

Tactical Bus Lanes Demonstration Project Briefing

Hillcrest-Marlow Heights Civic
Association Meeting

Bus Priority Program
October 20, 2022



Meeting Agenda

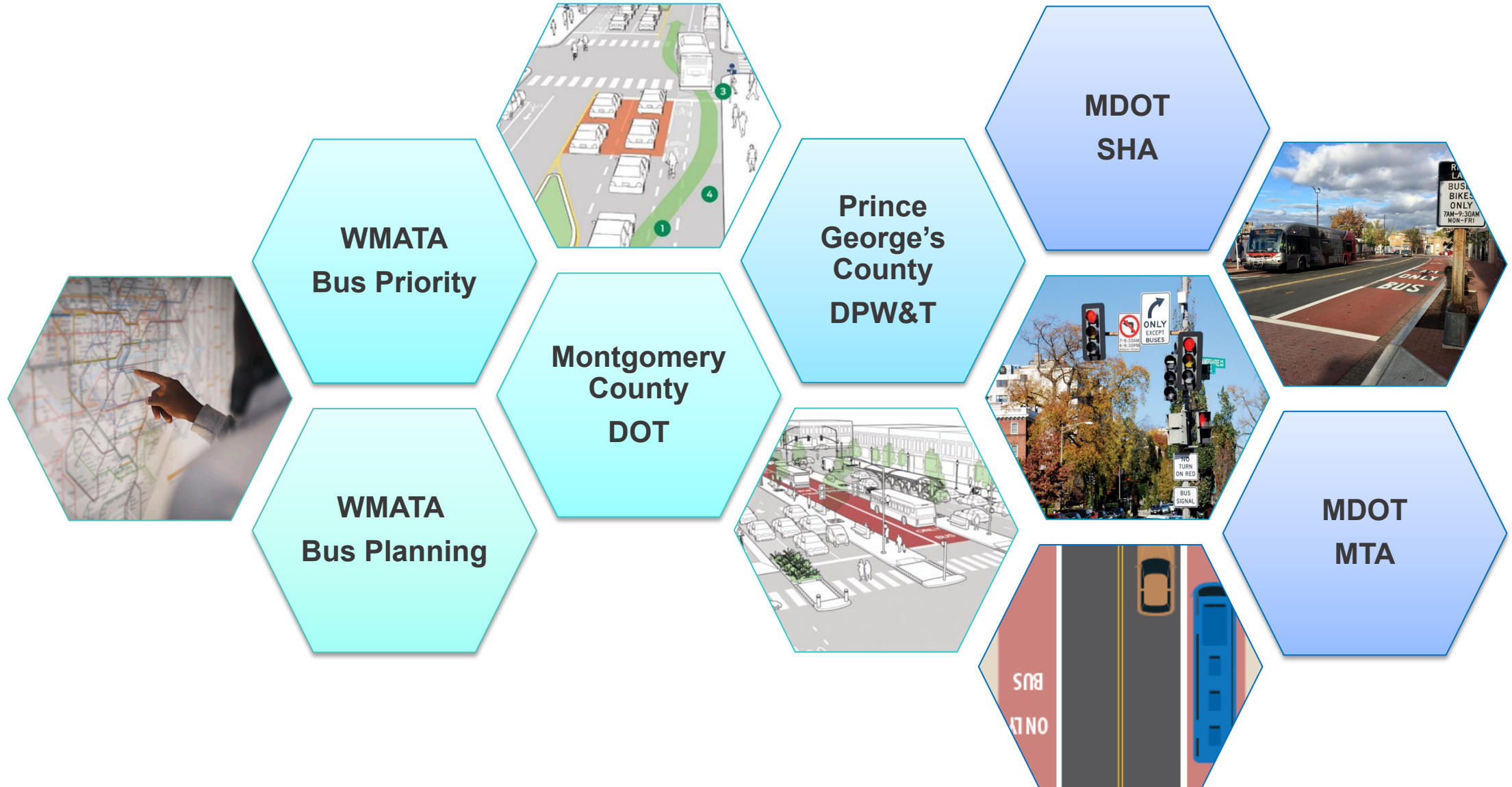
1. Goals and Objectives
2. Project Details
3. Schedule
4. Next Steps



Goals and Objectives

- Design a one-mile two-way tactical bus lane and queue jumps along a high-ridership corridor in Prince George's and Montgomery counties
 - Evaluate bus service reliability and traffic operations prior to permanent installation
- Foster a stronger partnership with WMATA and Maryland jurisdictions in providing frequent and reliable regional transit connections
- Accelerate implementation of Bus Rapid Transit (BRT) corridors in Prince George's and Montgomery Counties

Multi-Agency Collaborative Effort



Why Tactical Bus Lanes?

- Quick-build bus lanes using only red paint and signs
- Bus riders see benefits faster
- Demonstration projects can be modified and improved easily
- Supports Prince George's County's Climate Action Plan



Bus lanes on Century Boulevard in Germantown, MD



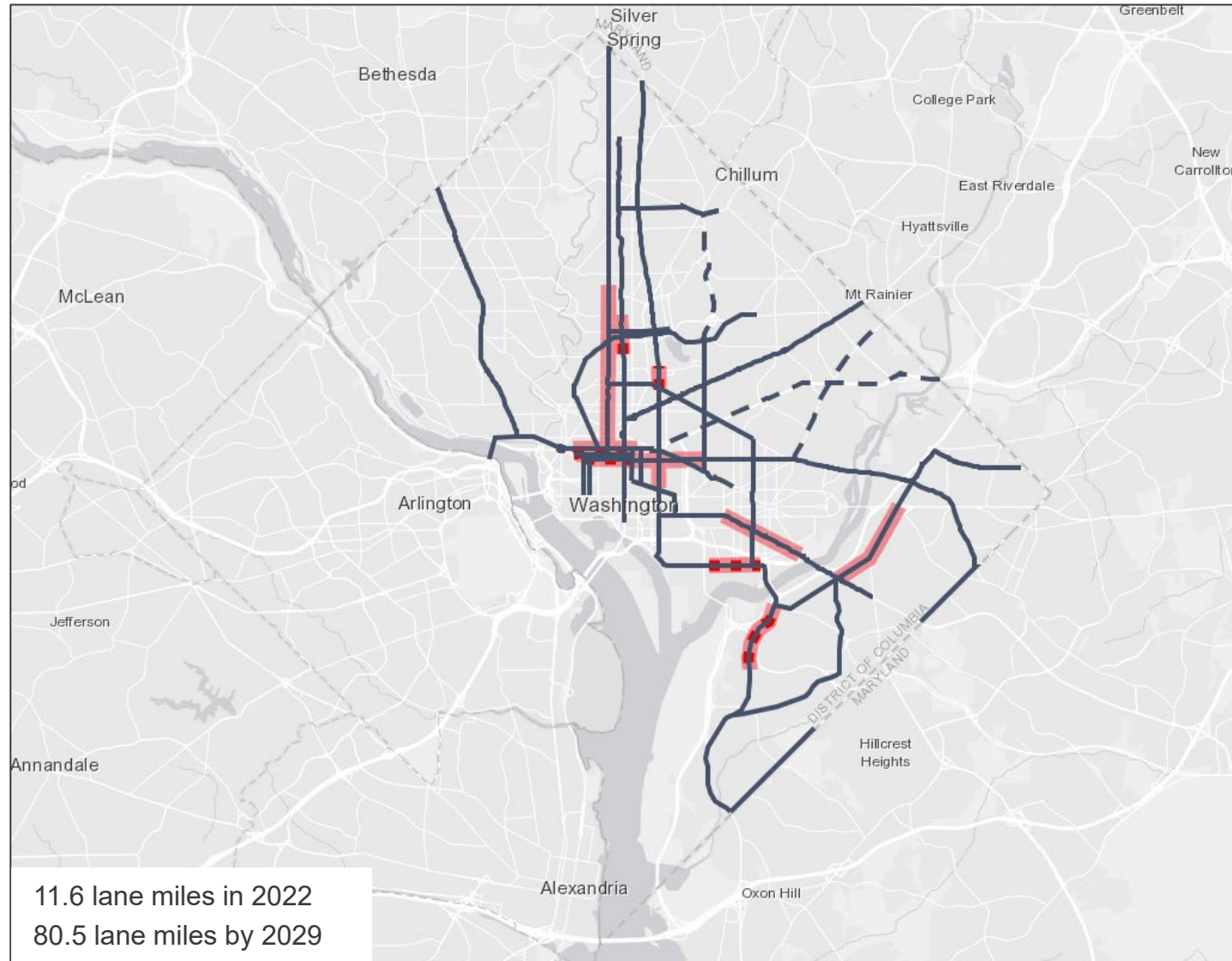
Bus lanes on Wayne Avenue in Silver Spring, MD

Bus Lanes in the Region and Maryland

Demonstration Projects Produce Faster Implementation and Benefits

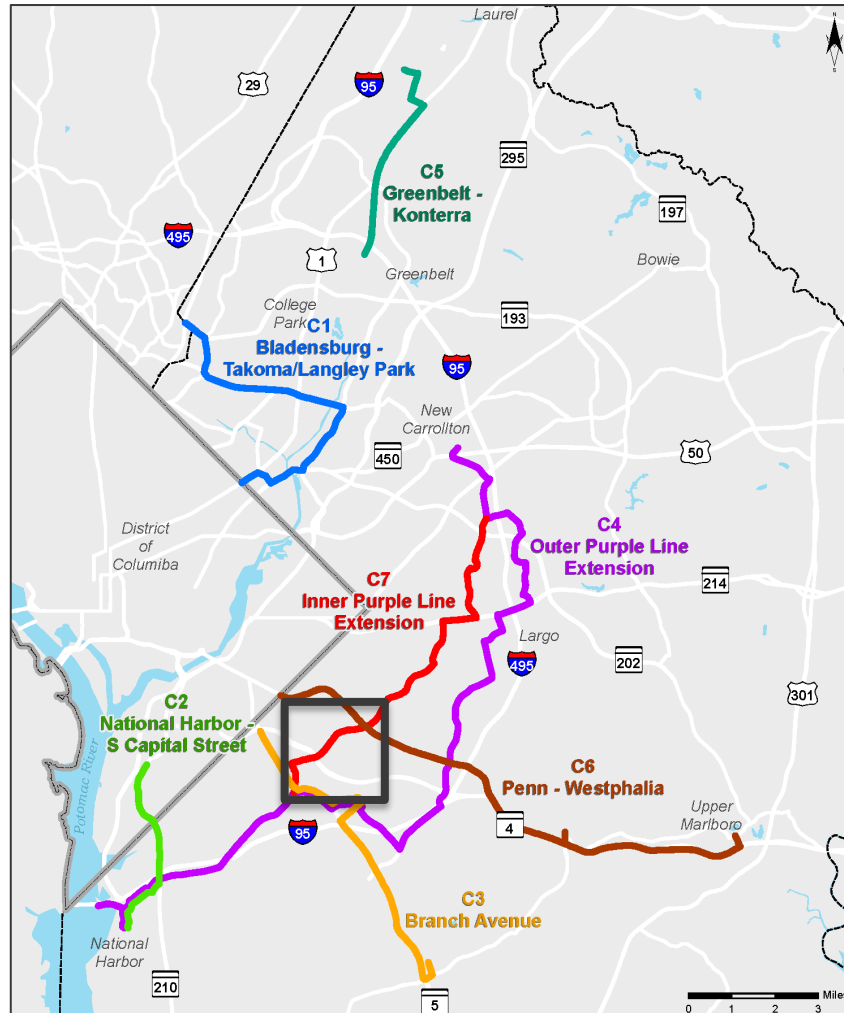
Bus Lane Project	Length (miles)	Jurisdiction	Implementation Time
H & I Street, NW Pilot	1.6	DC	6 months
14 th Street NW	0.6	DC	2 years
16 th Street NW	2.7	DC	10+ years
Germantown Transit Center	0.3	MD	8 months
York Road Pilot	0.7	MD	6 months
North Avenue Rising	7.0	MD	5 Years

Existing and Planned Bus Lanes in DC



1. Project Goals

Proposed and Planned Bus Rapid Transit (BRT) Corridors in Maryland

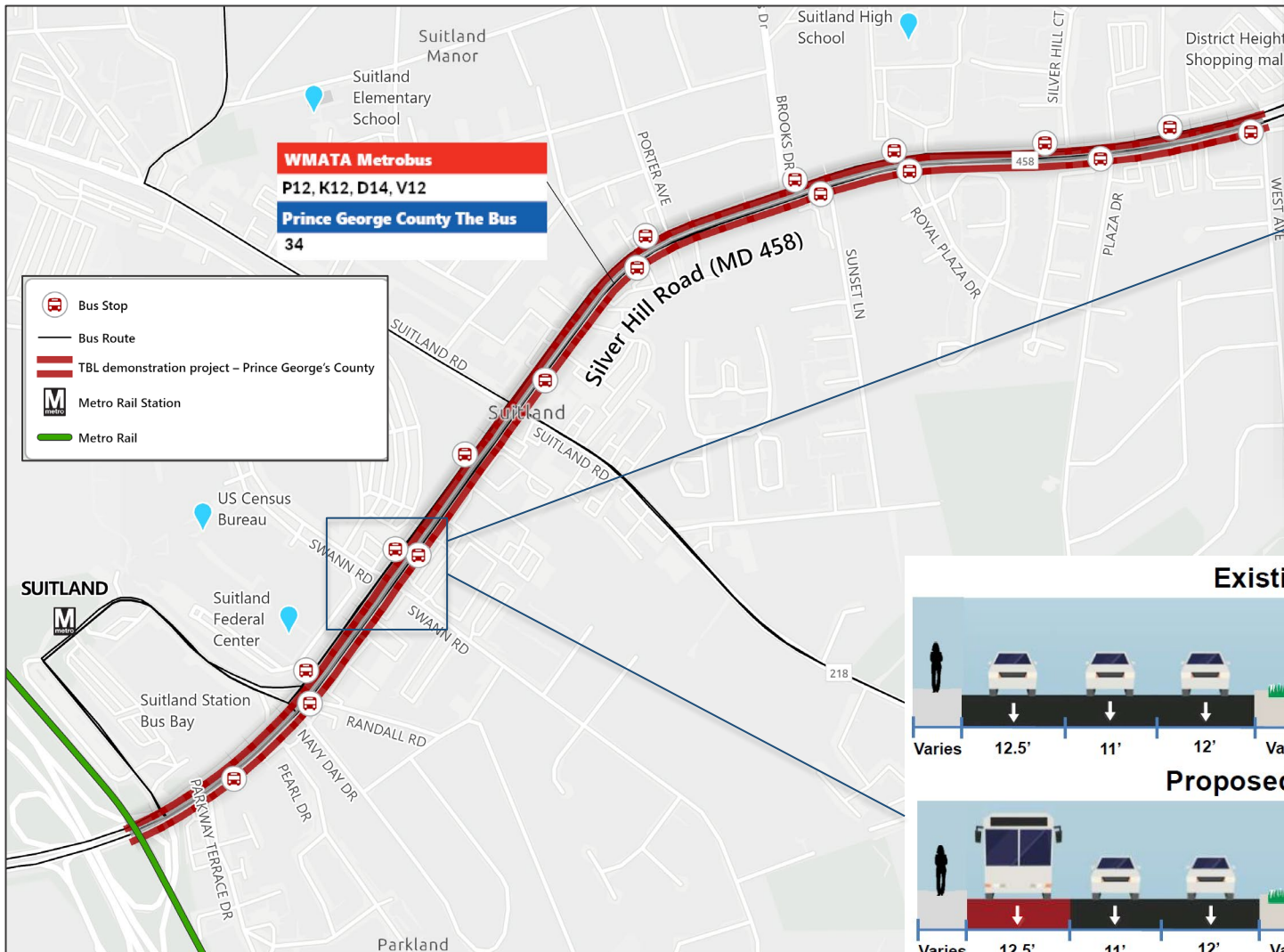


Transitway Systems Planning Study (2012)

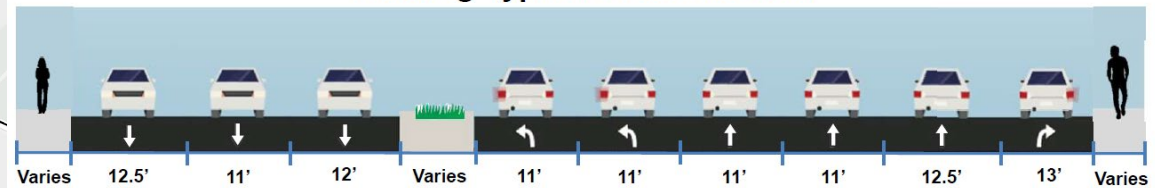


Countywide Transit Corridors Functional Masterplan (2013)

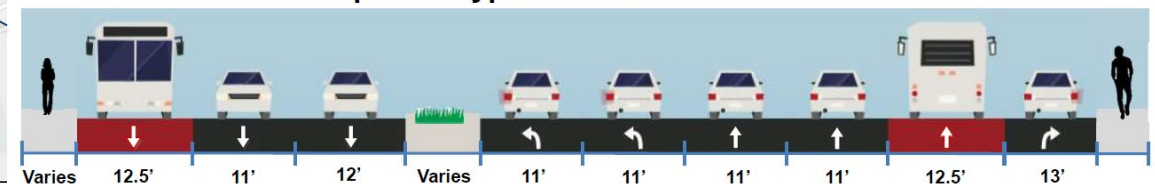
Silver Hill Road (MD 458) Tactical Bus Lanes



Existing Typical Cross-Section



Proposed Typical Cross-Section



Suitland Metrorail to West Avenue

Why Silver Hill Road?

Transit and Vehicle Data

Metrobus Routes	The Bus Routes	Combined Average Daily Weekday Ridership (Oct 2019)	Buses Per Hour (Jan 2022)	Metrobus Speeds (Oct 2019)	Average Vehicles Per Weekday (2019)	Number of Travel Lanes	Curb Lane Condition
D12, K12, P12, V12	34	12,246	12	7-18 mph	35,610	6	No parking anytime; Lane shared with bicyclists

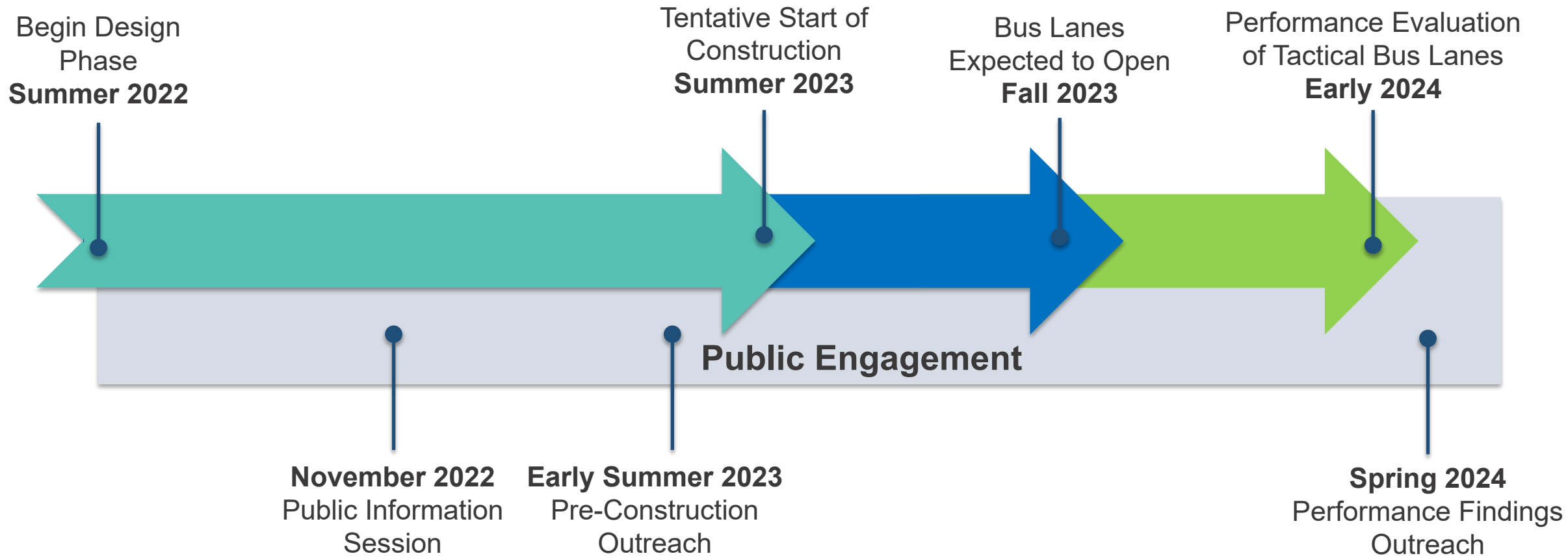
- High ridership corridor multifamily residential, employment, retail, and entertainment destinations
- Important regional connection to the Metrorail Green Line
- Large employment generators, including the US Census Bureau

Why Silver Hill Road?

Bus ridership along the corridor is predominantly low income and people of color

Metrobus Route	Low Income	Middle Income	People of Color	White
D12	79%	22%	89%	2%
K12	72%	30%	89%	1%
P12	72%	29%	89%	1%
V12	55%	45%	80%	13%

Project Schedule



Performance Evaluation

- Evaluate bus reliability, speed, and traffic before and after installation
- Increased speeds for the slowest buses results in improved **reliability** for bus riders (10th percentile bus speeds)
- Increased median **speeds** reduces overall travel times for bus riders (50th percentile bus speeds)
- **Traffic** analysis during design phase includes mitigations for potential disruptions before installation and provides a baseline for evaluation

Upcoming Public Engagement

- Fall 2022 Virtual Public Information Sessions
 - Georgia Avenue – November 1, Tuesday 6:30-8:00 pm
 - Silver Hill Road – November 3, Thursday 6:30-8:00 pm
- Future Sessions
 - Pre-construction Project Update
 - Post-implementation Performance Evaluation



Prince George's County Stakeholder Meetings

Stakeholder	Date
Hillcrest - Marlow Heights Civic Association	October 20
Suitland High School	TBD
Suitland Civic Association	TBD
HOA and Civic Associations in Council District 7	Invite to Info Session
Creative Suitland Arts Center (Business)	Invite to Info Session

Open Discussion

Questions?