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)

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

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

Note:
• 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:
• 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

Washington Metropolitan Area Transit Authority
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)

Concept Plan View

Table:

<table>
<thead>
<tr>
<th></th>
<th>AM (EB)</th>
<th>PM (WB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Person Throughput Per Hour</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AM (EB)</td>
<td>276</td>
<td>315</td>
</tr>
<tr>
<td>PM (WB)</td>
<td>2,552</td>
<td>2,779</td>
</tr>
</tbody>
</table>

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)

Note:
- 2019 bus frequencies provided by WMATA and TheBus
- 2022 vehicle volumes provided by MDOT SHA
- Max peak load excludes buses run by TheBus

Graph:

<table>
<thead>
<tr>
<th></th>
<th>AM (Eastbound)</th>
<th>PM (Westbound)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speeds</td>
<td>20.8 mph</td>
<td>18.3 mph</td>
</tr>
<tr>
<td></td>
<td>19.3 mph</td>
<td>16.0 mph</td>
</tr>
<tr>
<td></td>
<td>16.0 mph</td>
<td>12.5 mph</td>
</tr>
<tr>
<td></td>
<td>12.5 mph</td>
<td>12.0 mph</td>
</tr>
<tr>
<td></td>
<td>12.0 mph</td>
<td>11.0 mph</td>
</tr>
<tr>
<td></td>
<td>11.0 mph</td>
<td>10.0 mph</td>
</tr>
<tr>
<td></td>
<td>10.0 mph</td>
<td>9.0 mph</td>
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<tr>
<td></td>
<td>9.0 mph</td>
<td>8.0 mph</td>
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<tr>
<td></td>
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<td>7.0 mph</td>
</tr>
<tr>
<td></td>
<td>7.0 mph</td>
<td>6.0 mph</td>
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<tr>
<td></td>
<td>6.0 mph</td>
<td>5.0 mph</td>
</tr>
<tr>
<td></td>
<td>5.0 mph</td>
<td>4.0 mph</td>
</tr>
<tr>
<td></td>
<td>4.0 mph</td>
<td>3.0 mph</td>
</tr>
<tr>
<td></td>
<td>3.0 mph</td>
<td>2.0 mph</td>
</tr>
<tr>
<td></td>
<td>2.0 mph</td>
<td>1.0 mph</td>
</tr>
<tr>
<td></td>
<td>1.0 mph</td>
<td>0.5 mph</td>
</tr>
</tbody>
</table>

Note:
- Vehicle speeds: avg peak weekday speeds for October 2019 (INRIX)
- Bus speeds: Fall 2019 (Ridecheck Plus)

Table:

<table>
<thead>
<tr>
<th>AM (EB)</th>
<th>PM (WB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus Frequency/Vehicle Volume</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>11</td>
</tr>
<tr>
<td>2,163</td>
<td>2,355</td>
</tr>
</tbody>
</table>

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

Table:

<table>
<thead>
<tr>
<th></th>
<th>AM (EB)</th>
<th>PM (WB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle Volume Per Hour</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AM (EB)</td>
<td>267(AM)</td>
<td>267(PM)</td>
</tr>
<tr>
<td>PM (WB)</td>
<td>205(AM)</td>
<td>205(PM)</td>
</tr>
</tbody>
</table>

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

Figure:

- 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)

Concept Plan View

Existing Typical Cross-Section

Proposed Typical Cross-Section

Person Throughput Per Hour

AM (EB) PM (WB)

272 315

2,472 2,060

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

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

Notes:
- 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

Speeds

AM (Eastbound) PM (Westbound)

20.8 mph 12.4 mph

18.3 mph 9.3 mph

Vehicle Volume Per Hour

AM (EB) PM (WB)

16 11

2,095 1,746

Note:
- Vehicle speeds: avg peak weekday speeds for October 2019 (INRIX)
- Bus speeds: Fall 2019 (Ridecheck Plus)

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

Washington Metropolitan Area Transit Authority

SHEET NUMBER: 3/8
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)

Concept Plan View

Existing Typical Cross-Section

Proposed Typical Cross-Section

Note:
• 2019 bus frequencies provided by WMATA and TheBus
• 2022 vehicle volumes provided by MDOT SHA

Person Throughput Per Hour

<table>
<thead>
<tr>
<th>AM (EB)</th>
<th>PM (WB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>273</td>
<td>315</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Note:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus person throughput = max peak load * weekday buses per hour (WMATA 2019)</td>
</tr>
<tr>
<td>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)</td>
</tr>
<tr>
<td>Max peak load excludes buses run by TheBus</td>
</tr>
</tbody>
</table>
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.

Keys 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)

Concept Plan View

Existing Typical Cross-Section

Proposed Typical Cross-Section

Bus Frequency/Vehicle Volume

<table>
<thead>
<tr>
<th>AM (EB)</th>
<th>PM (WB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>11</td>
</tr>
<tr>
<td>1,187</td>
<td>1,330</td>
</tr>
</tbody>
</table>

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

Person Throughput Per Hour

<table>
<thead>
<tr>
<th>AM (EB)</th>
<th>PM (WB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>270</td>
<td>315</td>
</tr>
<tr>
<td>1,401</td>
<td>1,569</td>
</tr>
</tbody>
</table>

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

Speeds

<table>
<thead>
<tr>
<th>AM (Eastbound)</th>
<th>PM (Westbound)</th>
</tr>
</thead>
<tbody>
<tr>
<td>25 20.8 mph</td>
<td>20 18.3 mph</td>
</tr>
<tr>
<td>15 12.4 mph</td>
<td>15 9.3 mph</td>
</tr>
<tr>
<td>10 7.9 mph</td>
<td>10 6.3 mph</td>
</tr>
<tr>
<td>5  4.3 mph</td>
<td>5  4.2 mph</td>
</tr>
<tr>
<td>0   3.2 mph</td>
<td>0   3.2 mph</td>
</tr>
</tbody>
</table>

Note:
- Vehicle speeds: avg peak weekday speeds for October 2019 (INRIX)
- Bus speeds: Fall 2019 (Ridecheck Plus)

Washington Metropolitan Area Transit Authority
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)

Concept Plan View

Existing Typical Cross-Section

Proposed Typical Cross-Section

Washington Metropolitan Area Transit Authority

SHEET NUMBER: 6/8
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.

Concept Plan View

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

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

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

Bus Frequency/Vehicle Volume

<table>
<thead>
<tr>
<th>AM (EB)</th>
<th>PM (WB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>11</td>
</tr>
<tr>
<td>1,009</td>
<td>1,384</td>
</tr>
</tbody>
</table>

Person Throughput Per Hour

<table>
<thead>
<tr>
<th>AM (EB)</th>
<th>PM (WB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>235</td>
<td>315</td>
</tr>
<tr>
<td>1,191</td>
<td>1,633</td>
</tr>
</tbody>
</table>

Note:
- Bus person throughput = max peak load x weekday buses per hour (WMATA 2019)
- Vehicle person throughput = 1.18 pax per veh x 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

Vehicle Person Throughput

<table>
<thead>
<tr>
<th>AM (EB)</th>
<th>PM (WB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>25</td>
</tr>
<tr>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>5</td>
<td>5</td>
</tr>
</tbody>
</table>

Vehicle Speeds

<table>
<thead>
<tr>
<th>AM (EB)</th>
<th>PM (WB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>20.8 mph</td>
<td>12.4 mph</td>
</tr>
<tr>
<td>18.3 mph</td>
<td>9.3 mph</td>
</tr>
</tbody>
</table>

Note:
- Bus speeds: Fall 2019 (Ridecheck Plus)
- Vehicle Speeds: avg peak weekday speeds for October 2019 (INRIX)
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.

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

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)

Person Throughput Per Hour

<table>
<thead>
<tr>
<th>AM (EB)</th>
<th>PM (WB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>236</td>
<td>315</td>
</tr>
</tbody>
</table>

Note:
• 2019 bus frequencies provided by WMATA and TheBus
• 2022 vehicle volumes provided by MDOT SHA

Vehicle Speeds

<table>
<thead>
<tr>
<th>AM (EB)</th>
<th>PM (WB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>12.4 mph</td>
<td>18.3 mph</td>
</tr>
</tbody>
</table>

Note:
• Vehicle speeds: avg peak weekday speeds for October 2019 (INRIX)
• Bus speeds: Fall 2019 (Ridecheck Plus)

Vehicle Person Throughput

<table>
<thead>
<tr>
<th>AM (EB)</th>
<th>PM (WB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>9,950</td>
<td>255,170</td>
</tr>
</tbody>
</table>

Note:
• 2019 bus frequencies provided by WMATA and TheBus
• 2022 vehicle volumes provided by MDOT SHA

Max peak load excludes buses run by TheBus

Washington Metropolitan Area Transit Authority

Sheet Number: 8/8