

# Tactical Bus Lanes Demonstration Project

Silver Hill Road (MD 458)  
Public Information Meeting

Bus Priority Program  
November 8, 2023

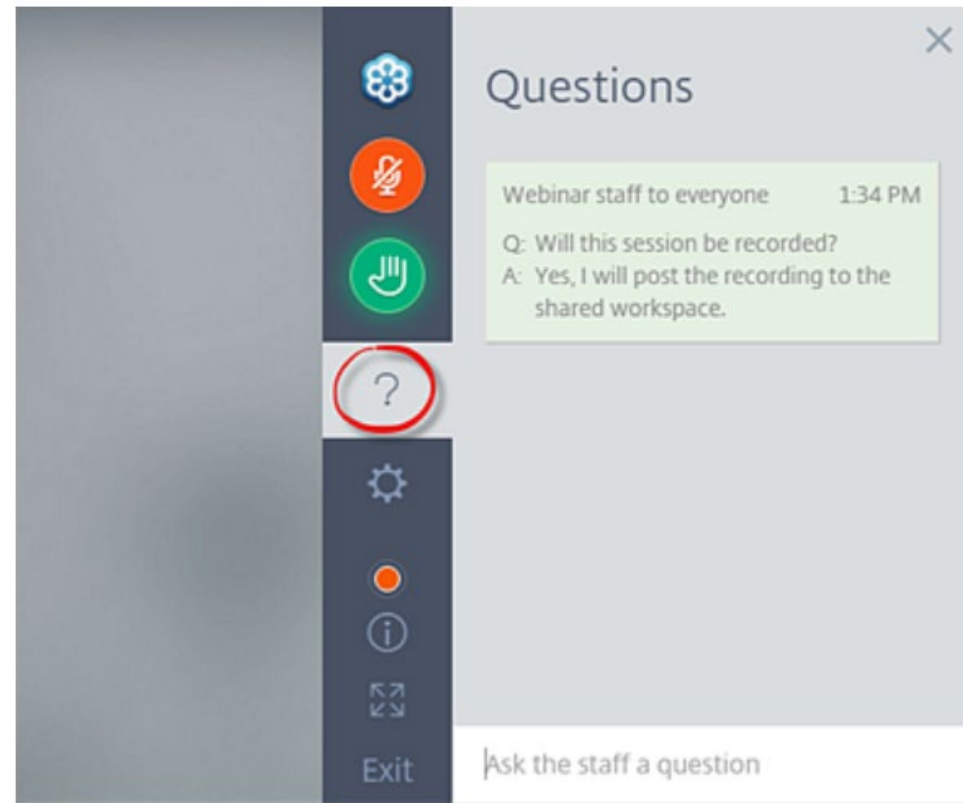
**This meeting is being recorded**



# Housekeeping and GoToWebinar Tips

- All attendees are muted.
- To ask a question during the meeting, use the question mark tool and enter your question.
- At the end of the meeting, we will take additional questions and you can press the raise hand button to be recognized.
- You will be unmuted when called on to ask your question.

1. Select the Questions pane (desktop app) or ? (browser) in the toolbar.
2. Enter your question in the text, then press Enter.



## Safety Moment



*Courtesy Stops:* **Nighttime** Metrobus riders can request to be dropped off between bus stops if the bus driver deems it safe to do so.

The courtesy stop program is an element of Metro's Better Bus Initiative

## Housekeeping

- Type questions in the chat during the presentation; we will attempt to respond to all the questions during the call
- Please share your email in the chat if you'd like regular updates
- Send additional questions to [BusPriority@wmata.com](mailto:BusPriority@wmata.com)



# Meeting Agenda

1. Introduction and Goals
2. Project Details
3. Updates  
Since Prior Outreach
4. Schedule
5. Next Steps



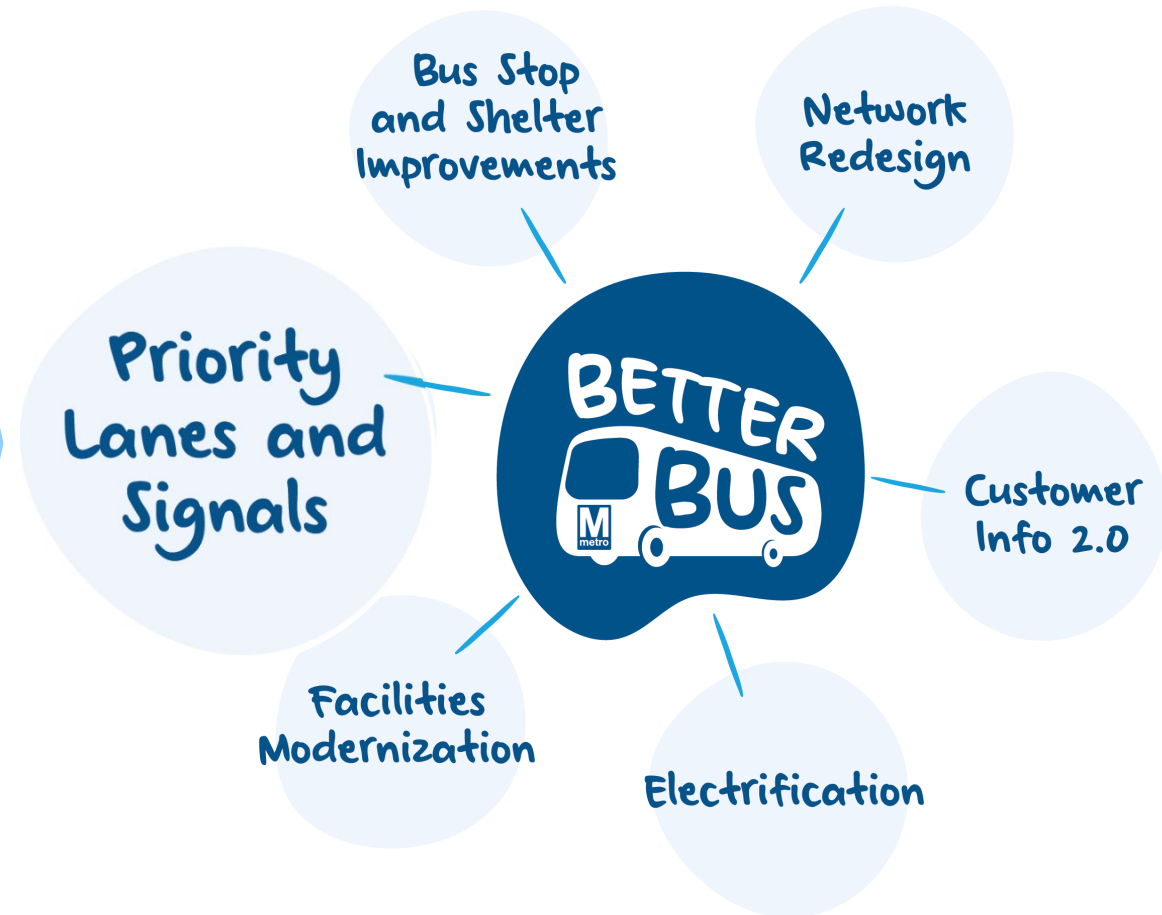
Suitland Mural  
Suitland, MD

# Better Bus Initiatives

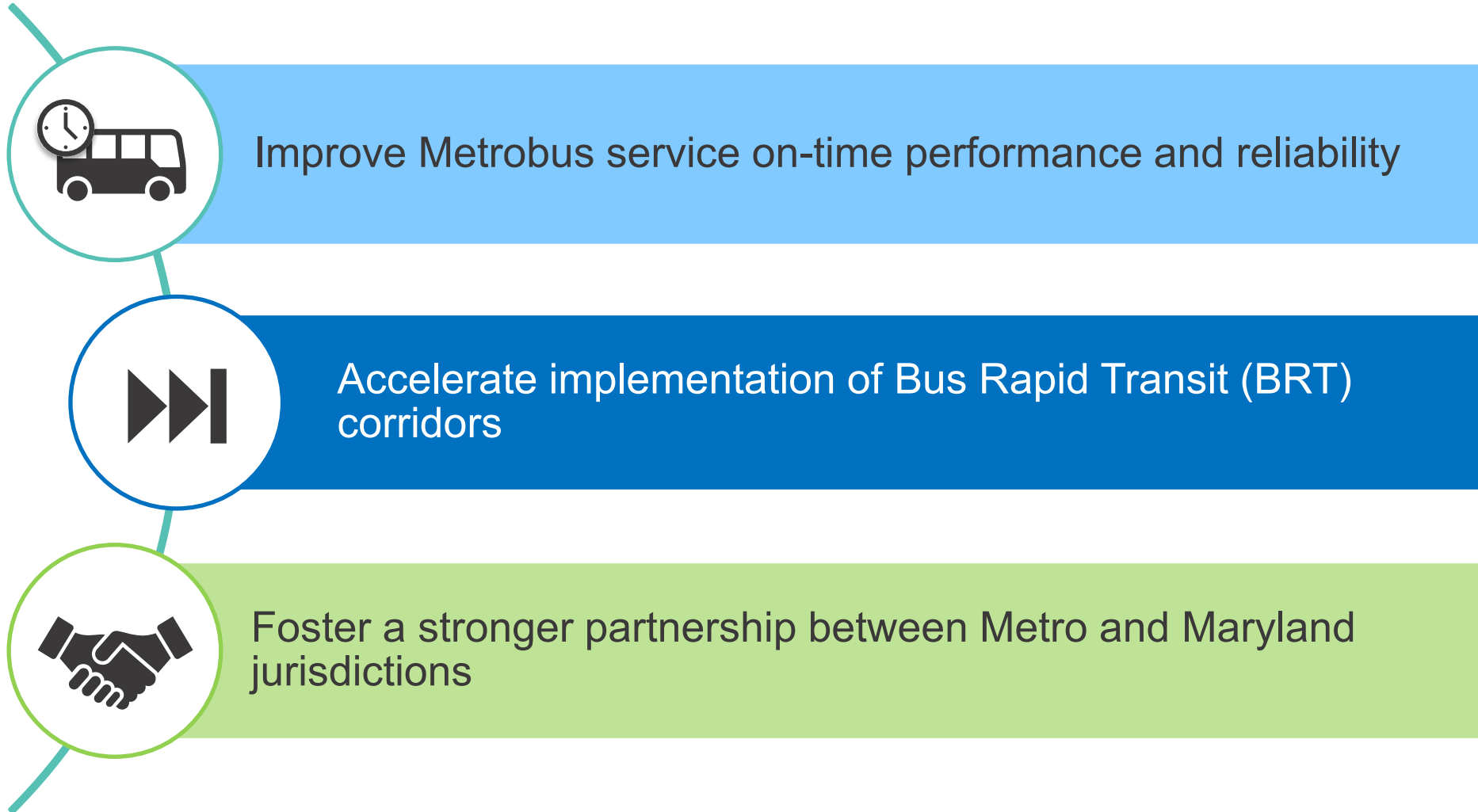


**Purpose:** Transform bus into a fast, frequent, reliable, affordable system that feels unified

**Outcomes:** 26 recommendations + Action Plan



# Goals of the Project



# Multi-Agency Collaborative Effort





Angela D. Alsobrooks  
County Executive



Michael D. Johnson, P.E.  
Director

Prince George's County

# TRANSIT

TRANSFORMATION  
**Zero-Emission Bus**



Angela D. Alsobrooks  
County Executive



Michael D. Johnson, P.E.  
Director



**100%**  
zero-emission  
**2040**



We are excited to transition nearly 70% of our fleet to zero-emissions by 2035 and 100% by 2040. Transitioning to zero-emission requires us to invest in green, resilient energy resources while we update our facilities and infrastructure. We are committed to environmental justice and strive to right the wrongs of the past by providing a voice for all and positioning engagement opportunities into areas that were historically underrepresented in decision-making. Reducing emissions leads to a more sustainable transportation system and also paves the way toward a more just system.



# Prince George's County Transit Vision Plan

- The Transit Vision Plan (TVP) represents a paradigm shift for reimagining public transit in Prince George's County.
- The planning process will comprehensively review the current transit system (paratransit, micro-transit, and bus network) and provide recommendations on improving transit service throughout Prince George's County over the next five years.
- Our goal is to meet customers' priorities of more reliable service, accessibility, faster travel, better connections, and ease of use.

# Why do we need Bus Lanes on Silver Hill Road?



### Improved bus performance

- ✓ Enforced, dedicated bus lanes save 7 to 30% of trip time along segment
- ✓ Queue jumps reduce bus delays by an average of 12 seconds



### Cost-efficient implementation of dedicated right-of-way for buses

- ✓ Red paint reduces unauthorized use of bus lanes by 40%



### Increased safety

- ✓ Reduces conflicts between modes and reduces crashes by up to 14%



### Reduced traffic congestion



### Help meet regional climate goals



Bus lanes on Wayne Avenue  
Silver Spring, MD

- Quick-build bus lanes use only red paint and signs
- Bus riders see benefits faster
- Supports Metro's Better Bus and Sustainability Initiatives and Prince George's County's Climate Action Plan.



Slow buses  
discourage use

Eastbound



AM Peak  
12.4 mph



PM Peak  
11.8 mph

Westbound



AM Peak  
10.1 mph



PM Peak  
9.3 mph



A reliable bus system  
provides access to  
opportunity for all

| Route  | Average<br>Weekday<br>Riders | People<br>of Color | Low-income |
|--------|------------------------------|--------------------|------------|
| D12,14 | 4,048                        | 98%                | 62%        |
| K12    | 1,760                        | 99%                | 54%        |
| P12    | 5,847                        | 99%                | 56%        |
| V12    | 1,158                        | 97%                | 41%        |
| Total  | 12,812                       | 98%                | 53%        |

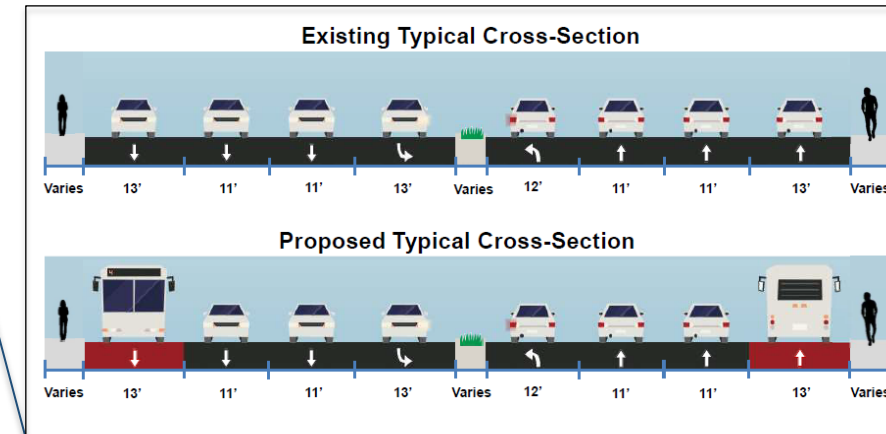
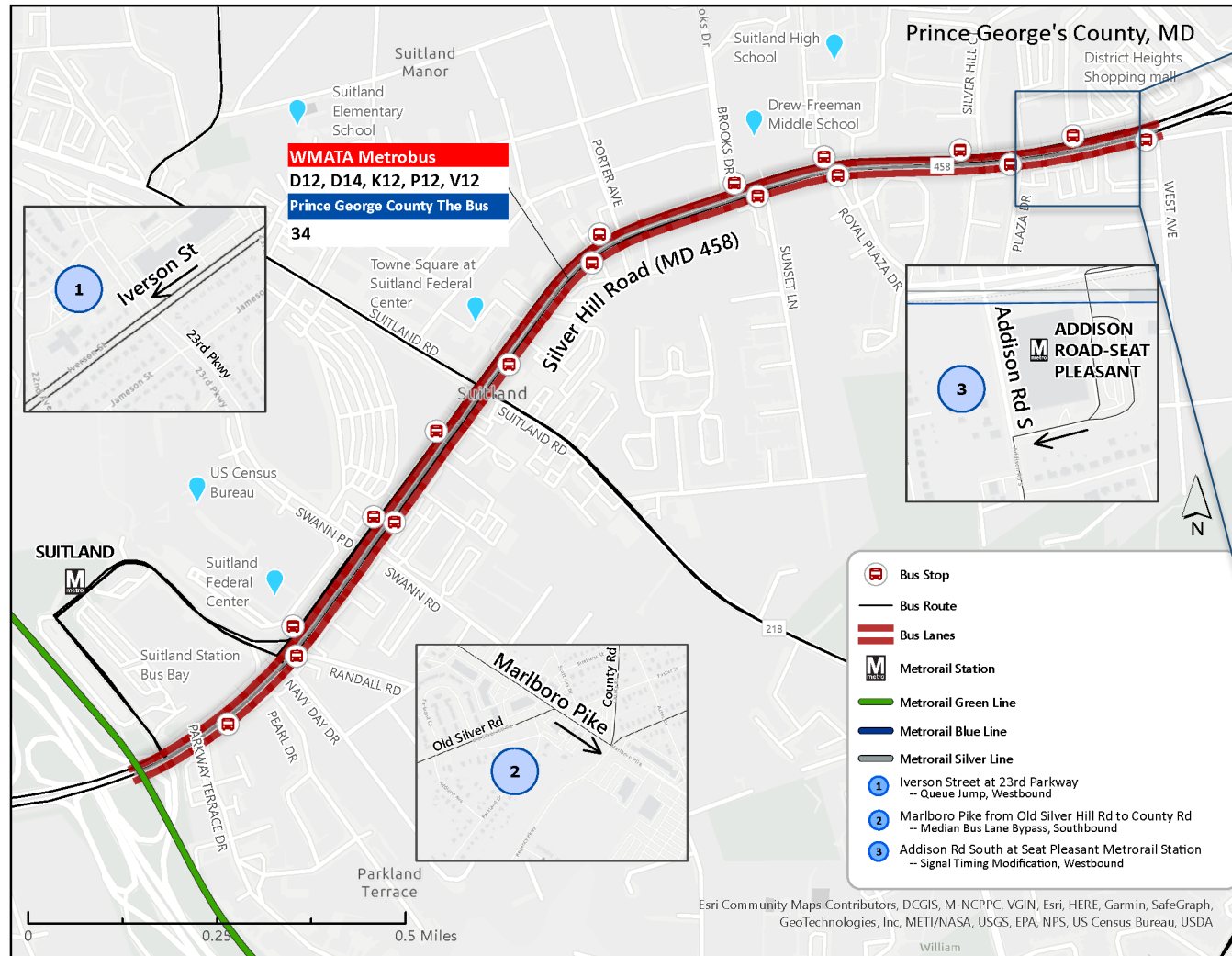
# Interactive Poll

Question: What items should MDOT, Metro, and DPW&T focus on to make the project successful?

- Buses are on-time more often
- Buses arrive more frequently
- Enforcement of the bus lanes
- Educating all road users (drivers, pedestrians, and bicyclists)
- Outreach to businesses and delivery companies



# Silver Hill Road (MD 458) Tactical Bus Lanes



Suitland Metrorail Station to West Avenue

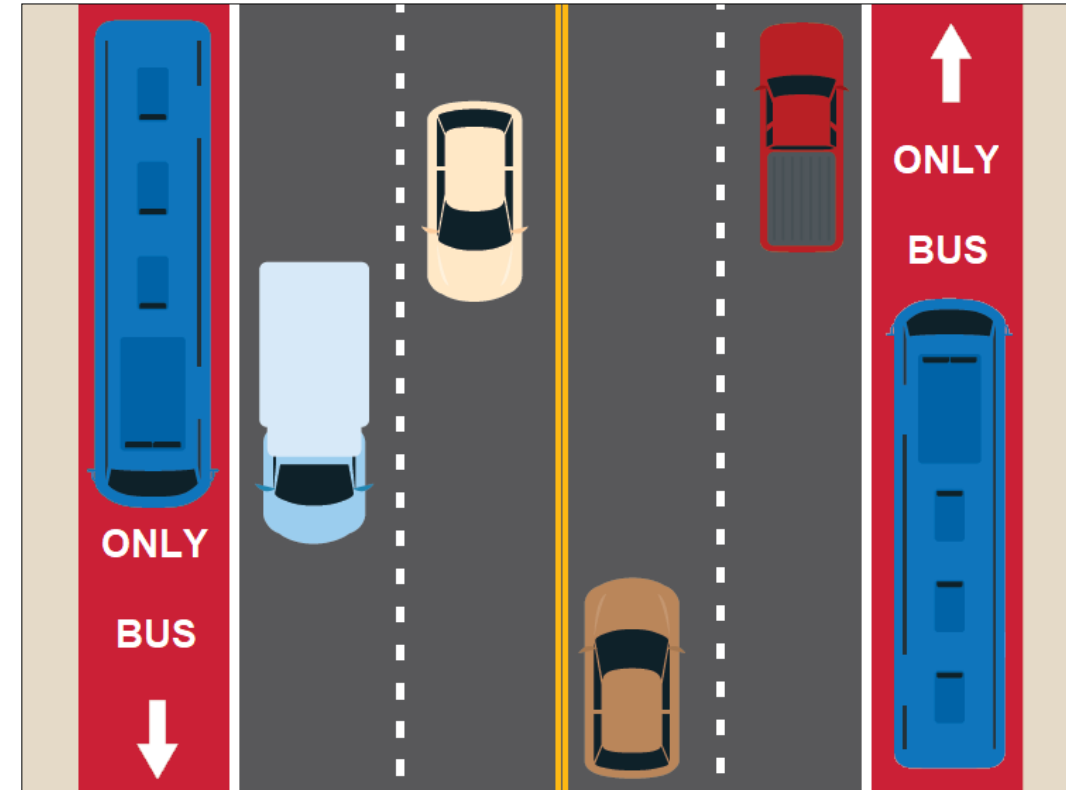
# Bus Lane Hours



## 24/7 Bus Lanes in Both Directions

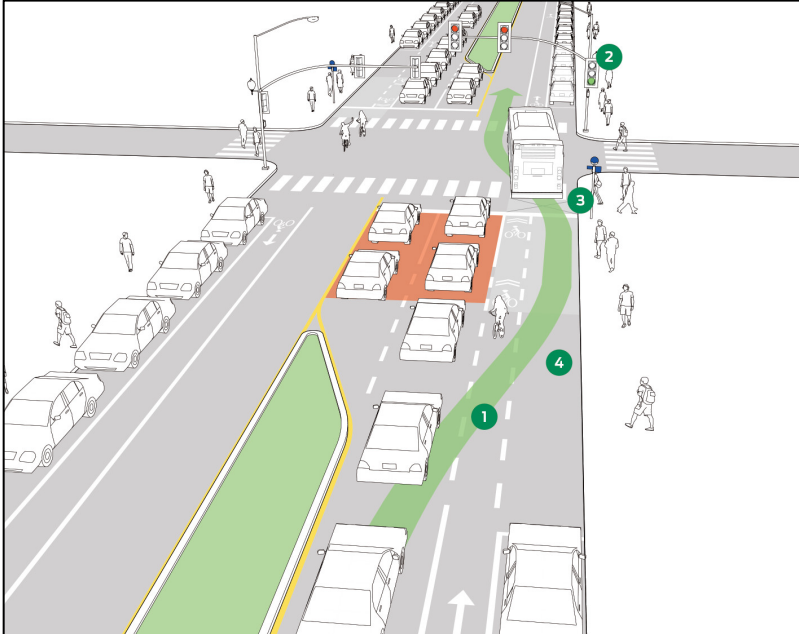
- 24 hours per day
- Weekdays and weekends
- Eastbound and Westbound

**No parking and loading allowed**



# Bus Preferential Treatments

1. **Iverson Street at 23rd Parkway**  
Westbound Queue Jump
2. **Marlboro Pike from Old Silver Hill Road to County Road**  
Southbound Median Bus Lane Bypass
3. **Addison Road South at Seat Pleasant Metrorail Station**  
Westbound Signal Timing Modification



Source: Transit Street Design Guide, NACTO





# Design Updates

- Westbound bus lane starts after West Avenue, easing the transition for traffic from Pennsylvania Avenue (MD 4)
- Coordinated design and schedules with MDOT SHA and Towne Square at Suitland Federal Center development



Metrobus P12 heading east on Silver Hill Rd  
Suitland, MD



# Implementation Approach

- WMATA, MDOT, and DPW&T/MCDOT are working collaboratively to develop an implementation framework for tactical bus lanes, including funding and operational and maintenance requirements.
- Maryland State Highway Administration (SHA) will be generally administering the implementation of the project, overseeing construction and maintenance activities, in coordination with WMATA and the Counties.
- The partners will be further refining the funding and implementation strategy in the weeks ahead.

# Project Schedule

## Project Timeline (Pending Construction Funding)



Prepare contracting documents for procurement

Fall/Winter 2024



Award contract and give contractor Notice to Proceed (NTP)

Winter/Spring 2025



Implement tactical bus lanes queue jumps

Spring/Summer 2025



Performance evaluation

Date TBD

*Timeline subject to change*

# Questions

# Contact us

**Anikwenze Ogbue**  
**Project Manager, Bus Priority**  
**Metro**

**[aogbue@wmata.com](mailto:aogbue@wmata.com)**

**Joe Moges**  
**Senior Safety Officer**  
**MDOT SHA**

**[JMoges@mdot.maryland.gov](mailto:JMoges@mdot.maryland.gov)**

**Efon Epanty**  
**Chief, Innovation & Planning**  
**Prince George's DPW&T**

**[emepanty@co.pg.md.us](mailto:emepanty@co.pg.md.us)**

**Bus Lanes Project Website:**

**<https://wmata.com/initiatives/strategic-plans/Bus-Lanes/>**