

Preliminary Service Improvement Recommendations

The recommendations listed below represent the full vision for service improvements to the Prince George's County *TheBus* system and covers recommendations related to:

- Improvements in service frequency, or the time between bus arrivals at a stop
- Improvements in weekday hours of service, so that routes would run to approximately 10:00 PM
- Expansion of service to Saturdays
- Modifying routes to make them more direct and convenient
- Extending existing routes to key activity centers to strengthen connections within the County
- Utilizing Call-A-Bus to provide first and last mile connections in parts of the County that are not currently served by the County's fixed route system. If these services are successful, they may ultimately be converted to fixed route service.

These recommendations cover the full vision of improved service for *TheBus*, but financial resources are not available to implement all of the recommendations at once. We are currently working on determining the implementation time frame for the different recommendations based on each recommendation's anticipated cost/benefit, how well the recommendation meets County goals, and available fleet to provide the service. Recommendations by time frame will be available on the web-site by May 7th, 2018.

Listed below are the recommendations by geographic portion of the County, by recommendation type.

North County

Service Frequency Improvements

TheBus 13: West Hyattsville Metro – County Service Building

- Improve peak period service frequency to 30 minutes to meet minimum frequency standards

TheBus 14: Prince George's Plaza Metro – College Park Metro

- Improve peak period frequency to 30 minutes to meet minimum frequency standards

The Bus 15x: Greenbelt Metro–New Carrollton Metro

- Improve peak period frequency to 30 minutes to meet minimum frequency standards

TheBus 16: New Carrollton Metro – Greenbelt Metro

- Improve mid-day frequency to 45 minutes to meet minimum frequency standards
- Longer term, improve service frequencies to 20 minutes in the peak and 30 minutes in the off-peak (exceed minimum standards)

TheBus 18: Takoma Langley – Addison Road Metro

- Improve peak period frequency to 30 minutes and mid-day frequency to 45 minutes in order to meet minimum frequency standards
- Longer term, improve service frequencies to 20 minutes in the peak, and 30 minutes in the off-peak (exceed minimum standards)

Expand Service to Saturdays (service would run between 6 AM and 9 PM, with buses arriving at a stop every 45 minutes)

TheBus 11: Greenbelt Metro – Greenway Center

TheBus 16: New Carrollton Metro – Greenbelt Metro

TheBus 17: College Park Ikea – Mount Rainier

TheBus 18: Takoma Langley – Addison Road Metro

Provide Longer Hours of Service on Weekdays (Expand Service Hours to 10:00 PM)

TheBus 11: Greenbelt Metro – Greenway Center

TheBus 15x: Greenbelt Metro – New Carrollton Metro

TheBus 16: New Carrollton Metro – Greenbelt Metro

TheBus 17: College Park Ikea – Mount Rainier

TheBus 18: Takoma Langley – Addison Road Metro

Modify Routes to Make More Direct and Convenient

TheBus Route 12: West Hyattsville Metro – Gwen Britt Senior Center

- Break the route into two routes to minimize diversions, make more direct, and more convenient to riders

TheBus Route 13: West Hyattsville Metro – County Service Building

- Rename current loops to provide greater distinction between directional loops in order to address passenger confusion

TheBus Route 17: Ikea College Park to Mount Rainier

- Extend trips beyond Ikea to the Greenbelt Metrorail Station to improve connectivity

TheBus Route 18: Takoma Langley to Addison Road Metro

- Potentially split the route to improve reliability. Potentially extend northern route to Greenbelt

Utilize Call-A-Bus to Provide First Mile – Last Mile Connections

U.S. 301 service:

Bowie to Trade Zone Avenue to Upper Marlboro

MD Route 197 service:

Laurel Town Center to Bowie Town Center

Central County

Service Frequency Improvements

TheBus Route 20: Addison Road – County Courthouse

- Longer term, improve mid-day frequency to 30 minutes (exceed minimum standards)

TheBus Route 21: New Carrollton – County Courthouse

- Improve mid-day frequency to 45 minutes to meet minimum frequency standards
- Longer term, improve current service frequencies to 20 minutes in the peak and 30 minutes in the off-peak (exceed minimum standards)

TheBus Route 24: Capitol Heights – Morgan Boulevard Metro

- Longer term, improve current service frequencies to 20 minutes in the peak and 30 minutes in the off-peak (exceed minimum standards)

TheBus Route 26: Morgan Boulevard Metro – Largo Metro

- Improve peak period frequency to 30 minutes to meet minimum frequency standards

TheBus Route 28: Largo Metro – Woodmore Town Center

- Improve peak period frequency to 30 minutes to meet minimum frequency standards

TheBus Route 30: Branch Avenue Metro – Southern Maryland Hospital

- Improve peak period frequency to 30 minutes to meet minimum frequency standards
- Longer term, improve current service frequencies to 20 minutes in the peak (exceed minimum standards)

TheBus Route 32: Clinton Fringe P&R – Naylor Road Metro

- Longer term, improve current service frequencies to 20 minutes in the peak and 30 minutes in the off-peak (exceed minimum standards)

TheBus Route 33: Padgett's Corner Shopping Center – Southern Avenue Metro

- Improve peak period frequency to 30 minutes to meet minimum frequency standards
- Longer term, improve current service frequencies to 20 minutes in the peak and 30 minutes in the off-peak (exceed minimum standards)

Expand Service to Saturdays (service would run between 6 AM and 9 PM, with buses arriving at a stop every 45 minutes)

TheBus Route 20: Addison Road Metro – County Courthouse (Upper Marlboro)

TheBus Route 21: New Carrollton Metro – County Courthouse (Upper Marlboro)

TheBus Route 21x: New Carrollton Metro – Prince George's County Community College

TheBus Route 24: Capitol Heights – Morgan Boulevard Metro

TheBus Route 30: Branch Avenue Metro – Southern Maryland Hospital

TheBus Route 32: Clinton Fringe P&R – Naylor Road Metro

TheBus Route 33: Padgett's Corner Shopping Center – Southern Avenue Metro

TheBus Route 34: Suitland Metro – Capital Crossing Apartments

Provide Longer Hours of Service on Weekdays (Expand Service Hours to 10:00 PM)

TheBus Route 20: Addison Road Metro – County Courthouse (Upper Marlboro)

TheBus Route 21: New Carrollton Metro – County Courthouse (Upper Marlboro)

TheBus Route 21x: New Carrollton Metro – Prince George's County Community College

TheBus Route 24: Capitol Heights – Morgan Boulevard Metro

TheBus Route 28: Largo Metro Center – Woodmore Town Center

TheBus Route 32: Clinton Fringe Park and Ride – Naylor Road Metro

TheBus Route 33: Padgett's Corner Shopping Center – Southern Avenue Metro

TheBus Route 34: Suitland Metro – Capital Crossing Apartments

Modify Routes to Make More Direct and Convenient

TheBus Route 21: New Carrollton – County Courthouse (Upper Marlboro)

- Potentially split route into two to provide more direct service: one route would run between New Carrollton and Largo Town Center and the other would run between Largo Town Center and Upper Marlboro

TheBus Route 21x: New Carrollton Metro – Prince George's County Community College

- Change routing to run through Woodmore Town Center in order to provide connections to an important activity center

TheBus Route 22: Morgan Boulevard Metro – Chatsfield Way

- Modify routing to make more direct. Change to two loops so riders do not have to experience inconvenient diversions. Remove service from Jericho City Drive

TheBus Route 23: Addison Road Metro – Sheriff Road

- Convert into two routes to allow for more direct service

TheBus Route 26: Morgan Boulevard Metro – Largo Metro

- Modify routing – serve Community College first before MVA

Extend Routes – Strengthen Connections to Key Activity Centers

TheBus Route 20: Addison Road Metro – County Courthouse (Upper Marlboro)

- Extend route to Largo Town Center or New Carrollton (potentially only on Saturdays while removing Saturday service to Upper Marlboro when Courts and offices are closed)

TheBus Route 22: Morgan Boulevard Metro – Chatsfield Way

- Extend route to New Carrollton Metro – improve connectivity to major activity center at New Carrollton

TheBus Route 23: Addison Road Metro – Sheriff Road

- Extend split route (see discussion of split of the current *TheBus* Route 23 above) to New Carrollton and Prince George's Community College to improve connectivity to major activity centers

TheBus Route 27: Landover Metro – Kent Village

- Extend route north to New Carrollton Metro and south to Prince George's County Sports and Learning Complex, or to Largo Town Center

TheBus Route 33: Padgett's Corner Shopping Center – Southern Avenue Metro

- Potentially extend route north to Naylor Road Metro to enhance connectivity

TheBus Route 34: Suitland Metro – Capital Crossing Apartments

- Potentially extend route to Upper Marlboro in mid-day in order to provide a connection to Upper Marlboro from the Metrorail Green Line

Utilize Call-A-Bus to Provide First Mile – Last Mile Connections

Westphalia Circulator Route:

Westphalia to Suitland Metro; implement peak period service first and then off-peak service

U.S. 301 service:

Brandywine to Marlton to Upper Marlboro

Bowie to Largo Town Center:

Connect Bowie to new hospital in Largo Town Center

South County

Modify Routes to Make More Direct and Convenient/Route Extensions

TheBus Route 35: Southern Avenue Metro – Camp Springs

- Split route into two routes; first route would provide more direct service to Brinkley Road, Temple Hill Road and Allentown Road; second route would run directly to National Harbor

TheBus Route 36: Clinton Fringe Park and Ride – Mattawoman Beantown Road Park and Ride

- Extend select peak hour trips to Branch Avenue Metro to improve connectivity

TheBus Route 53: Villages of Marlboro – Marlboro Meadow

- Extend route to Suitland Metro – provide Green Line connection to Upper Marlboro

Service Frequency Improvements

TheBus Route 35: Southern Avenue Metro – Camp Springs

- Improve mid-day frequency to 45 minutes to meet minimum frequency standards (on both routes resulting from split)

Expand Service to Saturdays (service would run between 6 AM and 9 PM, with buses arriving at a stop every 45 minutes)

TheBus Route 35: Southern Avenue Metro – Camp Springs

- Both routes resulting from route split (see above) would be extended to Saturday

Provide Longer Hours of Service on Weekdays (Expand Service Hours to 10:00 PM)

TheBus Route 35: Southern Avenue Metro – Camp Springs

- Hours would be extended on route to National Harbor based on route split (see above)

Utilize Call-A-Bus to Provide First Mile – Last Mile Connections

Fort Washington – Accokeek Circulator:

Accokeek Park and Ride to Fort Washington P&R to Oxon Hill Park and Ride

Convert current fixed route 35s to Call-A-Bus based service:

Maintain current routing

Southern Maryland Hospital/Medstar Outpatient Facility service:

To Brandywine and Marlton