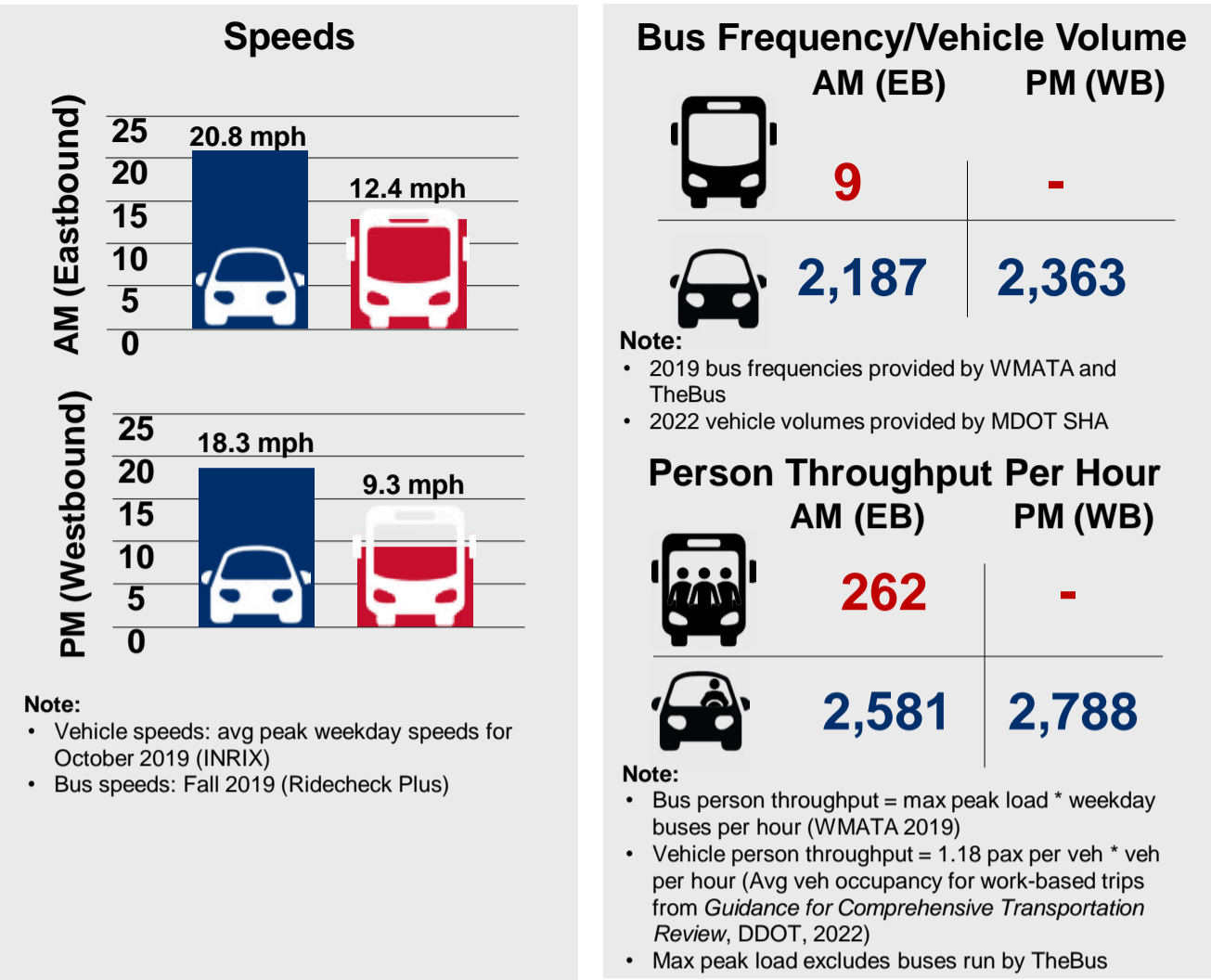
- The curbside lane would be re-purposed to become a bus lane except for the changes reflected on the terminus
- Right turns will not be restricted
- Skipped red striping will indicate where vehicles are allowed to enter the bus lane

Key Questions:

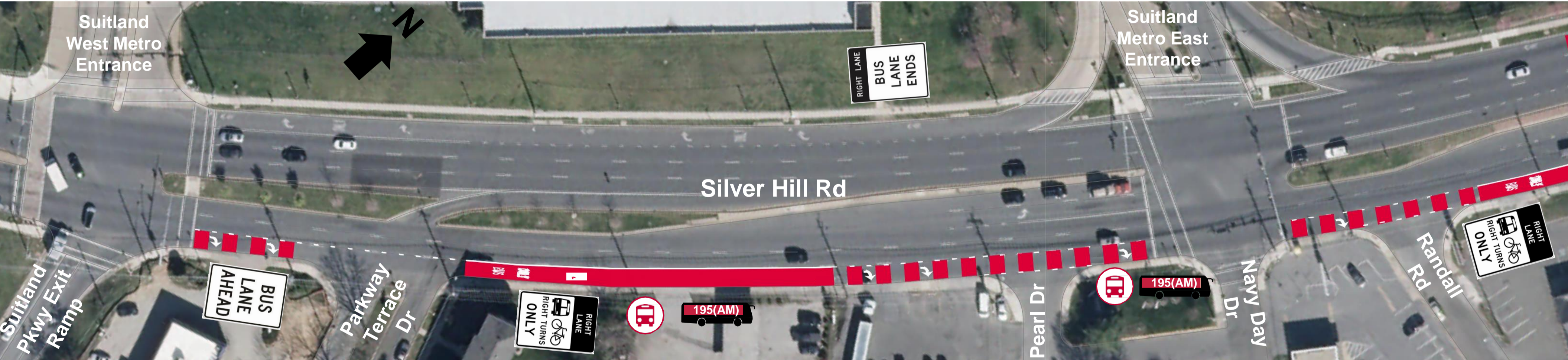
- When is the *Suitland-Silver Hill Metropolitan Washington Council of Government Transportation Land-Use Connections Project* (TLC-Crosswalk and ADA ramp upgrades) expected to begin construction?
- Are there any major/institutional stakeholders likely to have specific concerns?

Legend:

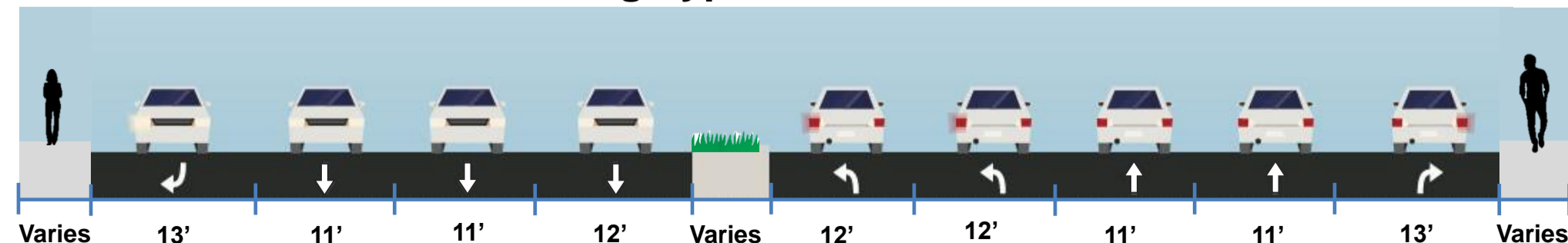
-  Bus Stop
-  Average Peak Direction Bus Person Throughput



Concept Plan View



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 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

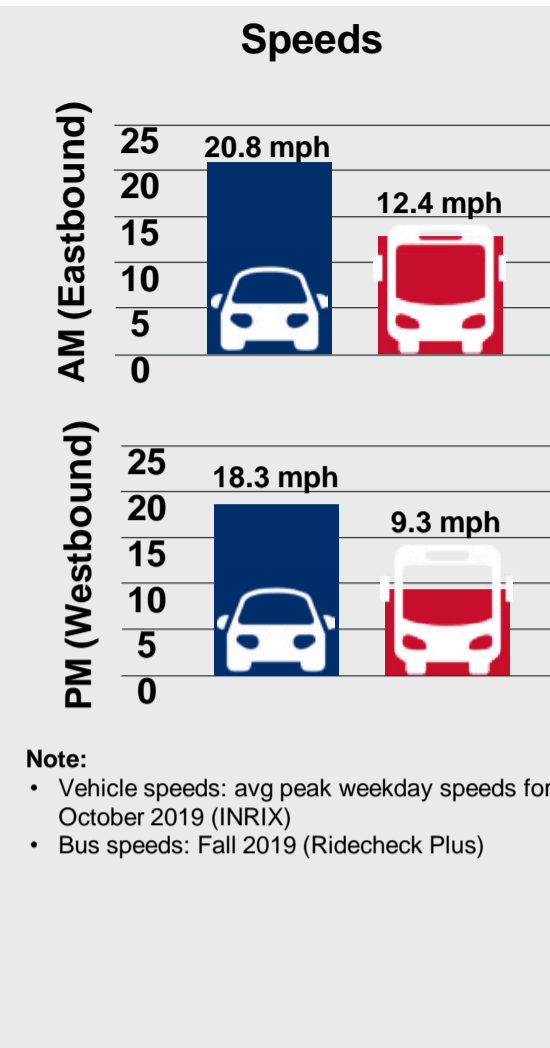
Key Questions:

- Are there any major/institutional stakeholders likely to have specific concerns?

Legend:

- Bus Stop
- Average Peak Direction Bus Person Throughput

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



Bus Frequency/Vehicle Volume

	AM (EB)	PM (WB)
	9	11
	2,163	2,355

Note:

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

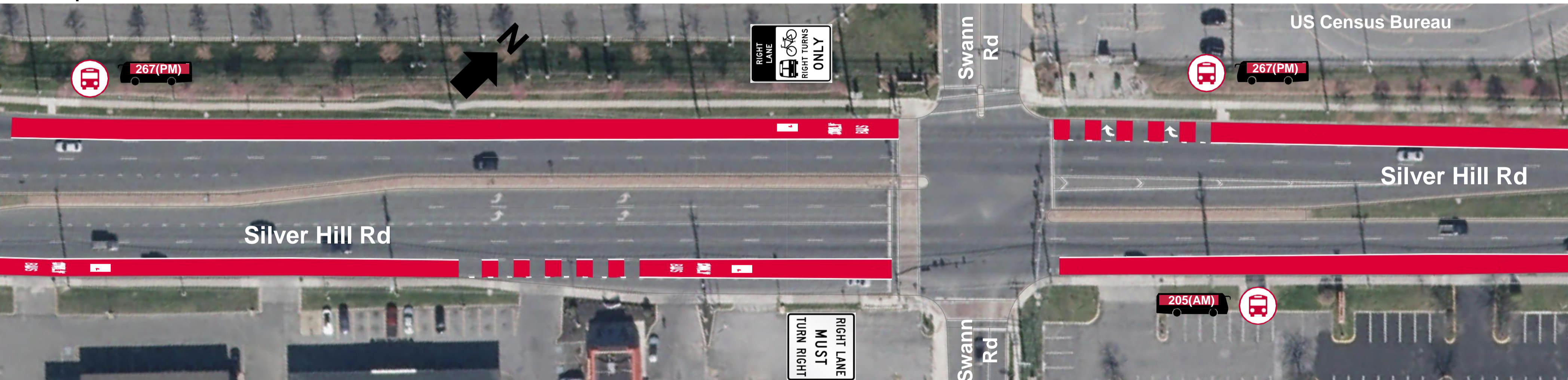
Person Throughput Per Hour

	AM (EB)	PM (WB)
	276	315
	2,552	2,779

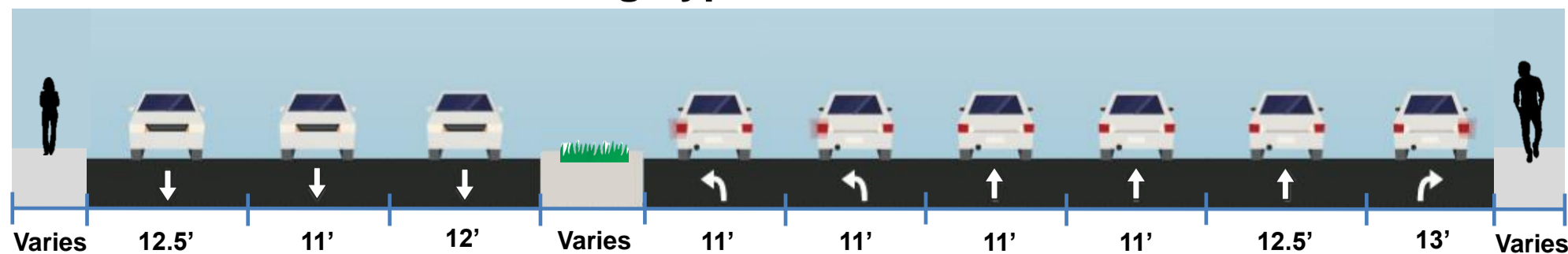
Note:

- 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

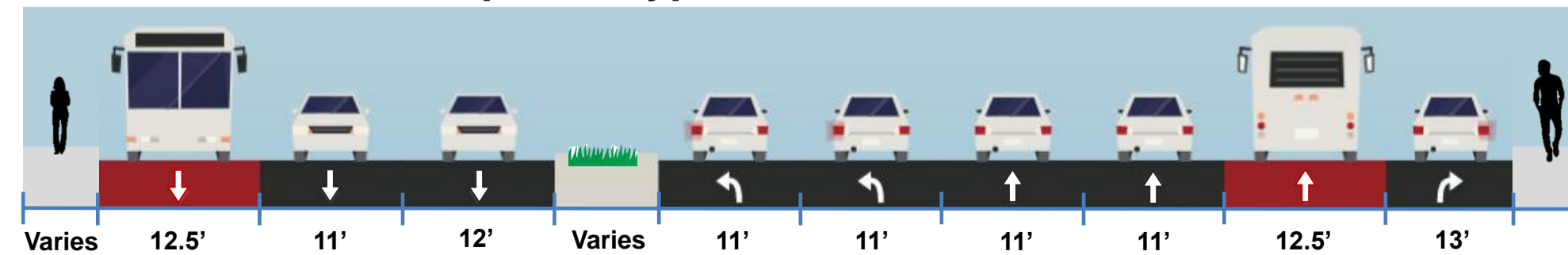
Concept Plan View



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 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

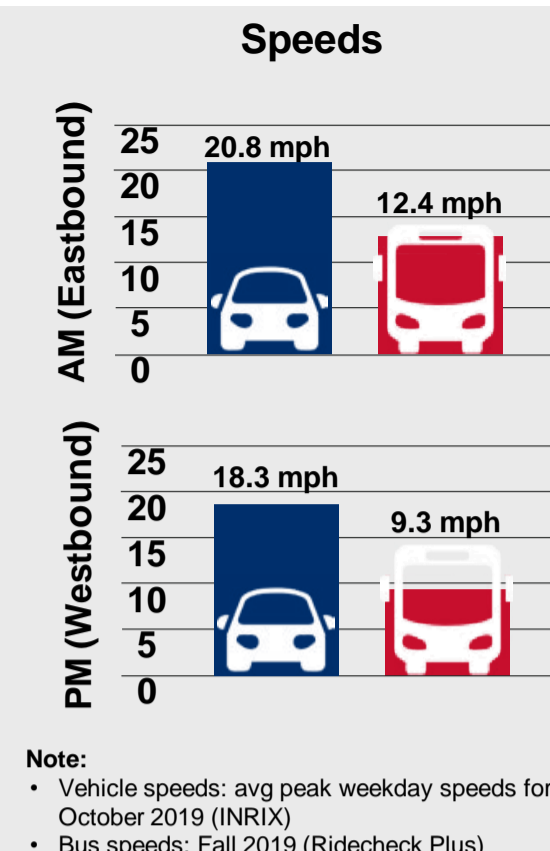
Key Questions:

- Are there any major/institutional stakeholders likely to have specific concerns?

Legend:

- Bus Stop
- Average Peak Direction Bus Person Throughput

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



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

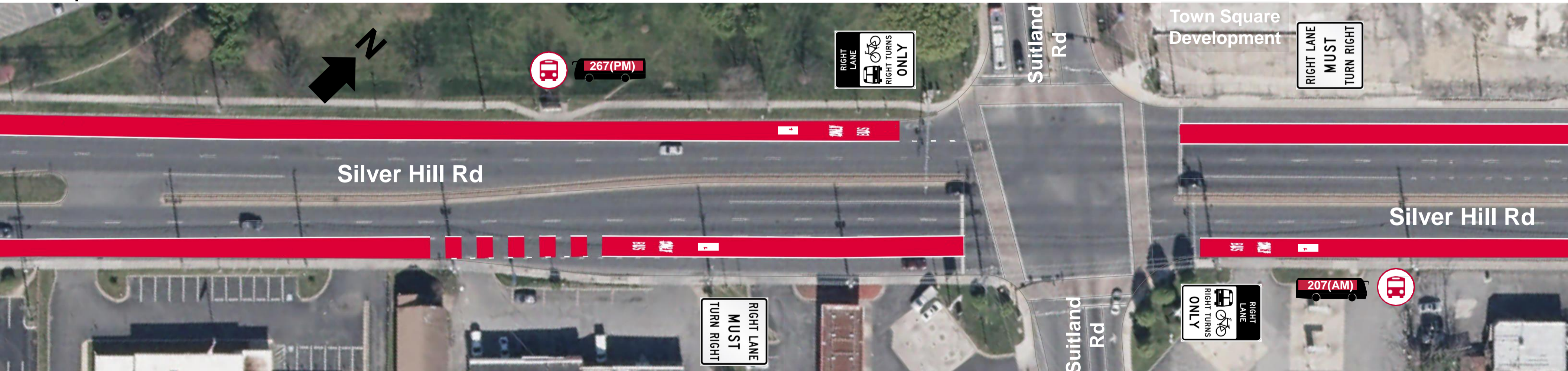
Person Throughput Per Hour

	AM (EB)	PM (WB)
	272	315
	2,472	2,060

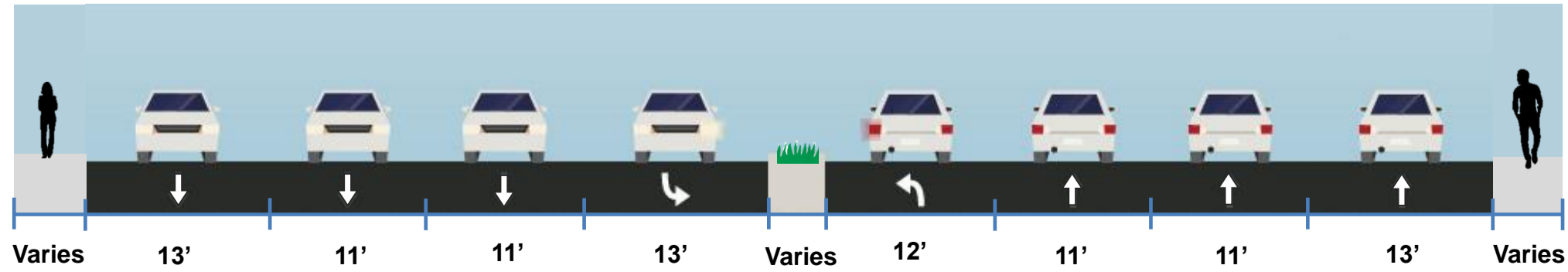
Note:

- 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

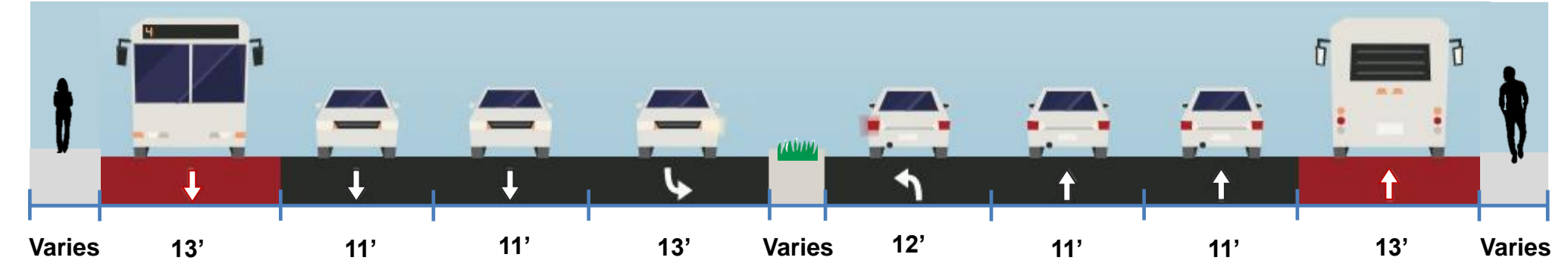
Concept Plan View



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 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

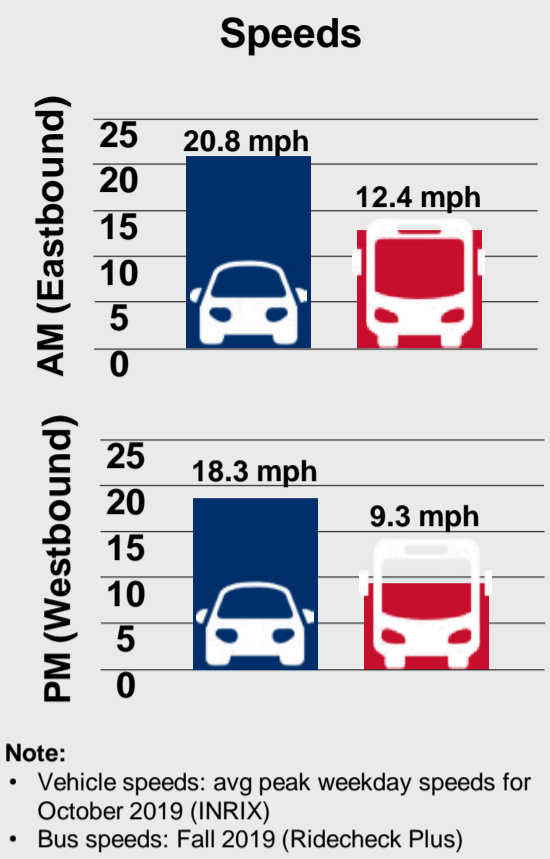
Key Question:

- Are there any major/institutional stakeholders likely to have specific concerns?

Legend:

- Bus Stop
- Average Peak Direction Bus Person Throughput

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



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

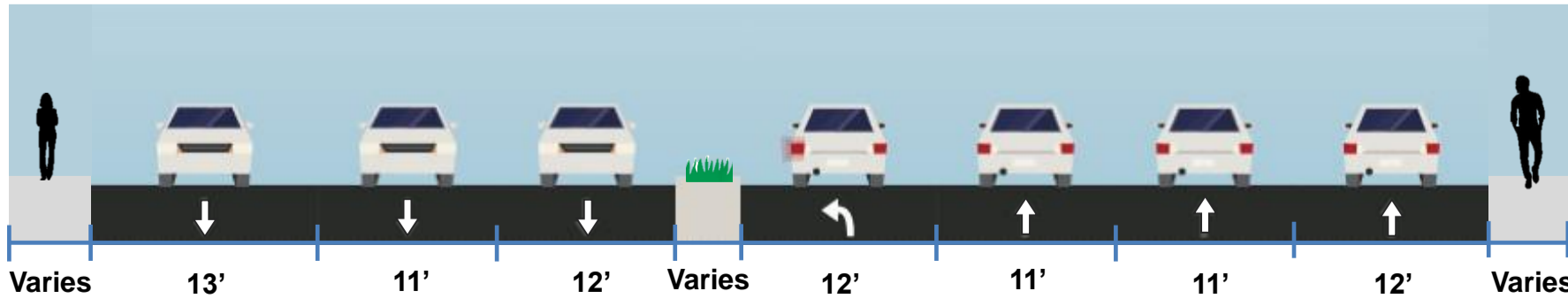
Note:

- 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

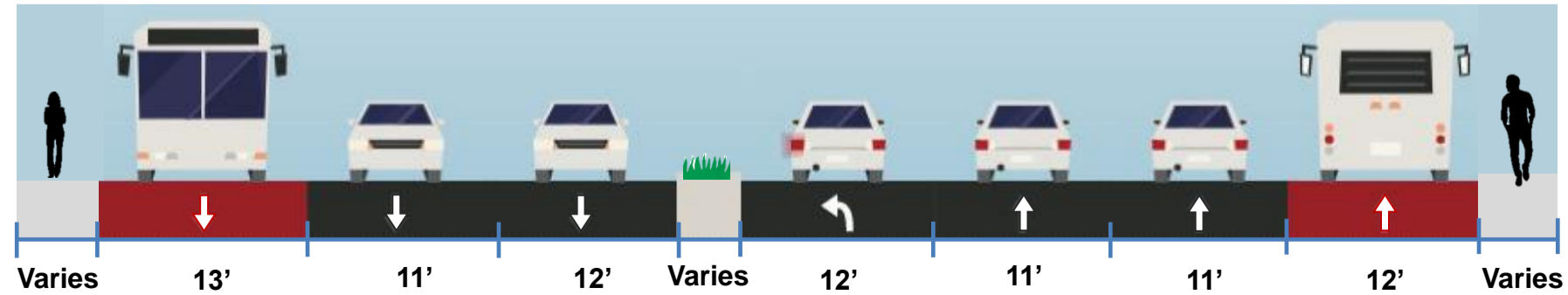
Concept Plan View



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 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

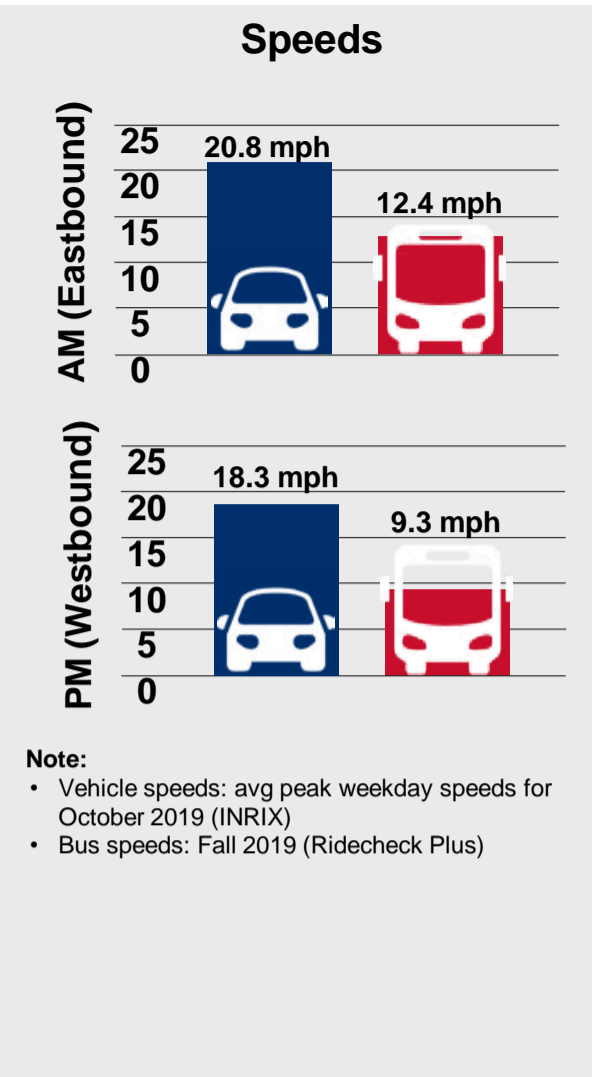
Key Question:

- Are there any major/institutional stakeholders likely to have specific concerns?



Legend:

-  Bus Stop
-  Average Peak Direction Bus Person Throughput

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





Bus Frequency/Vehicle Volume

	AM (EB)	PM (WB)
	9	11
	1,187	1,330

Note:

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

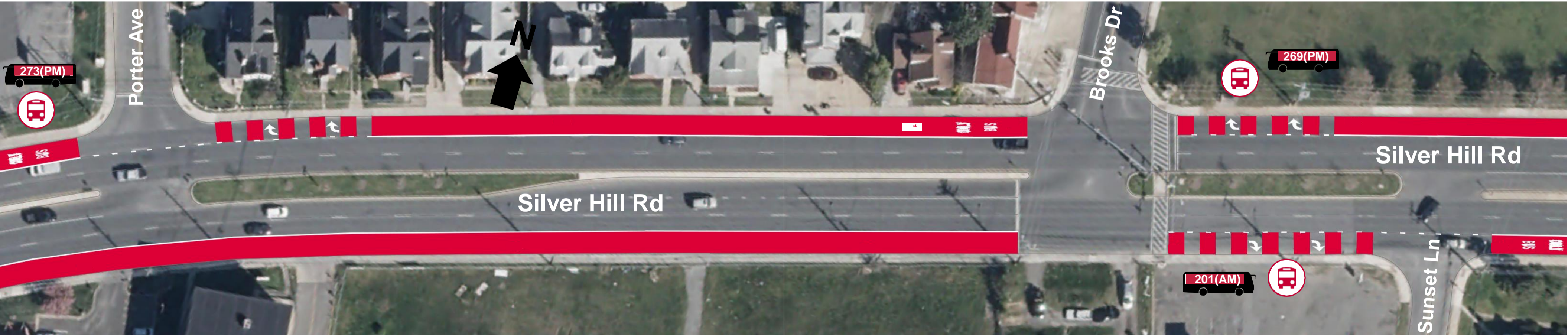
Person Throughput Per Hour

	AM (EB)	PM (WB)
	270	315
	1,401	1,569

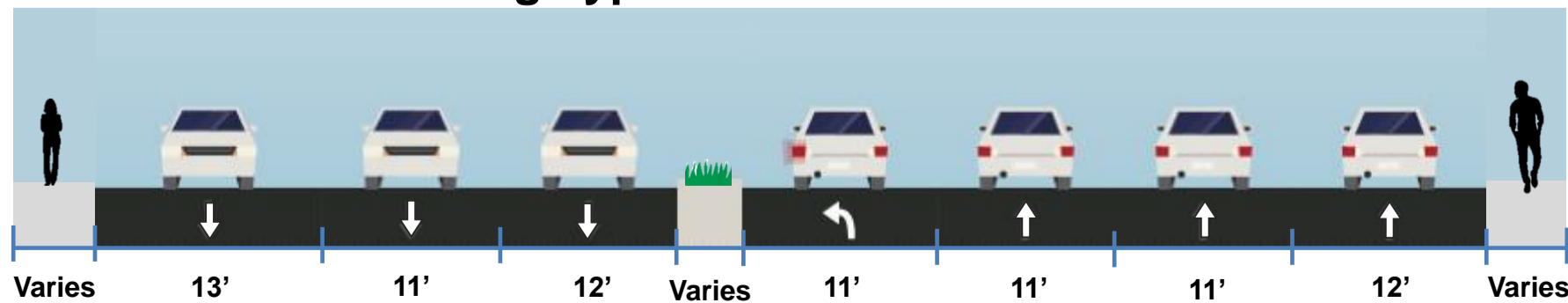
Note:

- 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

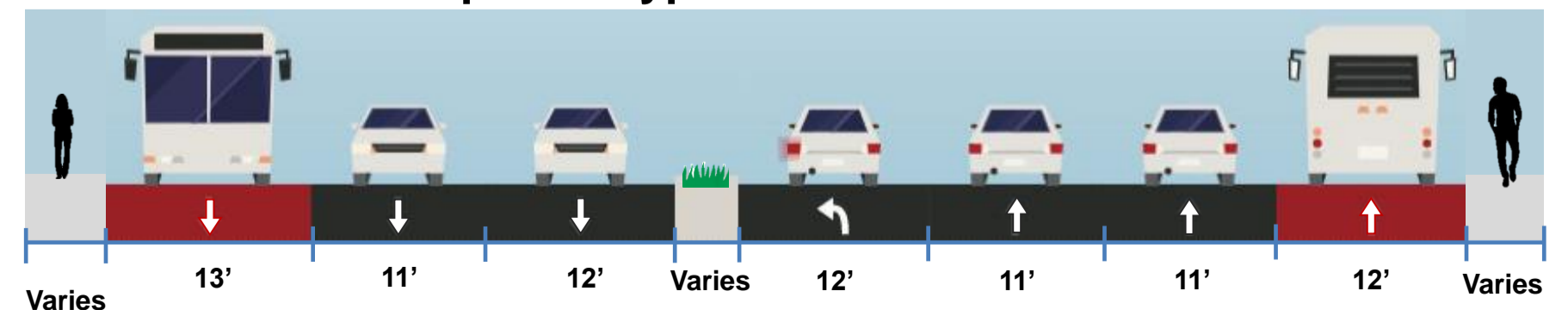
Concept Plan View



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 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

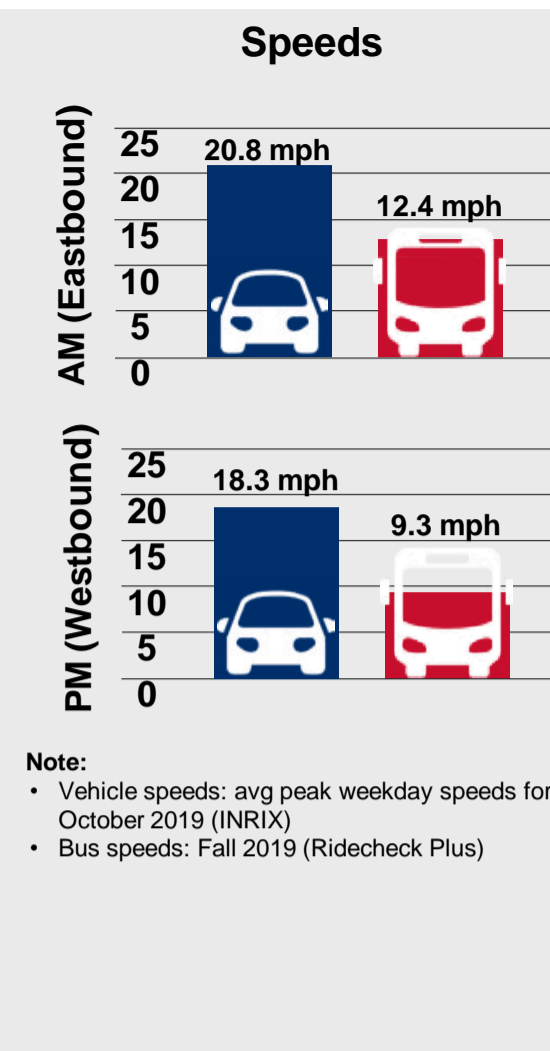
Key Questions:

- When is the proposed [Drew-Freeman Middle School](#) scheduled to complete construction?
- Are there any major/institutional stakeholders likely to have specific concerns?

Legend:

- Bus Stop
- Average Peak Direction Bus Person Throughput

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



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

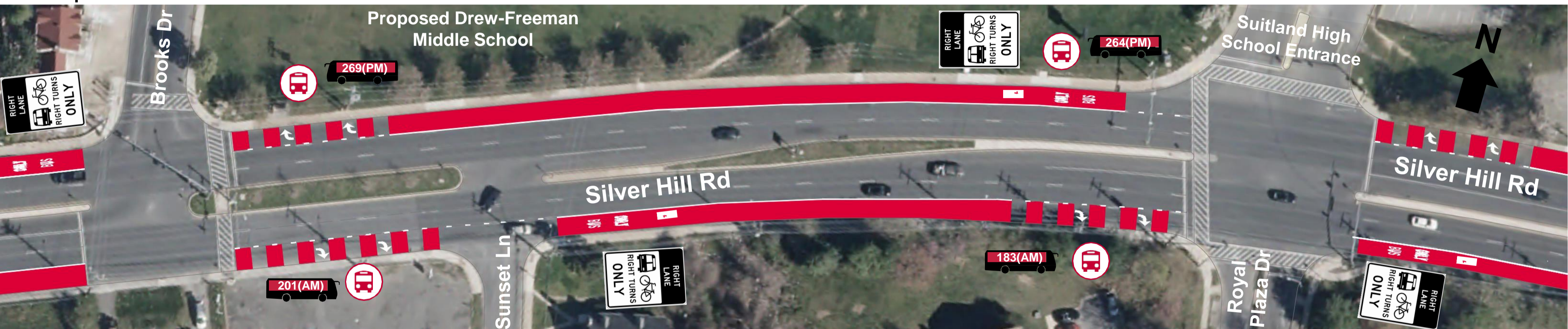
Person Throughput Per Hour

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

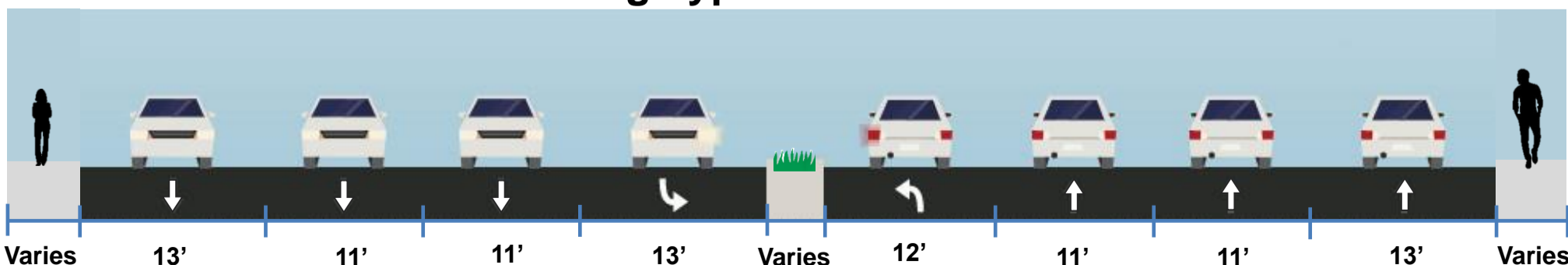
Note:

- 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

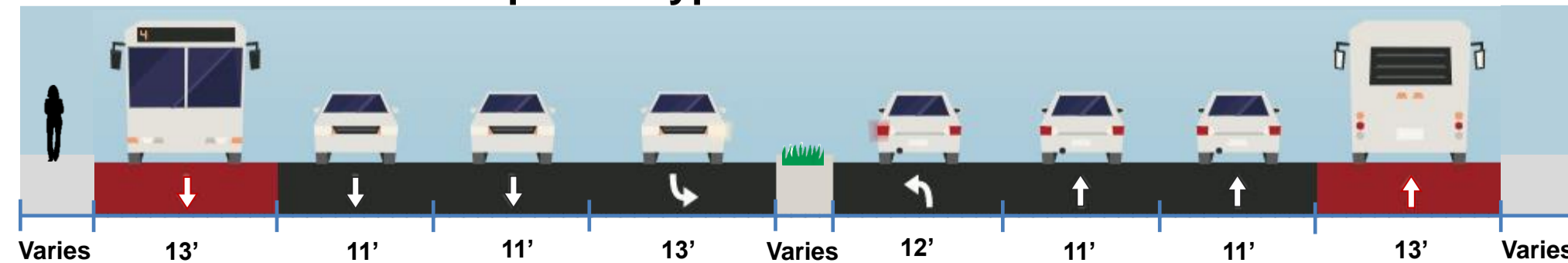
Concept Plan View



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 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

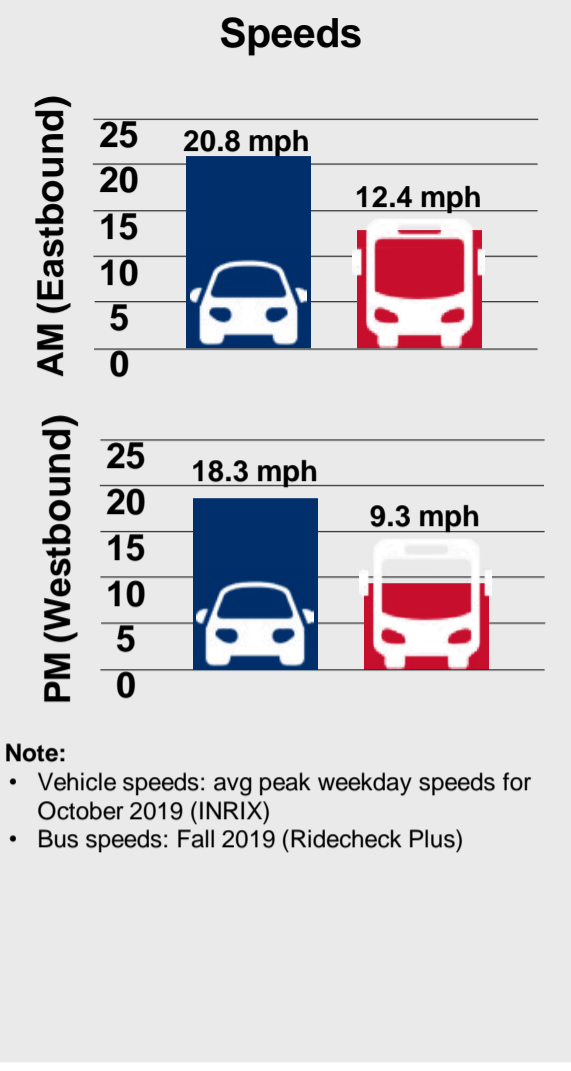
Key Questions:

- Does Suitland High School require the curbside lane for any temporary uses? (drop-off/pickup, event parking, etc.)
- Are there any major/institutional stakeholders likely to have specific concerns?
- Can left turns from Plaza Dr to westbound Silver Hill Rd be restricted?

Legend:

- Bus Stop
- Average Peak Direction Bus Person Throughput

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



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

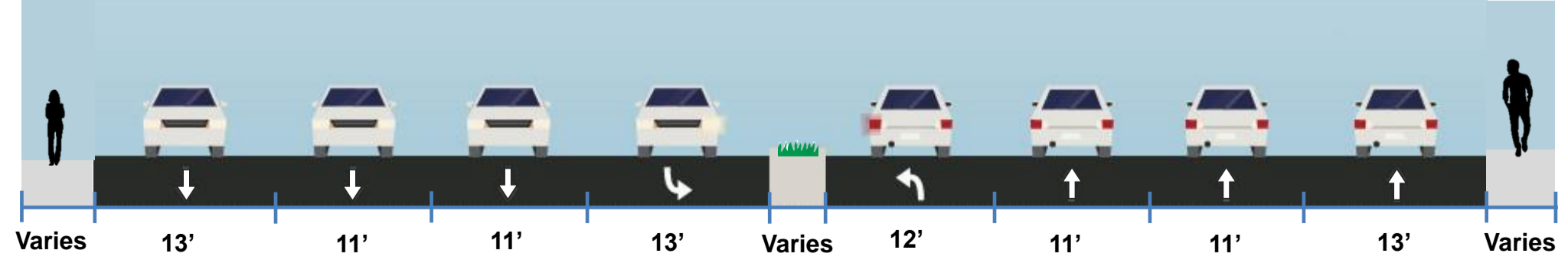
Note:

- 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

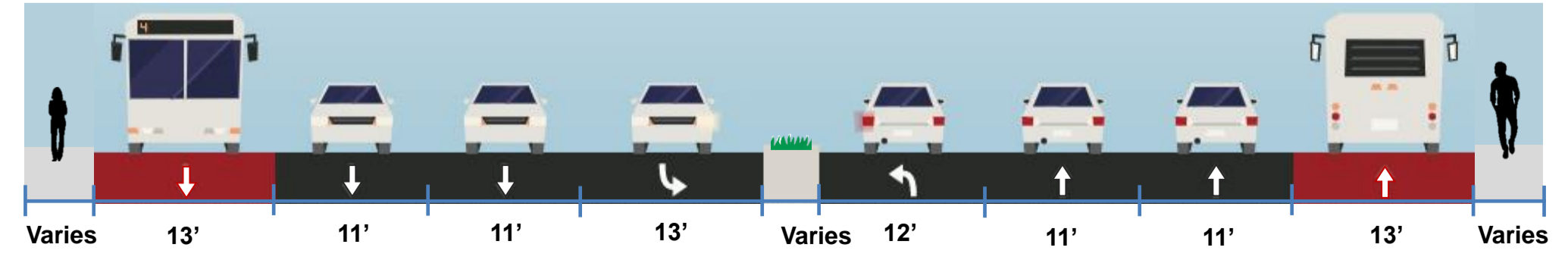
Concept Plan View



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 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

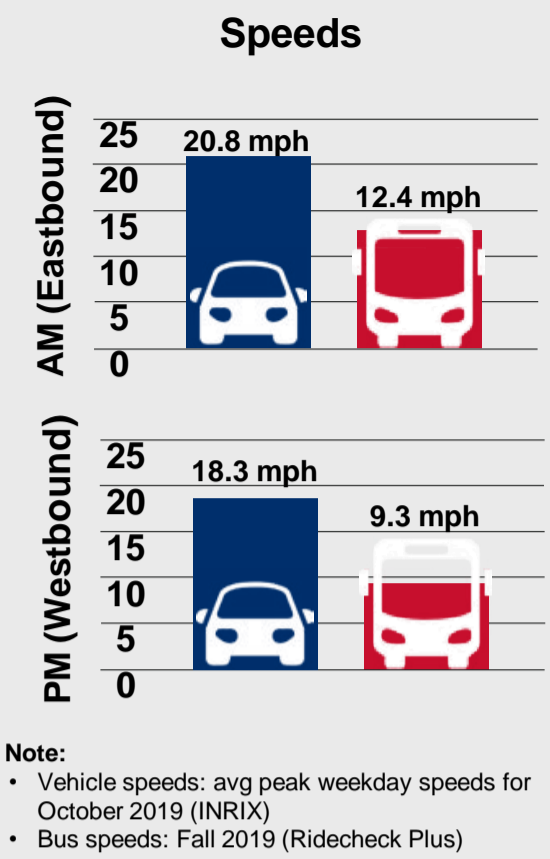
Key Questions:

- Are there any major/institutional stakeholders e.g., First Baptist Church likely to have specific concerns?

Legend:

- Bus Stop
- Average Peak Direction Bus Person Throughput

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



Bus Frequency/Vehicle Volume

	AM (EB)	PM (WB)
	9	11
	995	1,673

Note:

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

Person Throughput Per Hour

	AM (EB)	PM (WB)
	236	315
	1,174	1,974

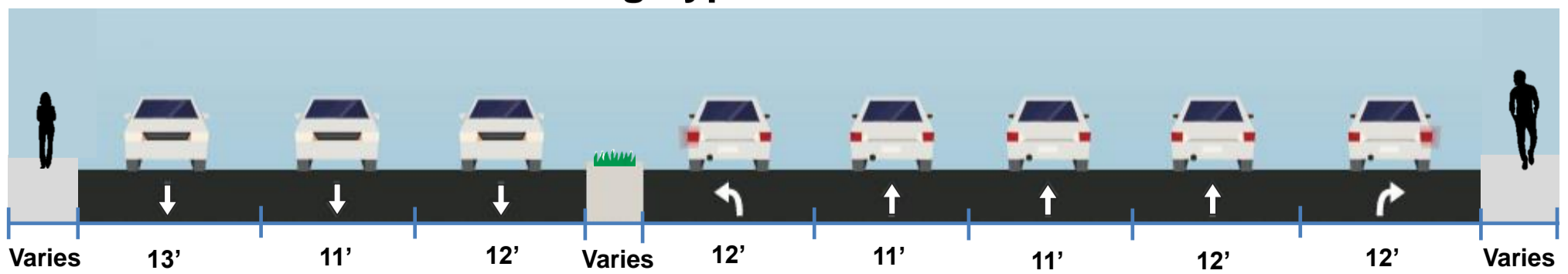
Note:

- 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



Existing Typical Cross-Section



Proposed Typical Cross-Section

