

MARYLAND

GREENBELT-BWI THURGOOD MARSHALL AIRPORT EXPRESS LINE – ROUTE B30

BUDGET

- Cost neutral

Option 1 – Serve Arundel Mills Mall

PROPOSED CHANGE

- Add service to Arundel Mills Mall on all trips.
- The time between buses would increase from every 60 minutes to up to every 70 minutes during weekday rush hours.
- Proposed implementation: June 2018

REASONS FOR CHANGE

- Provide service to new markets and improve connections to other transit service (Maryland Transit Administration (MTA) and Regional Transportation Agency (RTA)) between Greenbelt and BWI Thurgood Marshall Airport.
- Connect employees and shoppers at Arundel Mills to the Metrobus system and Metrorail, and provide direct service to and from Metrorail at Greenbelt.
- Increase ridership with service to new markets, including Arundel Mills and Beltsville via US-1.
- Adding service along Arundel Mills Boulevard would provide transfer-free service between Greenbelt, Arundel Mills, and BWI Thurgood Marshall Airport.

NEW CONNECTIONS

- MTA 17 (Patapsco Light Rail Station, Nursery Road Light Rail Station, Baltimore Highlands, Airport Square, BWI Marshall Light Rail Station, Baltimore Commons, University Hospital, Parkway Center) and 201 (Gaithersburg Park & Ride, NIST, Shady Grove Metrorail station, Georgia Avenue Park & Ride, Burtonsville Park & Ride, Dorsey MARC station)
- RTA 201 (Laurel Mall, Maryland City Plaza, Cromwell Light Rail station, Glen Burnie, Marley/Sun Valley, Freetown Village), 202 (Seven Oaks, Pioneer City, Meade Village, Reece Road, Odenton MARC station, Winmark Center (Johns Hopkins)), 501 (Columbia Mall, Snowden Square, MD Food Center, Dorsey MARC station, Dorsey & Candlewood Road), and 502 (Towne Centre Laurel, City Plaza, National Business Park)

Option 2 – Serve Arundel Mills Mall and US-1

PROPOSED CHANGE

- Add service to Arundel Mills Mall and US-1 (Baltimore Avenue) between Sunnyside Avenue and Fort Meade Road (MD-198) in Beltsville on all trips.
- The time between buses would increase from every 60 minutes to approximately every 90 minutes.

REASONS FOR CHANGE

- Provide service to new markets and improve connections to other transit service (Maryland Transit Administration (MTA) and Regional Transportation Agency (RTA)) between Greenbelt and BWI Thurgood Marshall Airport.

- Connect employees and shoppers at Arundel Mills to the Metrobus system and Metrorail, and provide direct service to and from Metrorail at Greenbelt.
- Increase ridership with service to new markets, including Arundel Mills and Beltsville via US-1.
- Adding service along US-1 and Arundel Mills Boulevard would provide transfer-free service between Greenbelt, Beltsville, Laurel, Arundel Mills, and BWI Thurgood Marshall Airport.

NEW CONNECTIONS

- MTA 17 (Patapsco Light Rail Station, Nursery Road Light Rail Station, Baltimore Highlands, Airport Square, BWI Marshall Light Rail Station, Baltimore Commons, University Hospital, Parkway Center) and 201 (Gaithersburg Park & Ride, NIST, Shady Grove Metrorail station, Georgia Avenue Park & Ride, Burtonsville Park & Ride, Dorsey MARC station)
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PERFORMANCE MEASURES

Performance Measure	Route B30	WMATA Guideline	Pass/Fail
Average Weekday Riders	305	432	Fail
Cost Recovery	53.45%	16.6%	Pass
Subsidy per Rider	\$5.82	\$4.81	Fail
Riders per Trip	9.5	10.7	Fail
Riders per Revenue Mile	0.4	1.3	Fail

Note: WMATA guideline information from FY-2016

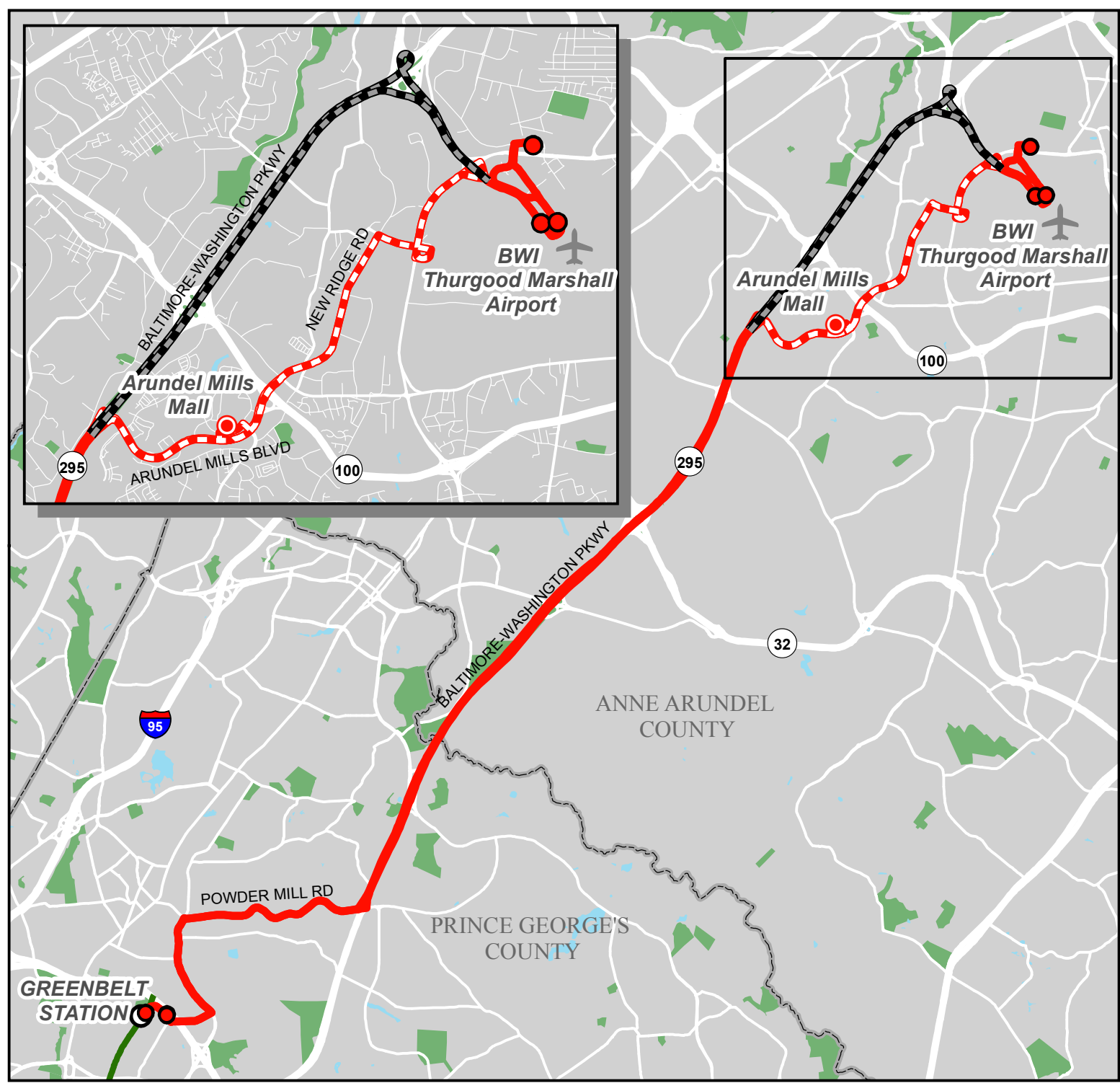
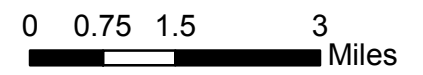
B30

Greenbelt-BWI Thurgood Marshall Airport Express Line

Proposed Route Changes Option 1

Legend

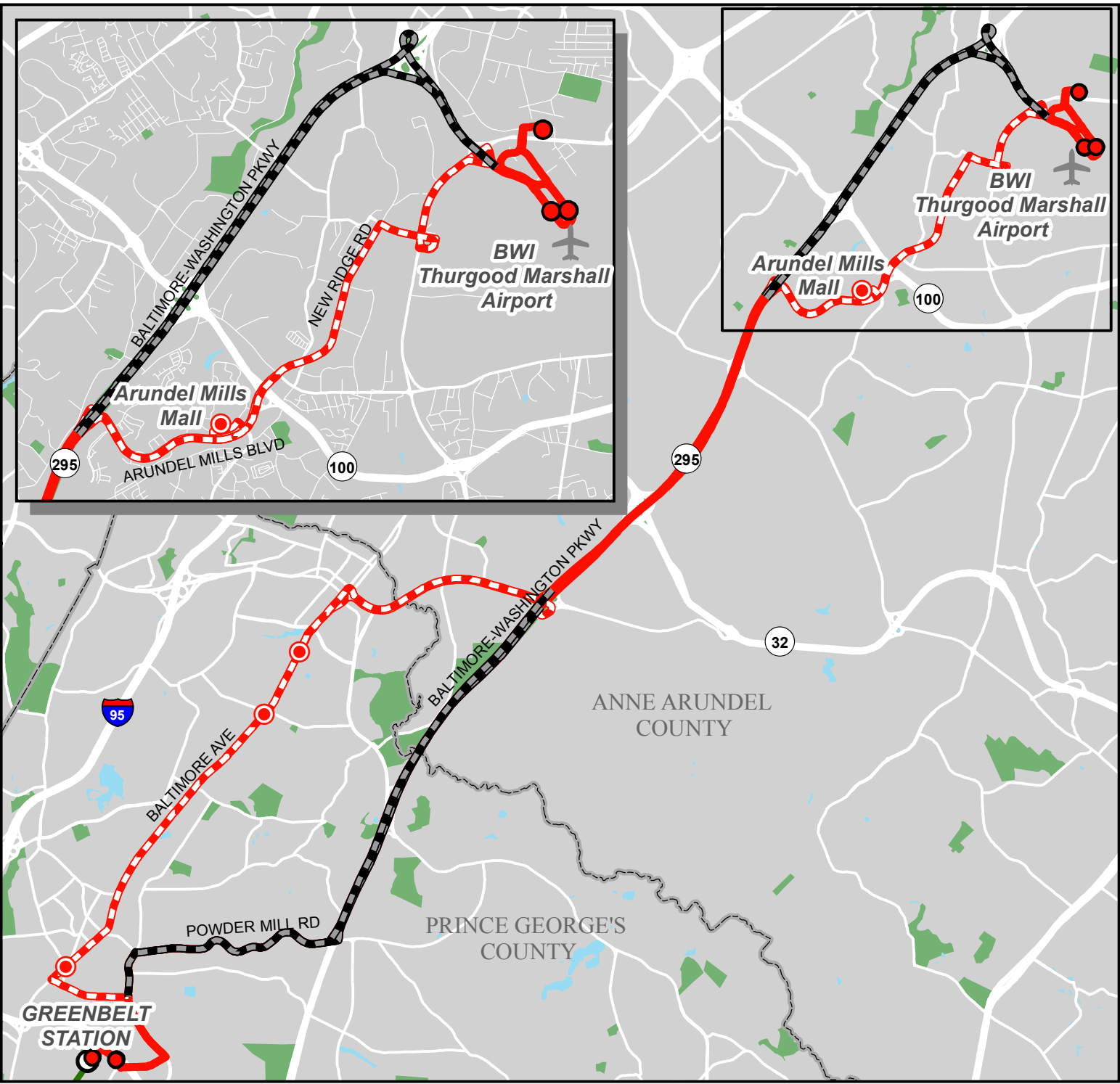
- Metrorail Stations
- Proposed Stop
- Unaffected Stop
- Unaffected B30
- Proposed new B30
- Proposed eliminated B30
- Green line



B30

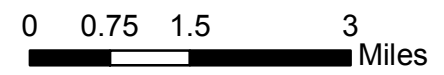
Greenbelt-BWI Thurgood Marshall Airport Express Line

Proposed Route Changes Option 2



Legend

- Proposed Stop
- Unaffected Stop
- Metrail Stations
- Unaffected B30
- Proposed new B30
- Proposed eliminated B30
- Green line



GREENBELT-NEW CARROLLTON LINE – ROUTES G12, G14

BUDGET

- Cost neutral

PROPOSED CHANGE

- Revise the schedule to stagger Route G12 and G14 departure times at the Greenbelt and New Carrollton Metrorail stations.
- Eliminate the timed transfer between Route G12 and G14 buses at Roosevelt Center in Greenbelt (untimed transfers would continue to be available).
- Proposed implementation: June 2018

REASONS FOR CHANGE

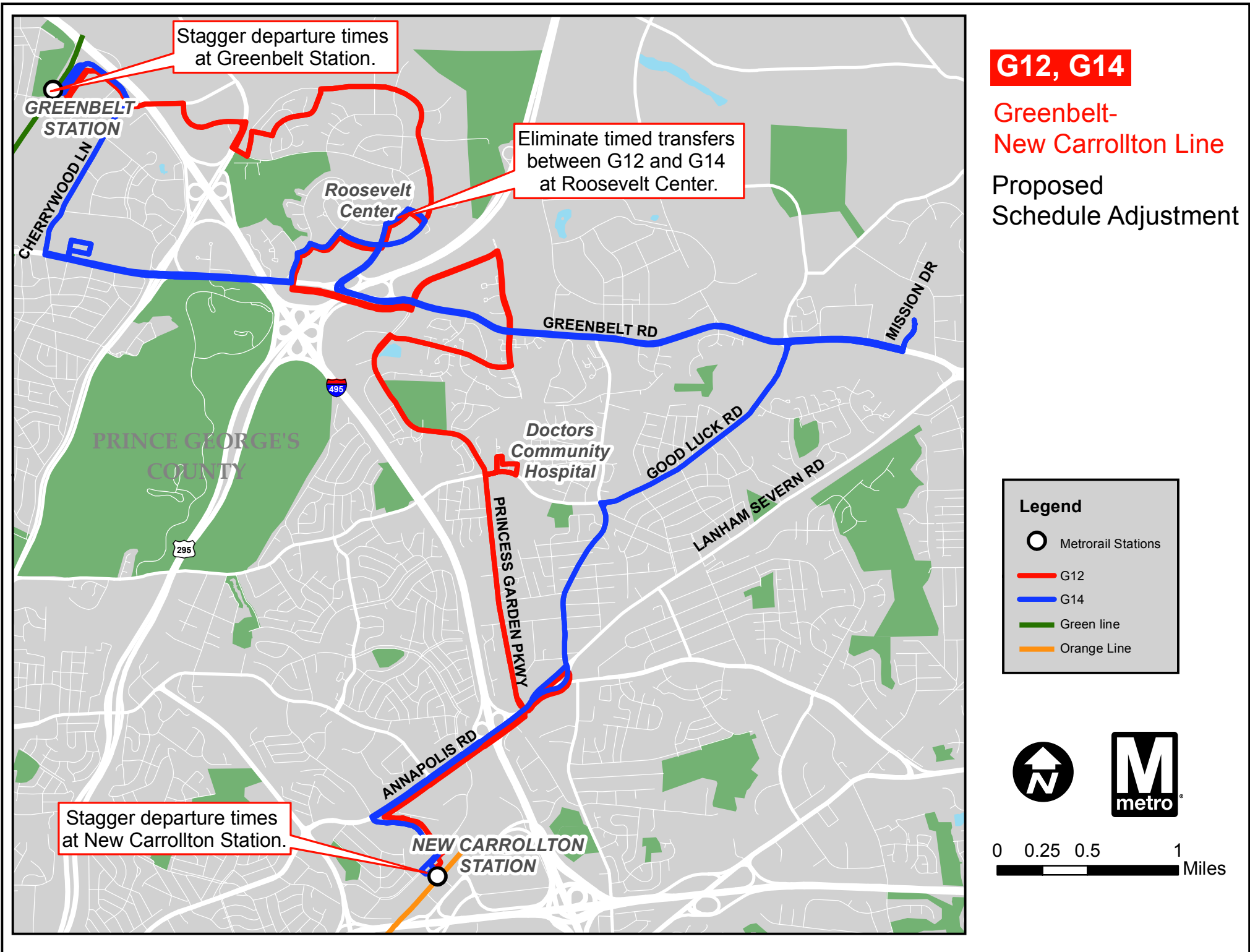
- The time between Route G12 and G14 buses is every 30 minutes during weekday rush hours and every 60 minutes during other times. Currently, G12 and G14 buses are scheduled to depart from the Greenbelt and New Carrollton Metrorail stations within a few minutes of each other.
- Staggering departures at the Metrorail stations could provide more departure options to customers travelling to and from stops served by both routes, including at Roosevelt Center in Greenbelt, improving the combined frequency of service from approximately every 30 and 60 minutes to every 15 and 30 minutes at stops served by both routes G12 and G14.
- This schedule change would improve service operations and reduce bus congestion at the New Carrollton Metrorail station, where routes G12 and G14 share a bus bay.
- An example schedule scenario is below (actual schedule may vary):

	Current Departure from New Carrollton	Proposed Departure Example from New Carrollton
G14	6:00 AM	6:00 AM
G12	6:02 AM	6:15 AM
G14	6:30 AM	6:30 AM
G12	6:32 AM	6:45 AM
G14	7:00 AM	7:00 AM
G12	7:02 AM	7:15 AM
G14	11:30 AM	11:30 AM
G12	11:32 AM	11:45 AM
G14	12:30 PM	12:30 PM
G12	12:32 PM	12:45 PM

PERFORMANCE MEASURES

Performance Measure	Routes G12, G14	WMATA Guideline	Pass/Fail
Average Weekday Riders	2,966	432	Pass
Cost Recovery	27.30%	16.6%	Pass
Subsidy per Rider	\$2.97	\$4.81	Pass
Riders per Trip	28.0	10.7	Pass
Riders per Revenue Mile	2.27	1.3	Pass

Note: WMATA guideline information from FY-2016



BETHESDA-SILVER SPRING LINE – ROUTES J1, J2, J3

BUDGET

- Cost neutral

PROPOSED CHANGE

- Route J1 would no longer operate in both directions during morning and afternoon rush hours. During morning rush hours, buses will operate in the westbound direction toward Montgomery Mall and Medical Center Metrorail Station. During afternoon rush hours, buses will operate in the eastbound direction toward Silver Spring Metrorail Station.
- Route J1 will be extended from Medical Center Metrorail Station to Westfield Montgomery Mall Transit Center via Rockville Pike (MD-355), West Cedar Lane, Old Georgetown Road (MD-187), Democracy Boulevard, Rockledge Drive, and Westlake Terrace.
 - Between the hours of 6:30 a.m. and 9:30 a.m., westbound trips will operate on Wisconsin Avenue (MD-355), Battery Lane, Old Georgetown Road (MD-187), Democracy Boulevard, Rockledge Drive, and Westlake Terrace.
- Route J3 will be eliminated, with alternative service available on extended Route J1.
- Service levels on routes J1 and J2 will be adjusted to meet passenger demand.
- Proposed implementation: June 2018

ROUTE/SEGMENT ELIMINATION

- Route J3 between Bethesda Metrorail Station and Rockledge Drive.

ALTERNATIVE SERVICE

- Metrobus J1 between Medical Center Metrorail Station and Rockledge Drive.

REASONS FOR CHANGE

- Respond to customer demand. Current travel patterns on Route J1 indicate strong demand in the peak direction of travel: westbound during morning rush hours and eastbound during afternoon rush hours. Trips in the reverse flow direction (eastbound during morning rush hours and westbound during afternoon rush hours) have low ridership.
- Extending Route J1 to Montgomery Mall will provide connections to a trip generator utilizing resources from the eliminated eastbound morning and westbound afternoon trips.
- Travel times to Montgomery Mall via Route J1 will provide current Route J2 and J3 customers to and from Silver Spring with a faster travel option.
- Eliminating Route J3 reduces service redundancy and allows the ability to adjust service levels to meet demand on Route J1.
- With the elimination of Route J3, service on Route J1 to Rockledge Drive would be adjusted in response to customer demand between Medical Center Metrorail Station and Rockledge Drive, and service on Route J2 would be adjusted in response to customer demand along East-West Hwy and Bethesda Metrorail Station.

PERFORMANCE MEASURES

Performance Measure	Routes J1, J2, J3	WMATA Guideline	Pass/Fail
Weekday Daily Riders	5,381	> 432	Pass
Cost Recovery	24.11%	> 16.6%	Pass

Subsidy/Rider	\$2.96	< \$4.81	Pass
Riders per Rev Trip	27.6	> 10.7	Pass
Riders per Rev Mile	3.01	>1.3	Pass

Note: WMATA guideline information from FY-2016

- Average weekday riders affected by the proposal:

Performance Measure	Route J1	WMATA Guideline	Pass/Fail
Morning Rush Hour Eastbound Riders per Trip	10.2	10.7	Fail
Morning Rush Hour Eastbound Riders per trip Jones Mill/Jones Bridge	1.9	10.7	Fail
Afternoon Rush Hour Westbound Riders per Trip	8.3	10.7	Fail
Afternoon Rush Hour Westbound Riders per trip Jones Mill/Jones Bridge	0.4	10.7	Fail

Note: WMATA Automatic Passenger Counters Weekday Averages March-June, 2017

J1, J2, J3

Bethesda - Silver Spring Line

Proposed Route Modifications

Route J1 will operate in peak flow direction during peak periods: Westbound during AM Peak and Eastbound during PM Peak. Service Levels will be adjusted to account for eliminated J3.

Montgomery Mall Transit Center



Rockledge Dr



Old Georgetown Rd (MD 187)



Democracy Blvd

W. Cedar Ln

Rockville Pike (MD 355)

MONTGOMERY COUNTY

MEDICAL CENTER

Jones Bridge Rd

Jones Mill Rd

SILVER SPRING

Between 6:30 a.m. and 9:30 a.m., westbound to Montgomery Mall will use Battery Ln to Old Georgetown Rd

BETHESDA

Wisconsin Ave (MD 355)

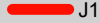
East-West Hwy (MD 410)

Route J2 service levels to be adjusted to account for eliminated Route J3.

Legend



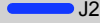
Metrorail Stations



J1



Proposed J1 extension



J2



Proposed to be eliminated J3



0 0.3 0.6 1.2 Miles

MARLBORO PIKE LINE – ROUTE J12

BUDGET

- Cost neutral

PROPOSED CHANGE

- Revise J12 routing to serve Capitol Heights Metrorail Station instead of Addison Rd Metrorail Station.
- Route J12 would operate between Capitol Heights Metrorail Station and Forestville and would no longer serve Addison Rd Metrorail Station and Central Avenue between Larchmont Avenue and Addison Road.
- Proposed implementation: June 2018

ROUTE/SEGMENT ELIMINATION

- Service to and from Addison Rd Metrorail Station and along Central Avenue between Larchmont Avenue and Addison Road would be eliminated.

ALTERNATIVE SERVICE

- Along Central Avenue: Metrobus F14 (Monday-Saturday only), V14; TheBus 24, 25 (Monday-Friday only).
- Metrobus P12 between the Marlboro Pike corridor and Addison Rd Metrorail Station.

REASONS FOR CHANGE

- Route J12 buses cannot travel the length of the existing route within the scheduled time.
- Modifying the route to serve Capitol Heights Metrorail Station instead of Addison Rd Metrorail Station shortens the route to maintain existing service frequencies.
- If the routing is not modified, the time between buses will increase by approximately 10 minutes, from approximately every 25 to every 35 minutes during weekday rush hours and from every 60 minutes to every 70 minutes at other times to allow sufficient travel time and increase service reliability.
- Service to Capitol Heights Metrorail Station also allows for new connections and transfer opportunities to Metrobus 96, 97, V2, V4, and limited-stop MetroExtra X9 to and from downtown and other points in DC; TheBus 24, 25.

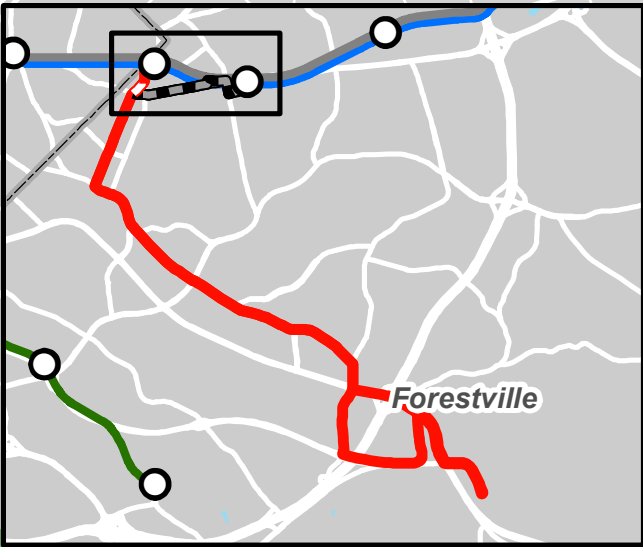
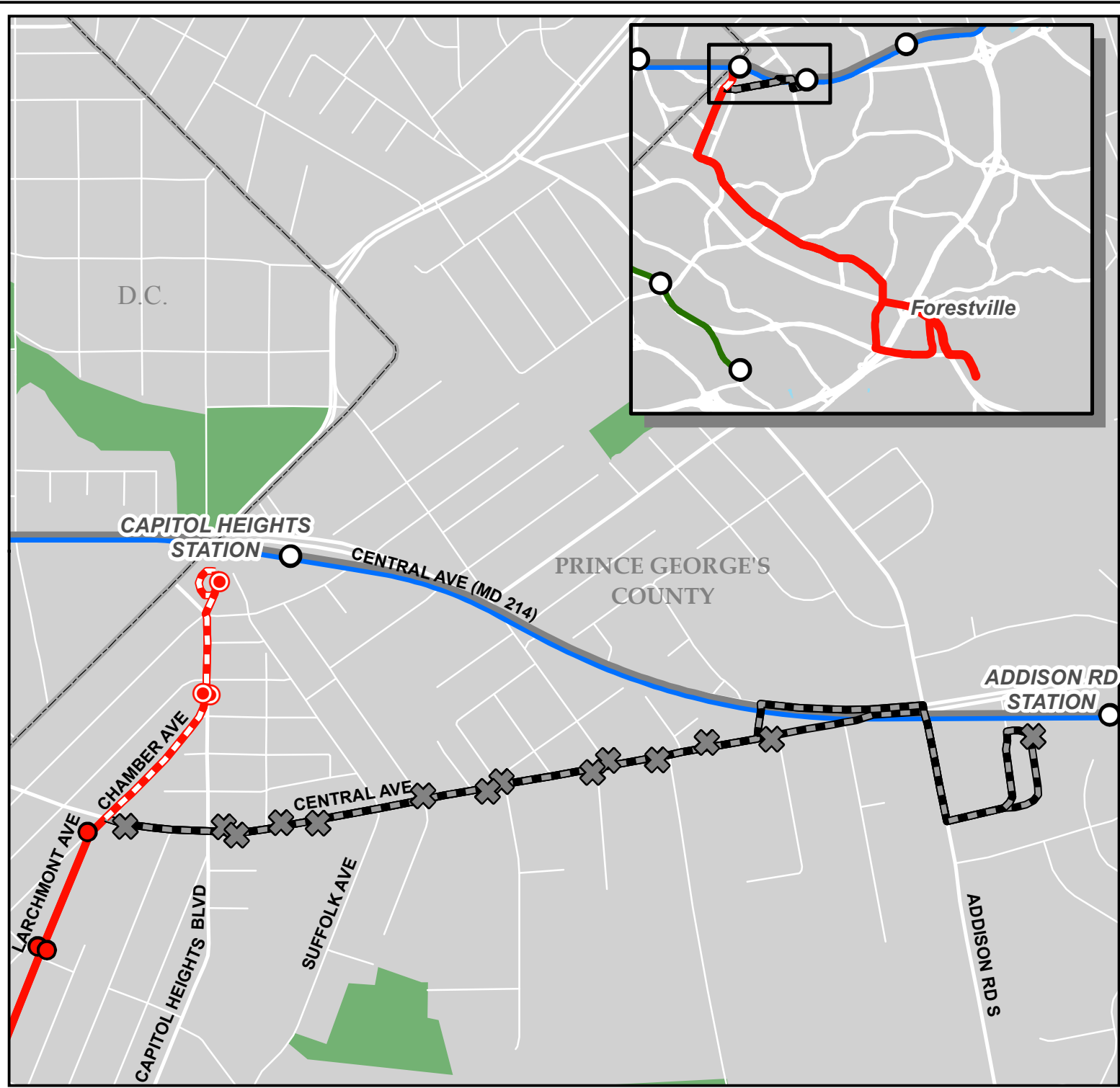
PERFORMANCE MEASURES

Performance Measure	Route J12	WMATA Guideline	Pass/Fail
Average Weekday Riders	1,076	432	Pass
Cost Recovery	26.61%	16.6%	Pass
Subsidy per Rider	\$2.88	\$4.81	Pass
Riders per Trip	17.6	10.7	Pass
Riders per Revenue Mile	2.24	1.3	Pass

Note: WMATA guideline information from FY-2016

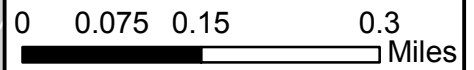
J12

Marlboro Pike Line Proposed Route Change



Legend

- Metrorail Stations
- Unaffected J12 stop
- ⊙ Proposed new J12 stop
- ⊗ Proposed eliminated J12 stop
- Unaffected J12
- - - Proposed new J12
- - - Proposed eliminated J12
- Blue and Silver Lines
- Green line



FORESTVILLE LINE – ROUTE K12

BUDGET

- Cost neutral

PROPOSED CHANGE

- Reroute service between the intersection of Pennsylvania Avenue & Donnell Drive and the intersection of Pennsylvania Avenue & Forestville Road to operate along Donnell Drive and Marlboro Pike instead of Pennsylvania Avenue.
 - Route K12 buses would stop at existing Metrobus and TheBus stops along Donnell Drive and Marlboro Pike between Donnell Drive and Forestville Road.
 - Stops along Pennsylvania Avenue near the intersections with Donnell Drive and Forestville Road (Springdale Avenue) would be eliminated. Nearby stops along Donnell Drive at Pennsylvania Avenue and along Forestville Road near Stewart Road would be served by Route K12.
- Eliminate the bus stop on Command Drive at Joint Base Andrews West Gate, with service available at nearby stops along Allentown Road at Command Drive.
 - All buses in this area (Metrobus D13, D14, and K12) would serve the same stops along Allentown Road at Command Drive at all times.
- Proposed implementation: June 2018

ROUTE/SEGMENT ELIMINATION

- Pennsylvania Avenue between Donnell Drive and Forestville Road.

ALTERNATIVE SERVICE AVAILABLE

- Metrobus K12, K13 along Donnell Drive near Pennsylvania Avenue.
- Metrobus K12 along Forestville Road at Stewart Road.

REASONS FOR CHANGE

- The proposed routing would allow K12 riders to access the Penn Mar and Centre at Forestville shopping centers without crossing Pennsylvania Avenue, and provides new connections to stops along Marlboro Pike between Donnell Drive and Forestville Road.
- Improve connections with Metrobus J12, V14; TheBus 20 at stops served by all routes along Donnell Drive near Penn Mar Shopping Center.
- To provide consistent service at stops near Joint Base Andrews West Gate along Allentown Road, reducing service complexity by having buses serve the same stops at all times.
- To reduce travel time by providing direct service along Allentown Road at Command Drive.

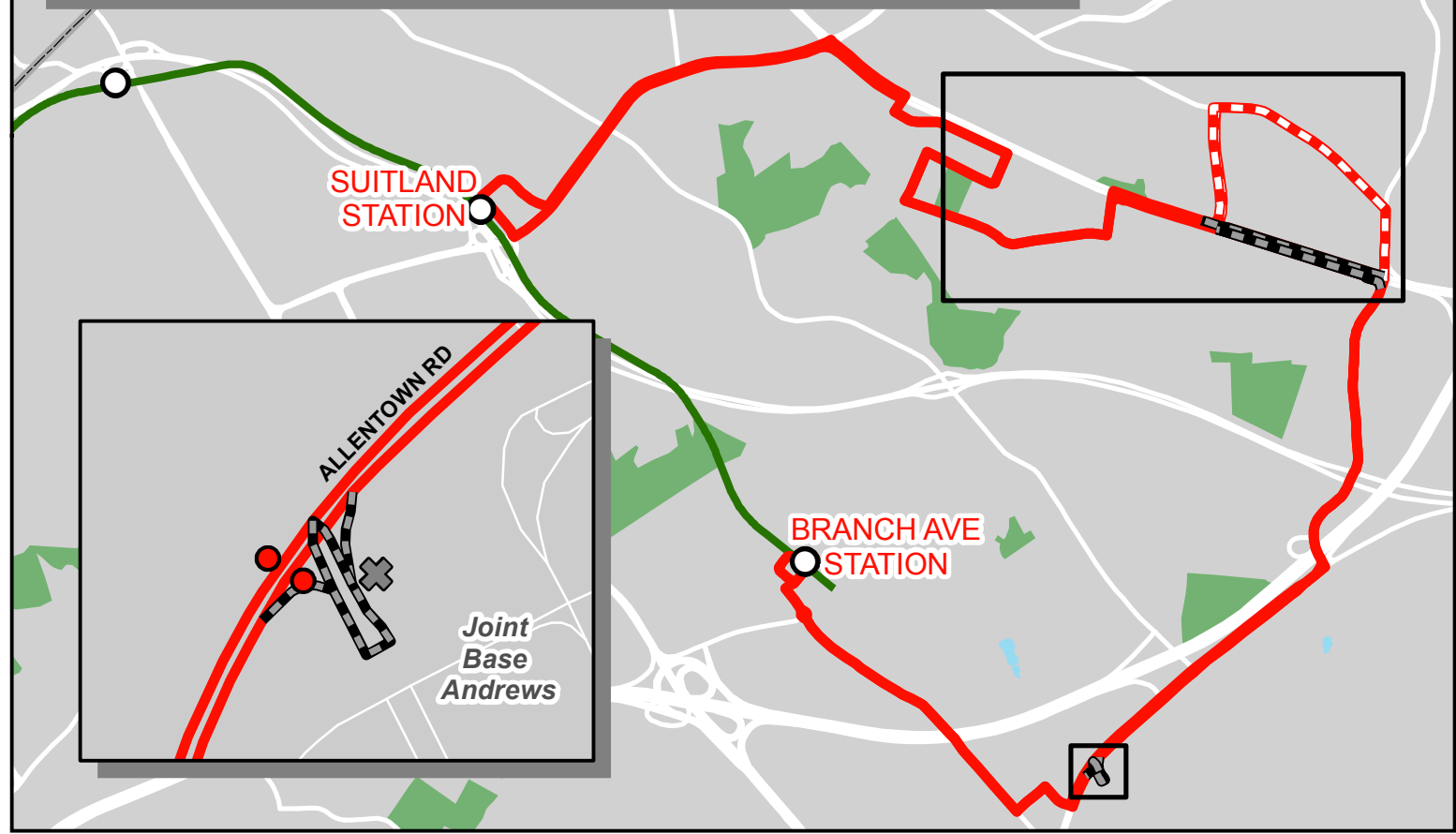
PERFORMANCE MEASURES

Performance Measure	Route K12	WMATA Guideline	Pass/Fail
Average Weekday Riders	1,743	432	Pass
Cost Recovery	24.84%	16.6%	Pass
Subsidy per Rider	\$3.25	\$4.81	Pass
Riders per Trip	22.6	10.7	Pass
Riders per Revenue Mile	3.0	1.3	Pass

Note: WMATA guideline information from FY-2016

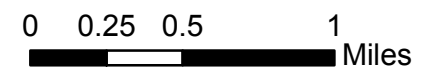
K12

Forestville Line Proposed Route Changes



Legend

- Metrorail Stations
- Unaffected K12 stop
- ⊙ Proposed new K12 stop
- ⊗ Proposed eliminated K12 stop
- Unaffected K12
- - - Proposed new K12
- - - Proposed eliminated K12
- Green line



GEORGIA AVENUE-MARYLAND LINE – ROUTES Y2, Y7, Y8

BUDGET

- Cost neutral

PROPOSED CHANGE

- Discontinue Route Y7 service to Leisure World (Leisure World would continue to be served by Route Y8).
- Change some Route Y2 trips to Route Y8 trips to maintain the same hours of service to Leisure World.
- Proposed implementation: June 2018

ROUTE/SEGMENT ELIMINATION

- Rossmoor Boulevard (Route Y7 only; Route Y8 would continue to serve Rossmoor Boulevard).
- Leisure World Clubhouse (Route Y7 only; Route Y8 would continue to serve Leisure World).

ALTERNATIVE SERVICE

- Metrobus Y8 along Rossmoor Boulevard and at Leisure World.

REASONS FOR CHANGE

- Respond to community feedback regarding congestion at the Leisure World entrance.
- Align service provided with customer demand.
- Converting select Route Y2 trips to Route Y8 trips maintains the same hours of service and connections to and from Leisure World.

PERFORMANCE MEASURES

Performance Measure	Route Y7	WMATA Guideline	Pass/Fail
Weekday Daily Riders	3,213	> 432	Pass
Cost Recovery	10.84%	> 16.6%	Fail
Subsidy/Rider	\$6.79	< \$4.81	Fail
Riders per Rev Trip	19.2	> 10.7	Pass
Riders per Rev Mile	1.55	>1.3	Pass

Note: WMATA guideline information from FY-2016

- Average riders per trip at affected bus stops:

Performance Measure	Routes Y7, Y8	WMATA Guideline	Pass/Fail
Riders per Trip at Leisure World and Rossmoor Boulevard Stops	0.87	10.7	Fail

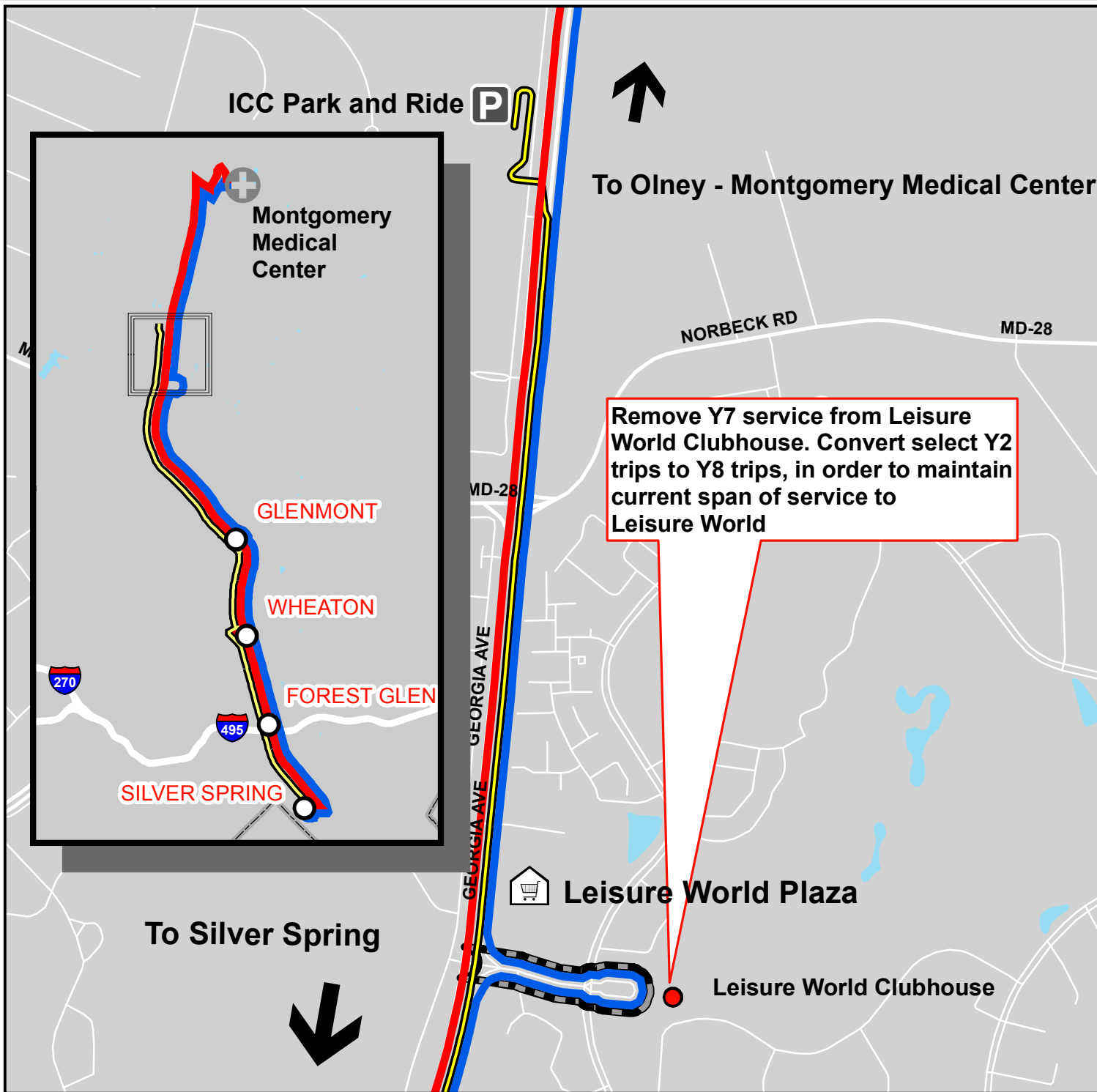
CAPITOL HEIGHTS-ADDISON ROAD METRORAIL TRANSFER

- Allow customers transferring between certain bus lines to ride Metrorail Blue Line/Silver Line between the Capitol Heights and Addison Road Metrorail stations at no charge with SmarTrip®.

Y2, Y7, Y8

Georgia Ave - MD Line

Proposed Weekday Route Modifications



Legend

- Metrorail Stations
- Y2
- Proposed to be discontinued Y7
- Unaffected Y7
- Y8
- Roads



0 0.05 0.1 0.2 Miles

Date: 8/2/2017