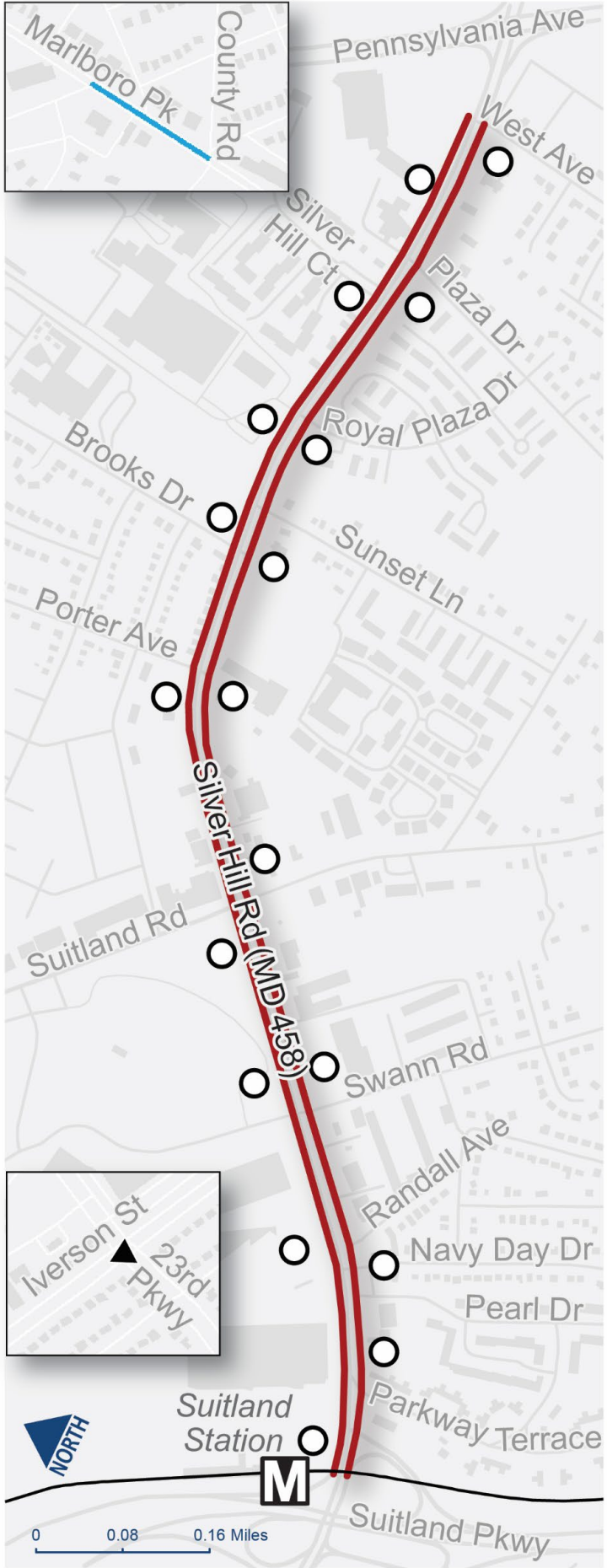




# Tactical Bus Lanes (TBL) Demonstration – Prince George’s County

June 22, 2023



### Project Overview

Partnership between WMATA, MDOT SHA, and DPW&T to design and build tactical bus lanes and other bus priority treatments on **Silver Hill Rd (MD 458)** in Suitland. Final (construction-ready) Plans will be complete in December 2023.

### Planned Improvements

#### Tactical Bus Lanes

- Red-painted, bidirectional bus lanes on Silver Hill Rd (MD 458) from West Ave to Suitland Metro station (Green Line)
- Hours of Operation: 24 hours, 7 days/week

#### Queue Jump

- Iverson St at 23<sup>rd</sup> Pkwy

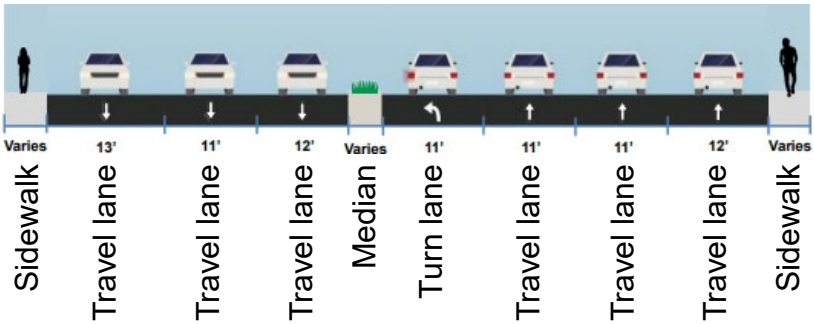
#### Bus Bypass Median

- Marlboro Pike from Old Silver Hill Rd to County Rd

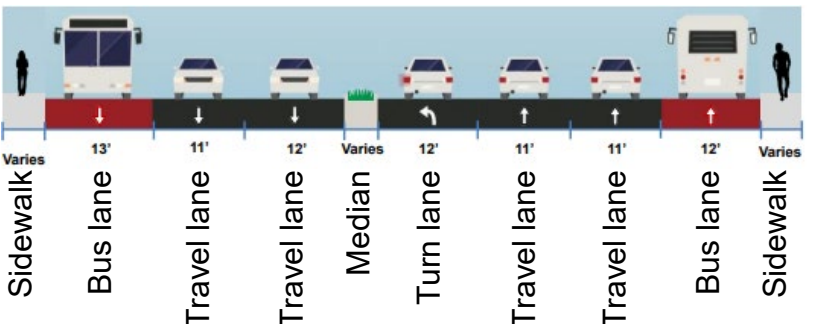
#### Signal Timing Modification

- Addison Rd S at Seat Pleasant Metro station (Blue & Silver Lines)

#### Existing Cross Section (varies along corridor)



#### Proposed Cross Section (varies along corridor)



### Project Costs and Responsibilities

- Design** - \$592,806 (WMATA)
- Construction** – \$2.68 million (MDOT SHA\*)
- Maintenance** of red paint (assumes 10% reapplication annually) – \$120,000/year (DPW&T\*)

*\*Roles and Responsibilities to be finalized in MOU.*

### Project Benefits

- 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**

### Project Public Outreach

Joint public & stakeholder engagement ongoing.

### Enforcement

Bus Lane enforcement by local enforcement authorities. Legislation is required to expand automated enforcement, Clear Lanes, to MD.

### Measuring Improvement

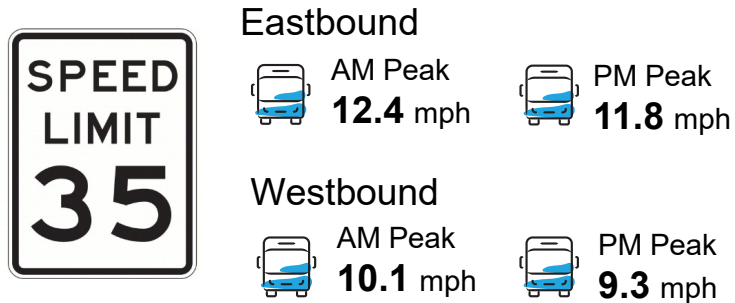
Metro will review and assess changes to bus performance for 6 months after implementation.

### Why do we need Bus Lanes on this corridor?

**A great bus system provides access to opportunity for all.**

Route	Avg Weekday Riders	People 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%
<b>Total</b>	<b>12,812</b>	<b>98%</b>	<b>53%</b>

### Slow buses discourage bus use.



**Buses in dedicated lanes can move 2x the number of riders as buses in mixed traffic.**

Buses per hour through the corridor\*

	AM Peak	PM Peak
Northbound	9	11
Southbound	9	11

### Proven Regional Application

Metroway began operating buses in dedicated right-of-way in Alexandria and Arlington, VA in August 2014, and observed up to 20% bus travel time savings.

[MDOT MTA's dedicated bus lanes](#) in Baltimore have successfully reduced bus travel times between 5-32%.