



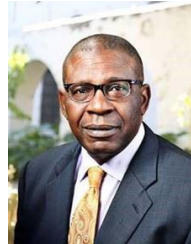
# Prince George's County Transit Vision Plan



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A message from the Department  
of Public Works and Transportation:

Prince George's County is a vibrant and thriving place to live and work. We recognize that for Prince George's County to continue to be a leader in the State of Maryland and the Washington Metropolitan Region, we need to invest in transportation options. Travel is directly linked to the quality of life of residents, commuters and visitors and we constantly strive to improve this experience for passengers, drivers and our most vulnerable road users, pedestrians and bicyclists.



The Transit Vision Plan represents one of the most inclusive efforts our Department has ever undertaken. Together, we are committed to providing access to opportunity, enhancing multimodal transportation options and promoting transportation choices throughout our community. *TheBus*, Call-A-Bus, bikeshare, and our pedestrian network are all key assets for transporting residents. This plan reflects public priorities and supports the region's transportation vision. This also marks the beginning of finding and investing in solutions to ensure that people can move smoothly throughout the County and the region.

Sincerely,

Terry L. Bellamy  
Director,  
Prince George's County  
Department of Public Works and Transportation

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# Vision Statement

The County's vision for transit, developed at the beginning of the planning process, provided the foundation for all of the work that followed. This included an expansive information gathering process that was used to identify the County's transit needs, and the development of transit improvements to address these needs.

Prince George's County is a premier destination with a first-class public transit system that enhances the quality of life and provides mobility options for all residents. This robust system supports transit oriented development, fuels economic development, and expands service to improve connectivity between jobs, housing, retail, medical, recreational, and faith-based destinations. The transportation network features safe, pedestrian friendly streets, and convenient last-mile connections while supporting alternative transportation modes including taxis, bike share and ride-share services.



Clinton Fringe  
Park and Ride Lot

# An Integrated Transportation Network

Home to nearly 900,000 residents, Prince George's County hosts and supports a myriad of public transportation options to transport people to jobs, educational opportunities, school, medical appointments and regional activity centers. The County provides *TheBus* fixed route service through 28 lines, supports new bike share stations, and operates Call-A-Bus transportation service for residents over 60 years and/or with disabilities.

*TheBus* service is complemented by Washington Metropolitan Area Transit Authority (WMATA) Metrorail and Metrobus service, which consists of 15 Metrorail Stations and 68 bus lines. WMATA also provides complementary paratransit service to its fixed route network, transporting qualified seniors and persons with disabilities through its MetroAccess system. Fixed route transit options are also available through the Regional Transit Agency of Central Maryland (RTA), which connects north county residents to Metrorail stations and regional transit hubs.





# Connections to a Growing Region



National Harbor

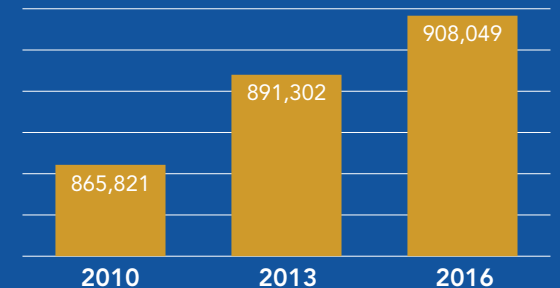
Prince George's County is the second most populous county in Maryland, and borders Washington, D.C. as well as five Maryland counties. Home to more than 900,000 diverse residents, the county includes urban, suburban, and rural areas. The county, while considered affluent as a whole, has many communities with higher needs and poor health outcomes. Over three-fourths of the county's population identifies as being a racial or ethnic minority, and one in five residents was born outside the United States. An integrated transit system consisting of fixed route transit, paratransit, taxicabs, bike share, and a robust pedestrian network is key to supporting this dynamic County.

1

## What's Happening in the County?

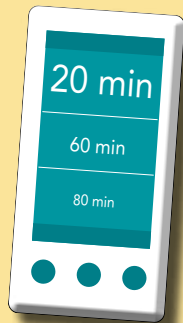
- Population increased by 5 % between 2010 and 2018
- Employment is forecasted to grow 13% by 2030
  - Many County residents work in occupations with non-traditional work hours
  - MGM Resort and Casino opened in 2016
  - \$8 to \$10 billion in new business investment over last 8 years
- The County's Plan 2035 Land Use Master Plan identifies growth centers within the County where development is expected
  - Konterra, Westphalia and Brandywine are emerging centers with fast growth
  - Kaiser Permanente Headquarters is opening in New Carrollton in 2019

Prince George's County Population Growth



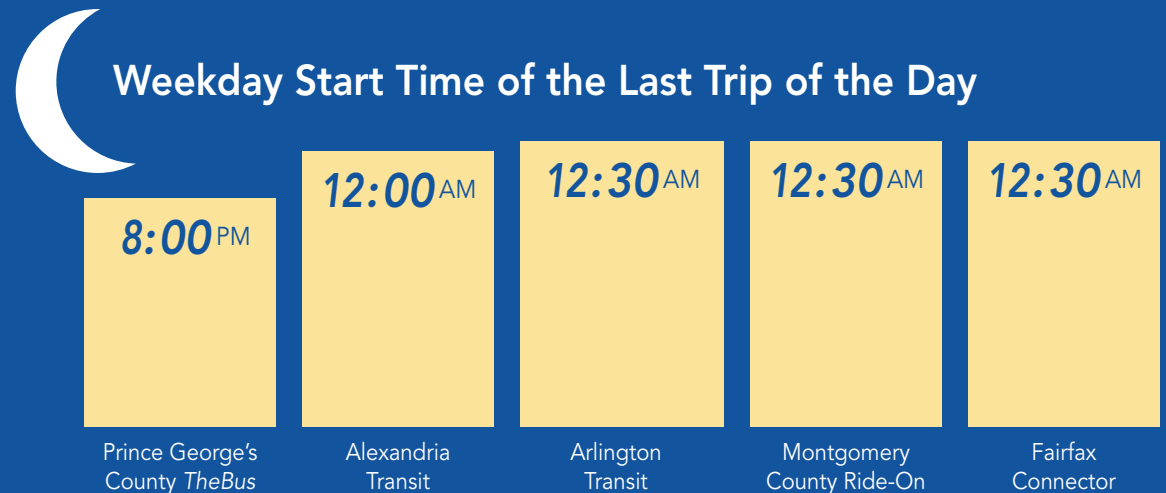
## 2 The Role of Transit

- The County's *TheBus* transit system consists of 28 fixed routes which provide service to major destinations throughout the County as well as all 15 Metrorail Stations located within the County.
- Daily ridership is approximately 10,000 per day.
- *TheBus* Service runs only on weekdays, with no Saturday or Sunday service.
- Service starts on most routes about 6 AM and ends between 7:30 and 8:30 PM. Service frequencies vary widely, ranging from 20 minutes to 60 minutes in the peak period and 20 minutes to 80 minutes in the off-peak.



*TheBus* is part of an integrated transportation system that includes the County's pedestrian network and an expanding bike share network that provides access to different transit options in the County. The network also includes Metrobus and Connect-A-Ride fixed route transit services, Call-A-Bus and Metro Access paratransit services, and the County's taxi cab operators. The primary focus of the Transit Vision Plan is improvements to *TheBus* network.

### Comparison of *TheBus* to other Washington Region Transit Systems



*TheBus* currently ends service four hours earlier than other local systems in the Washington region.

### Days of Service

Washington Region Transit Agency	Weekday	Saturday	Sunday
Prince George's County <i>TheBus</i>			
Alexandria Transit			
Arlington Transit			
Montgomery County Ride On			
Fairfax County Connector			

*TheBus* is the only Washington region system that currently does not run on weekends.



## 3

## What are the Characteristics of "Call-A-Bus"?

- The County transports over 100 passengers per day to dialysis clinics, senior centers and medical appointments.
- The service is also used to deliver nutritious meals to homebound seniors on a daily basis; and, provide daily transportation for Foster Grandparent volunteers in partnership with the Department of Family Services.
- Call-A-Bus service starts at 8:30 am and ends at 3:30 pm.
- Riders currently must book trips at least 14 days in advance.
  - Beginning in Spring 2018, DPW&T launched an electronic scheduling system (Novus) which is expected to reduce advance reservation times.



To develop the Transit Vision Plan, we extensively gathered information to identify transit needs in the County and determine how transit supports County goals. Then we developed preliminary recommendations and finally, determined an implementation phasing plan.



## 4

## Process for Developing the Transit Vision Plan

### INFORMATION GATHERING

- Current Condition Analysis
- Market Analysis
- On-Board Survey
- Pop Up Meetings
- Public Meetings
- Stakeholder Interviews

### MARKET NEEDS AND ANALYSIS

- Enhance existing transit service
- Expand transit coverage
- Improve access to jobs, medical facilities, retail and recreation
- Improve overall passenger experience
- Expand the role of Call-A-Bus service
- Support existing and future economic development projects and growth centers

### RECOMMENDATIONS

- Later hours of service
- Saturday service
- More frequent service; less wait time between buses
- More direct routing
- New service to parts of the County not currently served
- Improvements to bus stops
- Sidewalk construction to fill in "access gaps" to TheBus stops
- Coordinate with expansion of bikeshare



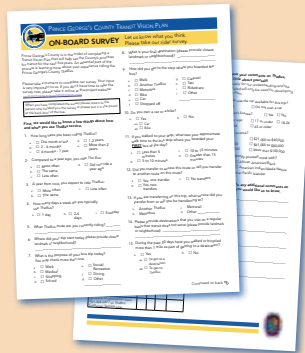
# Information Gathering Process: Onboard Survey

## 1 Results

Our first information gathering step was an onboard survey covering all *TheBus* routes. Nearly 2,000 passengers completed and returned surveys.

Findings include:

- The highest level of satisfaction with *TheBus* is vehicle condition and driver courtesy.
- The highest level of dissatisfaction is with the lack of weekend service.
- The largest number of written comments requested weekend service.



Rider characteristics derived from the onboard survey are summarized here.



**72%** of riders responding to the survey do not own a car and 83% do not have access to a car for their trip



**53%** of riders who responded have been riding *TheBus* for more than two years



**47%** of respondents use *TheBus* five days per week



**65%** of respondents use *TheBus* to get to work



**65%** of respondents walk to access *TheBus*

# Information Gathering Process: Public Outreach



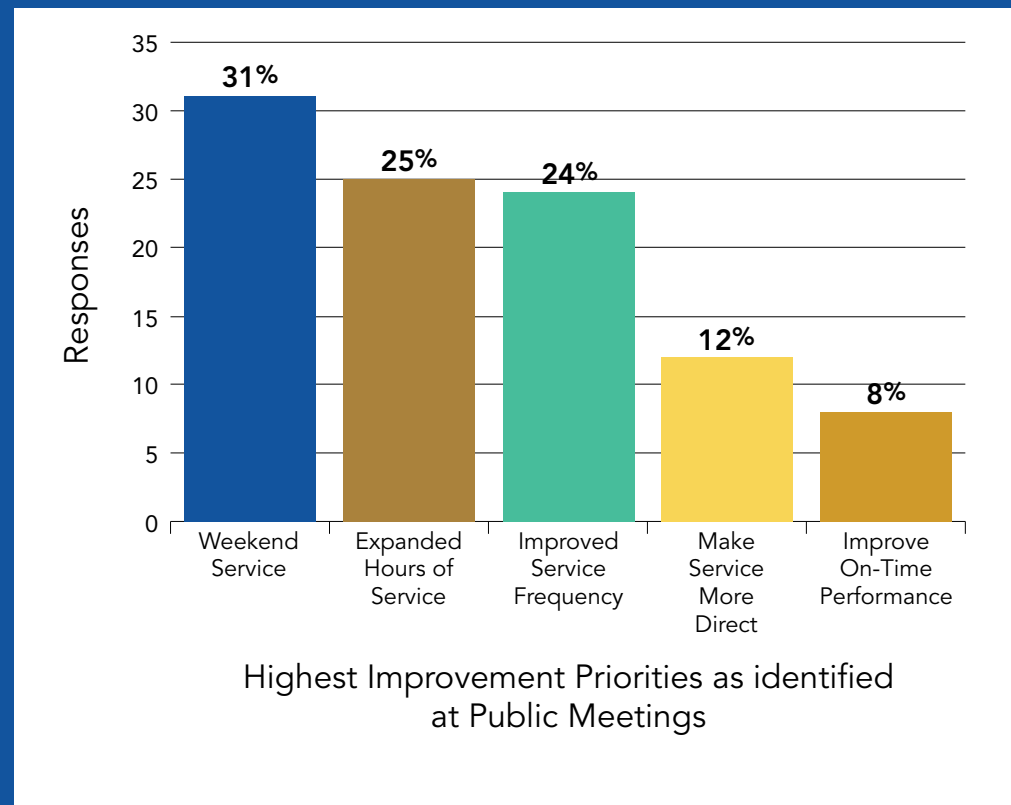
## 2 Public Outreach Results

In addition to the onboard survey, the planning team reached out to the public in two sets of meetings:



- “Pop-up” meetings at high ridership stops that were focused on receiving feedback on riders’ overall satisfaction with *TheBus* service and what could be done better.
- Public meetings held throughout the County, focused on receiving feedback on preliminary recommendations and highest improvement priorities. The different priorities are shown here.

### Priorities for *TheBus*: As Identified by Attendees at the Second Round of Public Meetings



**Conclusion:** The highest priority identified by attendees at the public outreach events held throughout the County was the provision of weekend service. Also identified as key priorities were expansion of hours of service and improved service frequency.

# Information Gathering Process: Market Analysis







New Carrollton  
Metro Station

## 3 Market Analysis Findings

The market analysis portion of the information gathering process focused on understanding how well the County's existing fixed route transit network meets geographic concentrations of transit need and transit demand. It also evaluated how well the system serves the County's designated growth areas, as outlined in the County's Comprehensive Land Use Plan, "Plan 2035".

Provided here is a description of areas where we are performing well, as well as areas that need improvement.

### Areas Evaluated and Market Analysis Findings

Subject Area	Finding
 Designated County Growth Areas	<b>What we are doing right:</b> All County growth areas except one are served by fixed route transit  Improved levels of service on existing routes can strengthen connections in these growth areas even more
 Transit Demand – Population Density	<b>What are we doing right:</b> All of the heaviest concentrations of high population density within the County are served by fixed route transit  Improved service frequencies, hours of service, and Saturday service on existing routes would provide better service in these areas of high demand for current riders and may also help attract new riders
 Transit Demand – Employment Density	<b>What are we doing right:</b> All of the heaviest employment concentrations of within the County are served by fixed route transit  Improved service frequencies, hours of service, and Saturday service would support workers, including those with non-traditional work hours, and also support County economic and business development initiatives. New service improvements may also help attract new riders
 Transit Need – Autoless Households and Households below the Poverty Line	<b>What are we doing right:</b> All of the heaviest concentrations of transit need within the County are served by fixed route transit  Improved levels of service on existing routes would provide great benefits for riders without other mobility options, including expanding job opportunities and providing greater flexibility to carry out daily activities

# Information Gathering Process: Stakeholder Interviews



## 4

### Stakeholder Interview Results

The information gathering process included extensive stakeholder interviews. This included interviews with County Council members and several Prince George's County agencies including the Economic Development Corporation, the Maryland-National Capital Park and Planning Commission, and the County Health Department.

PRINCE GEORGE'S COUNTY COUNCIL



### Common themes about *TheBus* identified by all stakeholders



Provide **greater transit access** to County Employment centers



Provide levels of service to **transit dependent residents** that support **basic mobility needs**



Improve transit access to support **non-traditional work hours**



Continue to pursue opportunities to use transit as a means of **supporting business and economic development**



Improve transit access to evolving **24-hours centers, large employment centers, and hospitals and medical facilities**



Expand access to **emerging growth centers** and portions of the County not served by fixed route transit



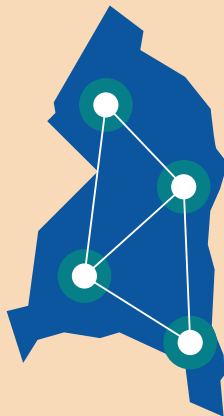
Improve access to bus stops and make **stops more user friendly and convenient**









# 5

## County Goals for an integrated Transportation Network

The County vision of a strengthened integrated transit system providing an array of mobility options that respond to the needs of the County's residents set the framework for developing the goals that guided the development of transit improvements included in the Transit Vision Plan. Extensive discussions with different County stakeholders were important inputs when developing the goals. They also assisted in identifying the transit needs of different user groups within the County.



### County's Goals For an Integrated Transit Network

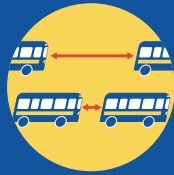
	Goal	Intended Outcome
	Support County economic development, both short and long term	A robust County transit system that provides employers access to the workforce needed for continued success
	Support the needs of a diverse workforce	A County transit system that meets the mobility of needs of all County workers, not just those that work a traditional "9-5" workday
	Support County land use goals	A County transit system that supports County land use goals, including Transit Oriented Development and 24-hour walkable communities
	Increase <i>TheBus</i> ridership	Attract new riders to <i>TheBus</i> , including riders with other mobility options, in order to make <i>TheBus</i> more financially sustainable and the County less auto-centric
	Improve service for existing riders	Make <i>TheBus</i> a more reliable, comfortable and convenient mobility option for current riders, most of whom do not have access to a car
	Provide service that is appropriate to the part of the County being served	Provide mobility to all parts of the County in a productive and cost-efficient way by providing services that fit the different land use characteristics throughout the County

# Implementation Phasing

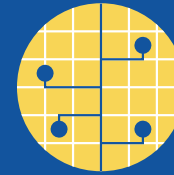
## 1 Recommendation Overview

This section describes the recommendations proposed for implementation over the next five years and the recommended implementation phasing.

Improvement recommendations cover all aspects of transit operations, including:



Improvements in service frequency, or the time between bus arrivals at stops.



Provide first and last mile connections to existing fixed routes.



Extension of weekday service hours.



Improvements to existing bus stops to enhance the rider wait experience.



Expansion of Service to Saturday.



New sidewalk construction to close gaps in the sidewalk network in order to improve mobility, safety, and transit access.



Modifying routes to make them more direct.



Expand Bike Share throughout The County to increase mobility options.



Extending existing routes to strengthen connections to major activity centers.



Begin the development process for a new transit operations and maintenance facility.

## 2 Route Categories

The development of the service-related improvement recommendations are based on three different route categories:

- **Major:** Major routes are those that serve multiple major activity centers, have service areas with high population and employment densities and which are among the highest ridership routes in *TheBus* system.
- **Local:** Local routes are those that serve fewer major activity centers than Major routes, have service areas with lower population and employment densities, and have ridership in the middle range of all *TheBus* routes.
- **Community:** Community routes are lower ridership routes that generally perform as local neighborhood circulators.

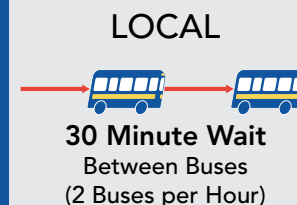
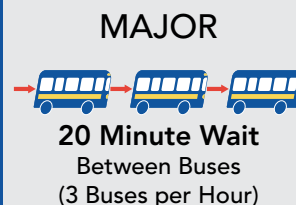
TheBus Route	Category Assigned To	TheBus Route	Category Assigned To
11	Local	25	Community
12	Local	26	Local
13	Local	27	Local
14	Local	28	Local
15x	Local	30	Local
16	Major	32	Major
17	Major	33	Local
18	Major	34	Community
20	Major	35	Local
21	Major	35s	Community
21x	Local	36	Local
22	Community	37	Local
23	Local	51	Community
24	Local	53	Community

To guide the development of service improvement recommendations, service standards for each route category were developed and are shown here.

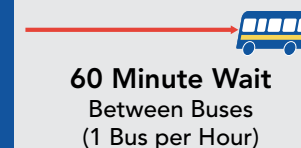
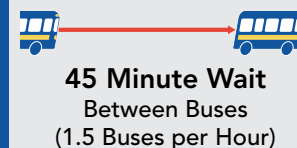
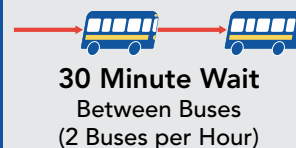
As economic development continues and land use patterns continue to change, the routes assigned to each route category will also change to reflect evolving development and population distribution patterns.

### Service Standards by Route Category

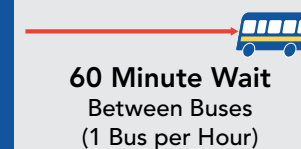
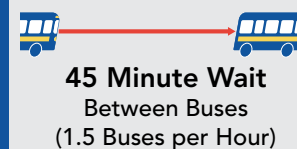
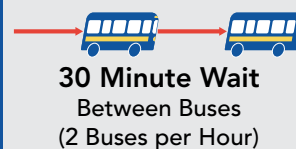
Weekday  
Peak Period  
Frequency



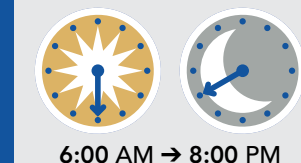
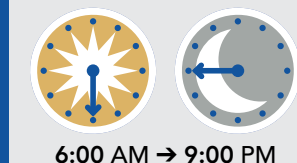
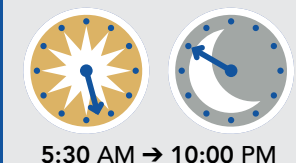
Weekday  
Off-Peak  
Period  
Frequency



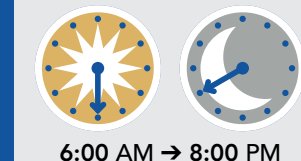
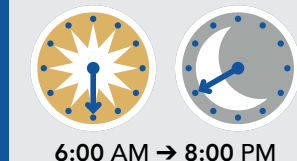
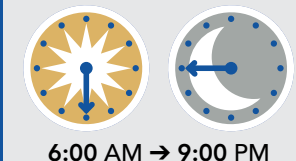
Recommended  
Saturday  
All Day  
Frequency



Weekday  
Hours of  
Service



Recommended  
Saturday  
Hours of  
Service



# Transit Improvement Recommendations: Phased Implementation Plan

## 3 Improvement Recommendations by Implementation Phase

This section outlines the improvement recommendations by implementation phase as well as geographic portion of the County. Four implementation time frames have been identified:

- Short-term (years 1 and 2 of the plan's five-year time frame)
- Mid-term (years 3 and 4 of the plan's five-year time frame)
- Long-term (year 5 of the plan's five-year time frame)
- Beyond five years (recommendations identified for implementation after 5 years)

The following pages show implementation phasing by geographic section of the County. In addition a summary of actions to be taken during each implementation phase is provided here.

## Implementation Phasing Summary

### Year 1

- Begin and continue improvements to existing services (all five years)
- Improve marketing and customer information
- Begin and continue new vehicle procurement (all five years)
- Continue bus stop upgrades (all five years)
- Begin and continue sidewalk construction to fill in network gaps (all five years)
- Identify temporary vehicle storage facilities
- Begin and continue assessment of new operations facility (all five years)
- Continue expansion of County bike share network (all five years)
- Begin and continue implementation of first/last mile connection services (all five years)

### Year 2

- Begin evaluation of expanded use of non-personal vehicles to expand mobility options within County
- Continued implementation of initiatives begun in Year 1

### Years 3 & 4

- Continued implementation of initiatives begun in Year 1

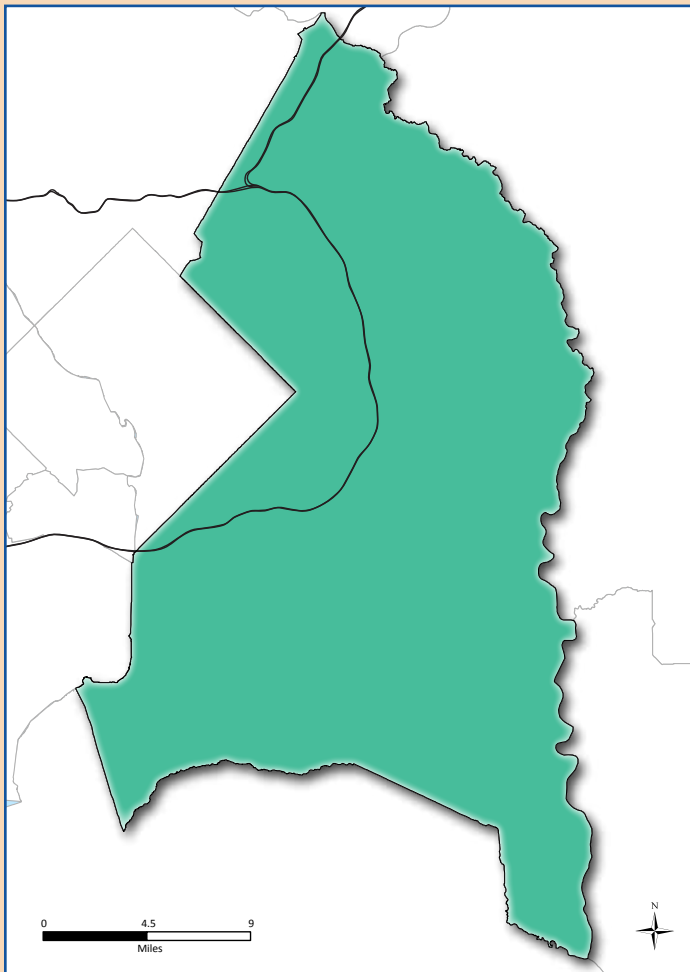
### Year 5

- Adjust fixed route service to align with Purple Line stations
- Continued implementation of initiatives begun in Year 1



# Summary of Improvement Recommendations:

## Prince George's County



The following slides provide a summary of the improvement recommendations contained in the Transit Vision Plan. The recommendations are presented in two different ways. The first is by section of the County, with the recommendations further broken out by implementation phase.

The second is by implementation time frame for the entire County. These recommendations are summarized with a map for each implementation phase, further broken out by improvement type.

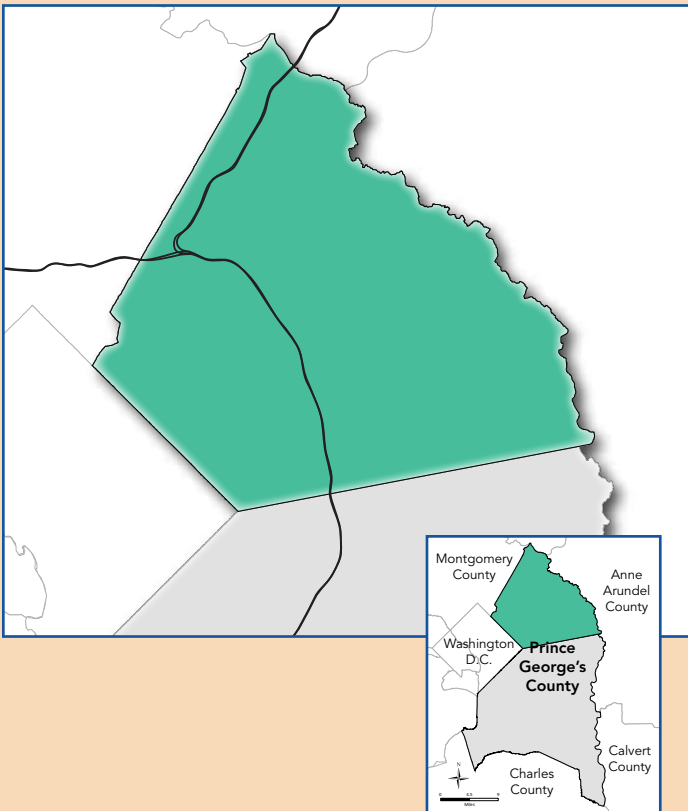
Also included in this section is data on the cumulative cost of implementing the plan as well a description of the changes in the vehicle fleet as the improvement recommendations are implemented.

# Summary of Improvement Recommendations: North County

## North County

### Geographic Portion of Prince George's County:

Includes Greenbelt, Beltsville, Laurel, College Park, New Carrollton, and sections of Bowie and Hyattsville.



Location Map

- Improved service frequencies, longer hours of weekday service, and extension of service to Saturday on North County routes, including on the routes serving major activity centers such as Greenbelt, New Carrollton, Prince George's Plaza and the Route 1 corridor
- Modify *TheBus* route 12 to make it more convenient and strengthen transit connections within Hyattsville and West Hyattsville. Extend *TheBus* 17 to Greenbelt to strengthen transit connections between the north and south ends of the Route 1 corridor.
- Implement "First Mile/Last Mile Connection" services to enhance access to the County's fixed route transit network in Bowie, Laurel, Largo Town Center, and Upper Marlboro

# Full Set of Recommendations: North County Routes



This section presents improvement recommendations on North County routes, by implementation phase.



Route	Improvement	Cost	Route Category	Vehicle Requirement
<b>Short Term Implementation Phase</b>				
16 Greenbelt - New Carrollton	Improve Peak Frequency to 20 minutes from current 30 minutes	\$552,500	Major	2
	Improve Off-Peak Frequency to 30 minutes from current 60 minutes	\$325,000	Major	0
	Extend Weekday Operating Hours to 9:00 PM	\$180,050	Major	0
	Extend Service to Saturday	\$416,000	Major	0
18 Langley Park - Addison Road	Improve Peak Frequency to 20 minutes from current 40 minutes	\$1,625,000	Major	5
	Improve Off-Peak Frequency to 30 minutes from current 80 minutes	\$520,000	Major	0
	Extend Service to Saturday	\$624,000	Major	0
	Extend Weekday Operating Hours to 9:00 PM	\$163,475	Major	0
First/Last Mile Connections	U.S. 301 - Bowie to Upper Marlboro	\$529,620		2 (1)
<b>Short Term Total - North County</b>		<b>\$4,935,645</b>		<b>7</b>
<b>Mid Term Implementation Phase</b>				
14 College Park - Prince George's Plaza	Improve Peak Frequency to 30 minutes from current 40 minutes	\$227,500	Local	1
15a Greenbelt - New Carrollton	Improve Peak Frequency to 30 minutes from current 40 minutes	\$260,000	Local	1
	Extend Weekday Operating Hours to 9:00 PM	\$169,000	Local	0
	Extend Service to Saturday	\$169,000	Local	0
17 College Park Ikea - Mount Rainier	Improve Peak Frequency to 20 minutes from current 30 minutes	\$455,000	Local	2
	Extend Weekday Hours to 9:00 PM	\$142,675	Local	0
	Extend Service to Saturday	\$312,000	Local	0
	Extend to Greenbelt Metro	\$422,500	Local	1
First/Last Mile Connections	MD 197 Service - Bowie to Laurel	\$529,620		2 (1)
<b>Mid Term Total - North County</b>		<b>\$2,687,295</b>		<b>5</b>
<b>Long Term Implementation Phase</b>				
11 Greenbelt	Extend Service to Saturday	182,000	Local	0
	Extend Weekday Operating Hours to 9:00 PM	130,000	Local	0
12 West Hyattsville - Mount Rainier	Improve Off-Peak Frequency to 45 minutes from current 60 minutes	162,500	Local	1
13 West Hyattsville - Prince George's Plaza	Improve Peak Frequency to 30 minutes from current 40 minutes	227,500	Local	1
	Extend Service to Saturday	182,000	Local	0
	Extend Weekday Operating Hours to 9:00 PM	177,125	Local	0
14 College Park - Prince George's Plaza	Extend Service to Saturday	182,000	Local	0
	Extend Weekday Operating Hours to 9:00 PM	81,575	Local	0
First/Last Mile Connections	Bowie to Largo	529,620		2 (1)
<b>Long Term Total - North County</b>		<b>\$1,854,320</b>		<b>2</b>
<b>"Beyond Five Years" Implementation Phase</b>				
12 West Hyattsville - Mount Rainier	Extend Service to Saturday	\$182,000	Local	0
	Split in Two to Make More Direct	\$438,750	Local	1
16 Greenbelt - New Carrollton	Extend Weekday Operating Hours from 9:00 PM to 10:00 PM	\$180,050	Major	0
17 College Park Ikea - Mount Rainier	Extend Weekday Operating Hours from 9:00 PM to 10:00 PM	\$142,675	Major	0
18 Langley Park - Addison Road	Extend Weekday Operating Hours from 9:00 PM to 10:00 PM	\$163,475	Major	0
	Split Route in Two with Overlap between Prince George's Plaza and Cheverly	\$910,000	Major	2
<b>"Beyond Five Years" Total - North County</b>		<b>\$2,016,950</b>		<b>3</b>
<b>TOTAL - NORTH COUNTY - ALL PHASES</b>		<b>\$11,494,210</b>		<b>23</b>

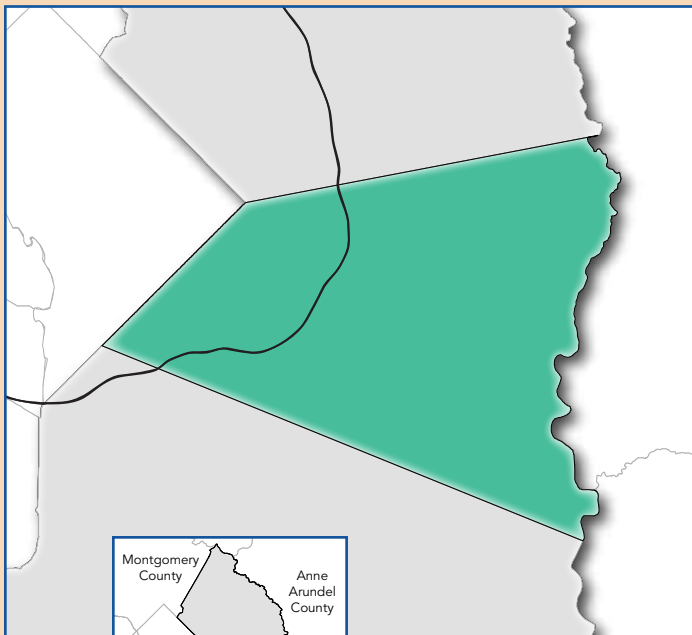
(1) First Mile/Last Mile Connection services will utilize paratransit vehicles. No fleet expansion required. First/Last mile vehicles not included in Total.

# Summary of Improvement Recommendations: Central County

## Central County

### Geographic Portion of Prince George's County:

Includes Landover, Mitchellville, Largo, Westphalia, and sections of Bowie, Hyattsville, and Upper Marlboro.



Location Map

- Improved service frequencies, longer hours of weekday service, and extension of service to Saturday on Central County routes, including on the routes serving major activity centers such as New Carrollton, Largo Town Center, and Upper Marlboro
- Modify Central County routes to make them more direct and convenient for riders accessing their destination. In addition, extend Central County routes to provide strengthened connections to the Metrorail system and to major activity centers such as New Carrollton and Largo Town Center
- Implement "First Mile/Last Mile Connection" services to enhance access to the County's fixed route transit network in the emerging growth center of Westphalia.

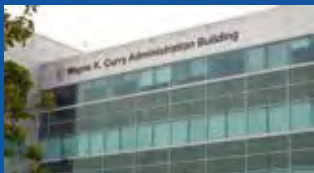


# Full Set of Recommendations: Central County Routes



Prince George's  
Community College

This section presents improvement recommendations on Central County routes, by implementation phase.



Route	Improvement	Cost	Route Category	Vehicle Requirement
<b>Short Term Implementation Phase</b>				
21 New Carrollton - Upper Marlboro	Improve Peak Frequency to 20 minutes from current 30 minutes	\$455,000	Major	2
	Improve Off-Peak Frequency to 30 minutes from current 50-60 minutes	\$390,000	Major	0
	Extend Weekday Operating Hours to 9:00 PM	\$97,500	Major	0
24 Capitol Heights - Morgan Blvd	Extend Weekday Operating Hours to 9:00 PM	\$131,000	Local	0
27 Landover Metro - Dodge Park	Extend Route to New Carrollton	\$0	Local	0
32 Naylor Road - Clinton Fringe P&R	Improve Peak Frequency to 20 minutes from current 30 minutes	\$455,000	Major	2
	Extend Weekday Operating Hours to 9:00 PM	\$135,200	Major	0
	Extend Service to Saturday	\$416,000	Major	0
First/Last Mile Connections	Westphalia Circulator	\$529,620		2 (1)
<b>Short Term Total - Central County</b>		<b>\$2,609,320</b>		<b>4</b>
<b>Mid Term Implementation Phase</b>				
20 Addison Road - Upper Marlboro	Improve Off-Peak Frequency to 30 minutes from current 60 minutes	\$390,000	Major	2
	Extend Weekday Operating Hours to 9:00 PM	\$99,450	Major	0
	Extend Service to Saturday	\$416,000	Major	0
21 New Carrollton - Upper Marlboro	Extend Service to Saturday	\$520,000	Major	0
21x New Carrollton - PGCC	Extend Weekday Operating Hours to 9:00 PM	\$114,000	Local	0
	Extend Service to Saturday	\$182,000	Local	0
22 Morgan Boulevard	Extend Route to New Carrollton	\$422,500	Community	1
23 Addison Road - Seat Pleasant	Split in Two - Improve Route Directness	\$910,000	Local	2
26 Largo - Morgan Boulevard	Improve Off-Peak Frequency to 30 minutes from current 45 minutes	\$227,500	Local	1
28 Largo - Woodmore Town Center	Improve Peak Frequency to 30 minutes from current 45 minutes	\$227,500	Local	1
30 Branch Ave - Southern MD Hosp	Improve Peak Frequency to 30 minutes from current 50 minutes	\$455,000	Local	2
	Improve Off Peak Frequency to 45 minutes from current 50 minutes	\$195,000	Local	0
<b>Mid Term Total - Central County</b>		<b>\$4,158,950</b>		<b>9</b>

# Full Set of Recommendations: Central County Routes *continued...*



New Carrollton  
Metrorail Station



Route	Improvement	Cost	Route Category	Vehicle Requirement
<b>Long Term Implementation Phase</b>				
23 Addison Road - Seat Pleasant	Improve Peak Frequency to 30 minutes from current 40 minutes	\$227,500	Local	1
24 Capitol Heights - Morgan Blvd	Extend Service to Saturday	\$273,000	Local	0
26 Largo - Morgan Boulevard	Extend Service to Saturday	\$182,000	Local	0
	Extend Weekday Operating Hours to 9:00 PM	\$131,300	Local	0
28 Largo - Woodmore Town Center	Extend Service to Saturday	\$182,000	Local	0
	Extend Weekday Operating Hours to 9:00 PM	\$195,975	Local	0
30 Branch Ave - Southern MD Hosp	Extend Service to Saturday	\$273,000	Local	0
	Extend Weekday Operating Hours to 9:00 PM	\$273,000	Local	0
33 Southern Avenue - Padgetts Corner	Improve Peak Frequency to 30 minutes from current 40 minutes	\$227,500	Local	1
	Extend Service to Saturday	\$182,000	Local	0
	Extend Weekday Operating Hours to 9:00 PM	\$182,000	Local	0
<b>Long Term Total - Central County</b>		<b>\$2,329,275</b>		<b>2</b>
<b>"Beyond Five Years" Implementation Phase</b>				
20 Addison Road - Upper Marlboro	Extend Weekday Operating Hours from 9:00 PM to 10:00 PM	\$95,875	Major	0
21 New Carrollton - Upper Marlboro	Extend Weekday Operating Hours from 9:00 PM to 10:00 PM	\$130,000	Major	0
22 Morgan Boulevard	Improve Peak Frequency to 30 minutes from current 40 minutes	\$254,800	Community	1
	Extend Weekday Operating Hours to 8:00 PM	\$81,250	Community	0
23 Addison Road - Seat Pleasant	Extend Service to Saturday	\$182,000	Local	0
	Extend Weekday Operating Hours to 9:00 PM	\$114,725	Local	0
25 Capitol Heights Metro	Extend Weekday Operating Hours to 9:00 PM	\$94,975	Community	0
27 Landover Metro - Dodge Park	Extend Service to Saturday	\$91,000	Local	0
	Extend Weekday Operating Hours to 9:00 PM	\$162,500	Local	0
	Further Extend Route to Largo	\$422,500	Local	1
32 Naylor Road - Clinton Fringe P&R	Extend Weekday Operating Hours from 9:00 PM to 10:00 PM	\$254,800	Major	0
33 Southern Avenue - Padgetts Corner	Extend Route to Naylor Road Metro	\$455,000	Local	1
34 Suitland - Capital Crossing Apts	Extend Service to Saturday	\$91,000	Community	0
	Extend Weekday Operating Hours to 8:00 PM	\$48,750	Community	0
<b>"Beyond Five Years" Total - Central County</b>		<b>\$2,451,875</b>		<b>3</b>
<b>TOTAL - CENTRAL COUNTY - ALL PHASES</b>		<b>\$11,549,420</b>		<b>18</b>

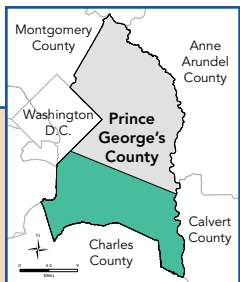
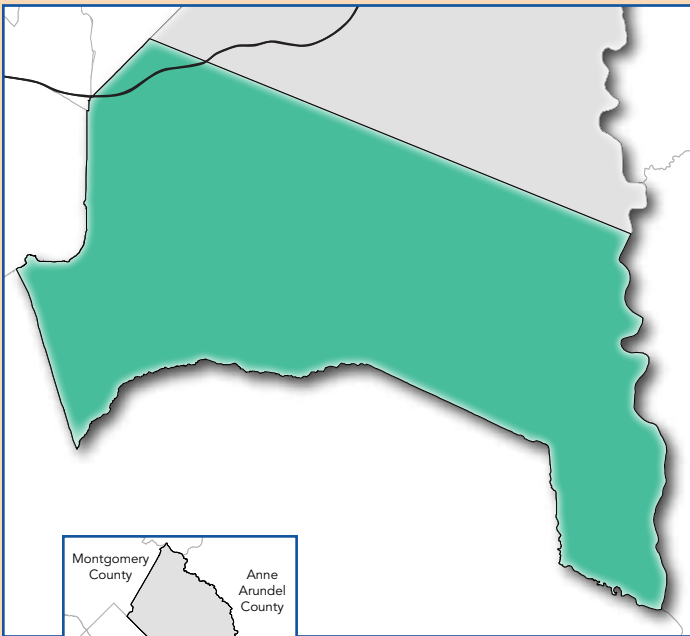
(1) First Mile/Last Mile Connection services will utilize paratransit vehicles. No fleet expansion required. First/Last mile vehicles not included in Total.

# Summary of Improvement Recommendations: South County

## South County

### Geographic Portion of Prince George's County:

Includes Clinton, Fort Washington, Camp Springs, Accokeek, Brandywine, and sections of Upper Marlboro.



Location Map

- Improved service frequencies, longer hours of service, and extension of service to Saturday on South County routes, including on the route serving the MGM Grand and National Harbor activity centers
- Modify *TheBus* 35 route in the peak period to make it more convenient and direct for riders going to Camp Springs.
- Extend routes to provide strengthened connections to the Metrorail system
- Implement "First Mile/Last Mile Connection" services to enhance access to the County's fixed route transit network in Marlton, Brandywine, and between Accokeek and Oxon Hill.

# Full Set of Recommendations: South County Routes



This section presents all improvement recommendations on South County routes, by implementation phase.



Route	Improvement	Cost	Route Category	Vehicle Requirement
<b>Short Term Implementation Phase</b>				
35 Camp Springs - Southern Ave. Metro	Modify Route - Do Not Run into National Harbor in Peak	\$0	Local	0
	Extend Operating Hours to 9:00 PM	\$139,000	Local	0
<b>Short Term Total - South County</b>		<b>\$139,000</b>		<b>0</b>
<b>Mid Term Implementation Phase</b>				
35 Camp Springs - Southern Ave. Metro	Improve Off-Peak Frequency to 45 minutes from current 60 minutes	\$130,000	Local	1
	Extend Service to Saturday	\$273,000	Local	0
53 Upper Marlboro	Extend Route to Suitland Metro or Branch Avenue Metro	\$780,000	Community	2
First/Last Mile Connections	U.S. 301 - Brandywine to Upper Marlboro	\$529,620		2
<b>Mid Term Total - South County</b>		<b>\$1,712,620</b>		<b>3</b>
<b>Long Term Implementation Phase</b>				
36 Brandywine - Clinton Fringe P&R	Improve Peak Frequency to 30 minutes from current 45 minutes	\$227,500	Local	1
	First/Last Mile Connections	\$529,600		2
<b>Long Term Total - South County</b>		<b>\$757,120</b>		<b>1</b>
<b>"Beyond Five Years" Implementation Phase</b>				
36 Brandywine - Clinton Fringe P&R	Extend Service to Saturday	\$182,000	Local	0
	Extend Operating Hours to 9:00 PM	\$98,150	Local	0
	Extend Peak Hour Trips to Branch Avenue	\$195,000	Local	1
37 Camp Springs - Southern Avenue	Extend Service to Saturday	\$182,000	Local	0
	Extend Operating Hours to 9:00 PM	\$255,450	Local	0
53 Upper Marlboro	Improve Peak Frequency to 30 minutes from current 45 minutes	\$227,500	Community	1
	Extend Operating Hours to 8:00 PM	\$35,100	Community	0
First/Last Mile Connections	Accokeek Circulator	\$529,620		2
<b>"Beyond Five Years" Total - South County</b>		<b>\$1,704,820</b>		<b>2</b>
<b>TOTAL - SOUTH COUNTY - ALL PHASES</b>		<b>\$4,313,560</b>		<b>6</b>

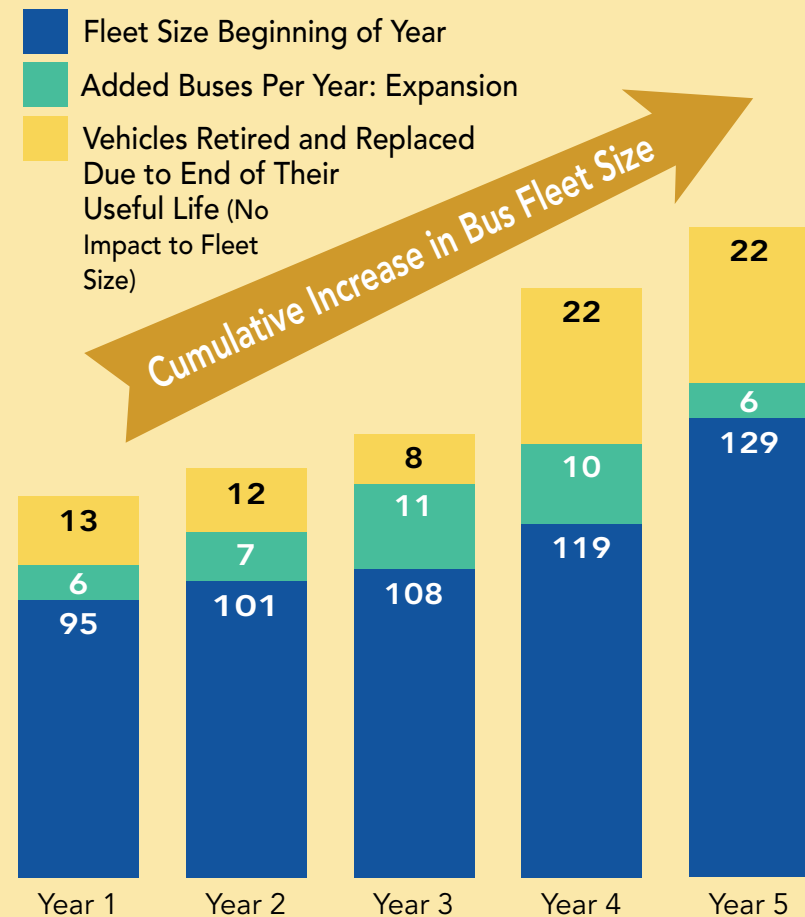


# Phased Implementation Plan: Five Year Fleet Expansion Requirements



- The current *TheBus* fleet consists of 95 fixed route vehicles.
- A number of the recommendations described in the previous pages will require additional vehicles in order to implement the improvement.
- The required additional vehicles by section of the County over the life of the plan is as follows:
  - North County: 17 additional vehicles required.
  - Central County: 18 additional vehicles required.
  - South County: 5 additional vehicles required.
- In addition to the vehicles required to support the service improvements, the County will need to replace existing vehicles that reach the end of their useful life.
- The accompanying graphic shows the new vehicles required to support implementation of different improvement recommendations, as well as the change in the total fleet size as the new vehicles are added to the fleet. Vehicle replacement requirements as vehicles reach the end of their useful life are also shown. The replacements will have no impact on total fleet size.

## Fleet Expansion and Vehicle Retirement Requirements by Year







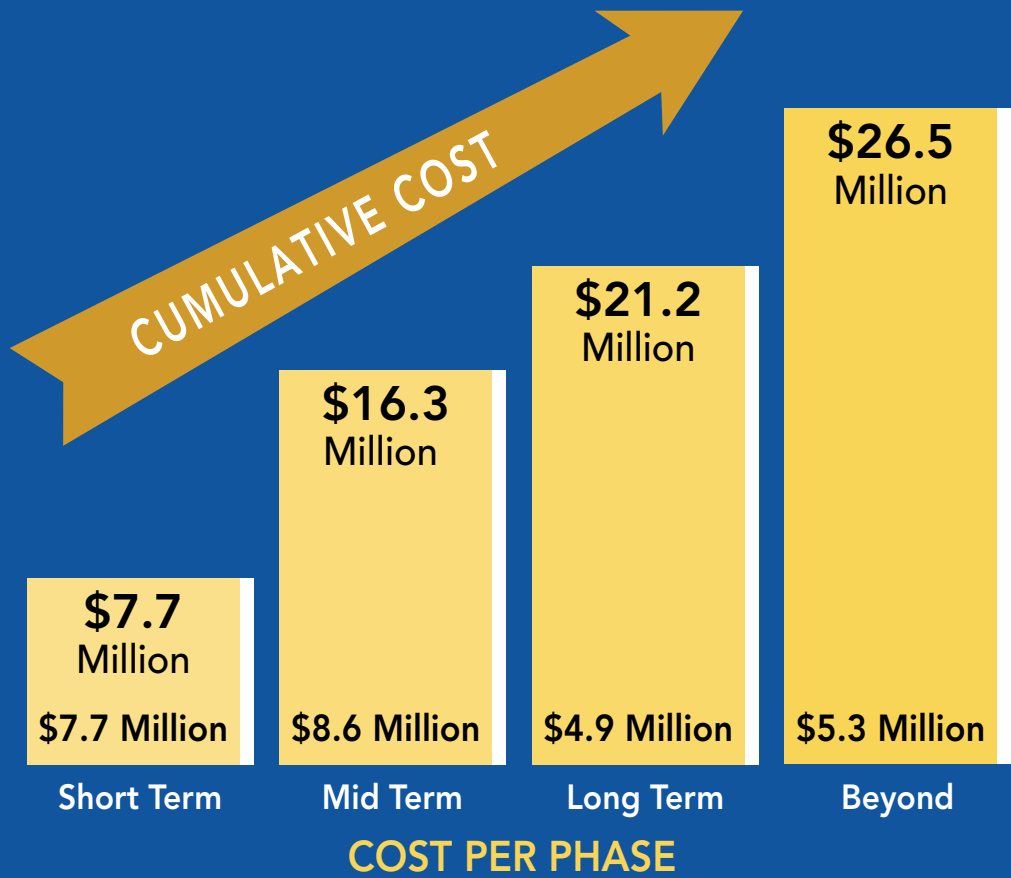
## 4 Estimated Improvement Costs by Implementation Phase

This page shows the estimated cost of the improvement recommendations by implementation phase. Four implementation time frames have been identified:

- Short-term (years 1 and 2 of the plan's five-year time frame)
- Mid-term (years 3 and 4 of the plan's five-year time frame)
- Long-term (year 5 of the plan's five-year time frame)
- Beyond five years (recommendations identified for implementation after 5 years)

The accompanying graphic summarizes the cumulative cost associated with the improvement recommendations. Implementation of recommended improvements is subject to funding availability.

The estimated cost to implement the proposed improvements is provided here by implementation time frame



More detail on the improvement recommendations within each implementation phase is provided on the following pages.

# Phased Implementation Plan: Short Term Time Frame

Improvement recommendations proposed for implementation in Years 1 and 2 are primarily focused on improvements to routes that fall into the "Major" route category. These improvements occur in areas of the County with the highest population and employment density and the largest number of major activity centers. The improvements in all implementation phases are focused on strengthening connections within The County as well as to the greater Washington region.

Two "First Mile/Last Mile Connection" services are also proposed for less dense portions of The County to meet transit needs in these areas.

## Improvement Recommendation Types in Short Term Implementation Phase



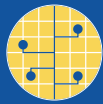
Service Frequency



Operating Hours



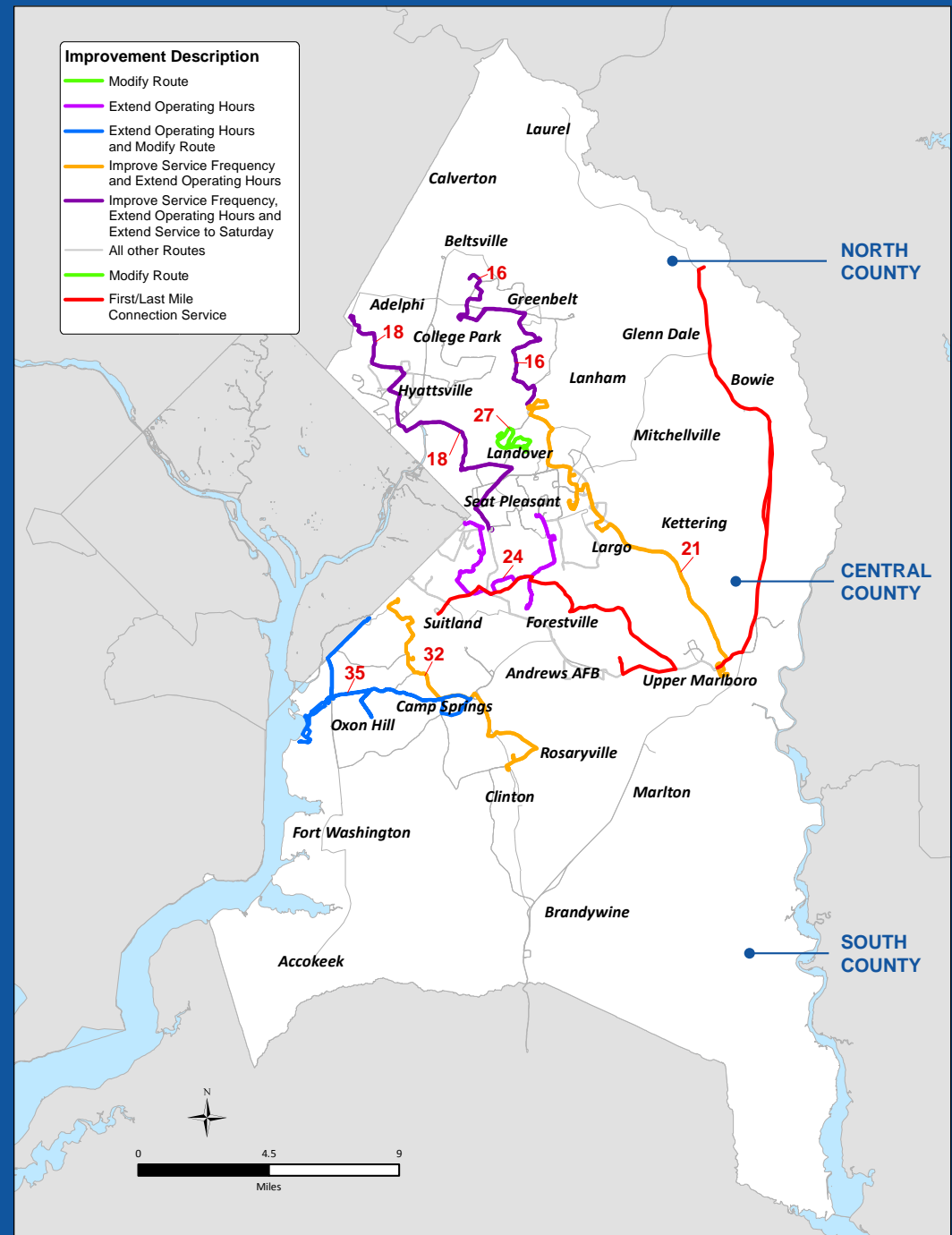
Saturday Service



First/Last Mile  
Connections



Extended or Modified  
Route



Improvement Recommendations Proposed for Implementation in  
the Short Term Time Frame

# Phased Implementation Plan: Mid Term Time Frame

Improvement recommendations proposed for implementation in years 3 and 4 cover the remaining proposed improvements on routes falling within the "Major" route category and also include improvement recommendations on routes falling into the "Local" and "Community" route categories. Most of the proposed recommendations for implementation address

improvements to service frequency, expansion of hours of service, and extension of service to Saturday on routes in the "Local" route category. An additional two services providing "First Mile/Last Mile Connection" services are also proposed for implementation in less dense portions of The County.

## Improvement Recommendation Types in Mid Term Implementation Phase



Service Frequency



Operating Hours



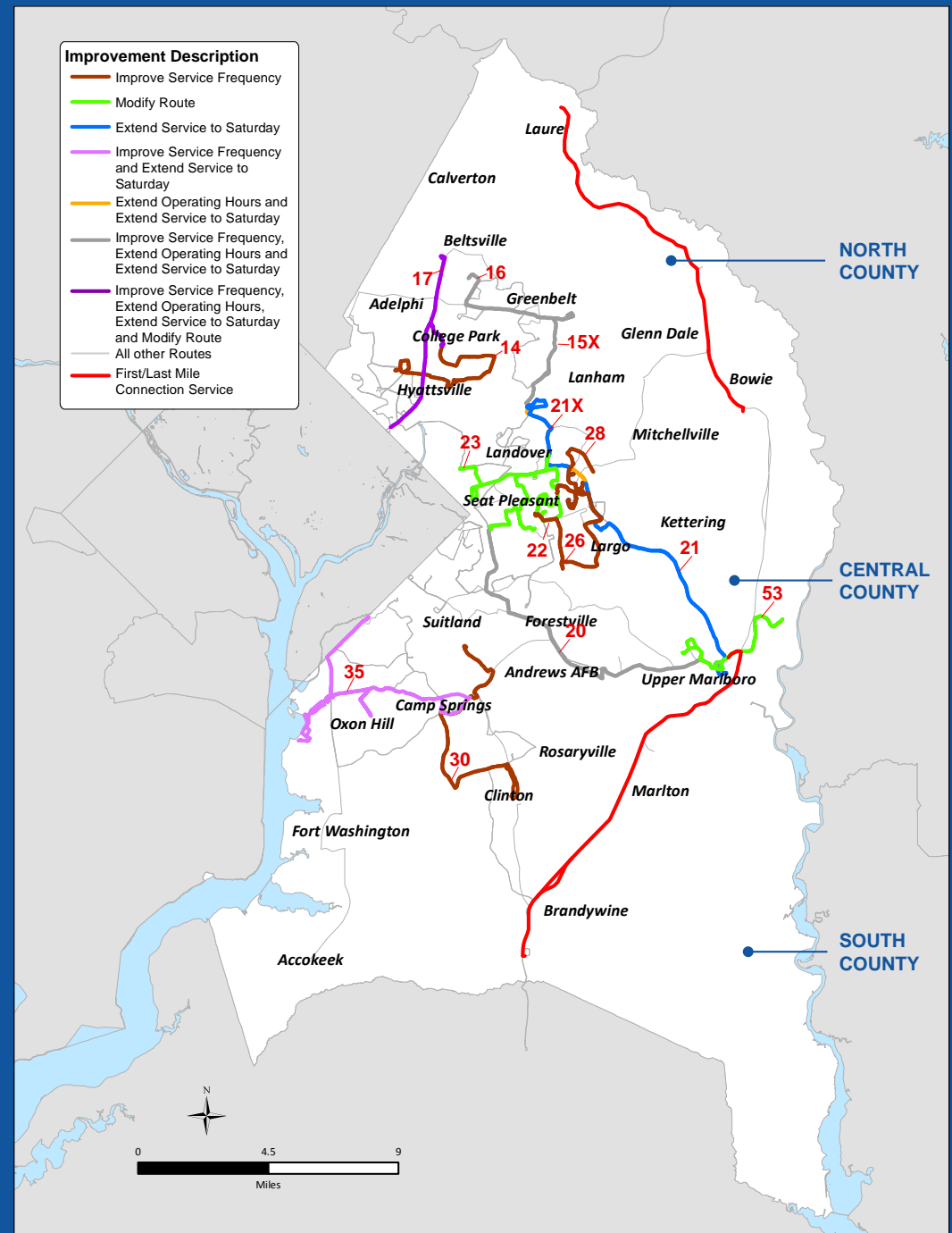
Saturday Service



First/Last Mile  
Connections



Extended or Modified  
Route



Improvement Recommendations Proposed for Implementation in  
the Mid Term Time Frame

# Phased Implementation Plan: Long Term Time Frame

Improvement recommendations proposed for implementation in year 5 cover the majority of the remaining proposed improvements on routes falling within the "Local" Route category, as well as two additional "First Mile/ Last Mile Connection" services to meet transit needs in less dense portions of The County.

## Improvement Recommendation Types in Long Term Implementation Phase



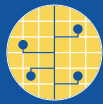
Service Frequency



Operating Hours



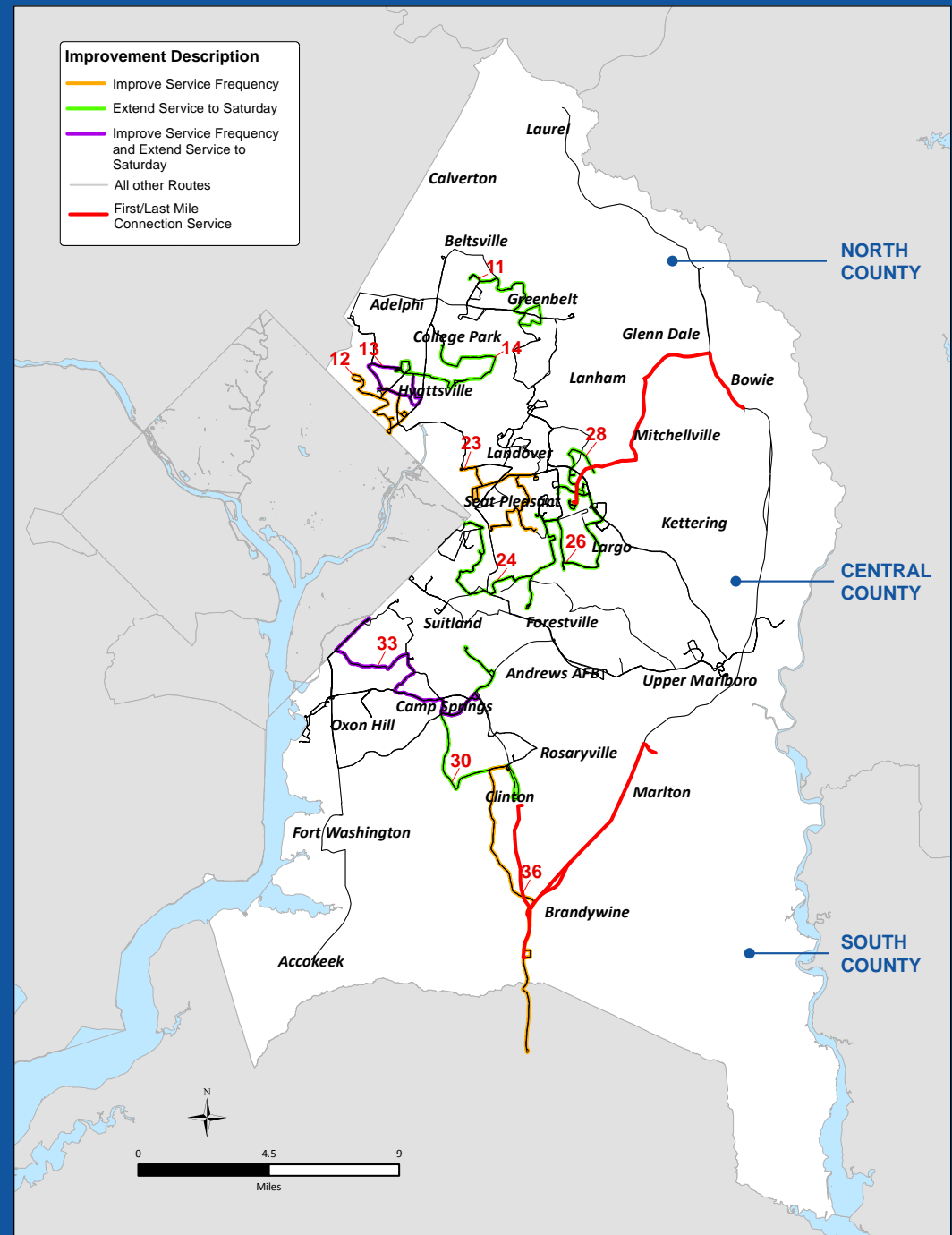
Saturday Service



First/Last Mile  
Connections



Extended or Modified  
Route



Improvement Recommendations Proposed for Implementation in  
the Long Term Time Frame



# Phased Implementation Plan: "Beyond Five Years" Time Frame

Improvement recommendations contained in the "Beyond Five Years" implementation time frame cover the remaining recommendations, and are predominantly focused on improvements in service on routes falling into the "Community" route category. Recommendations covering route modifications and extensions also fall into this implementation time frame.

## Improvement Recommendation Types in "Beyond Five Years" Implementation Phase



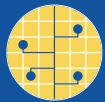
Service Frequency



Operating Hours



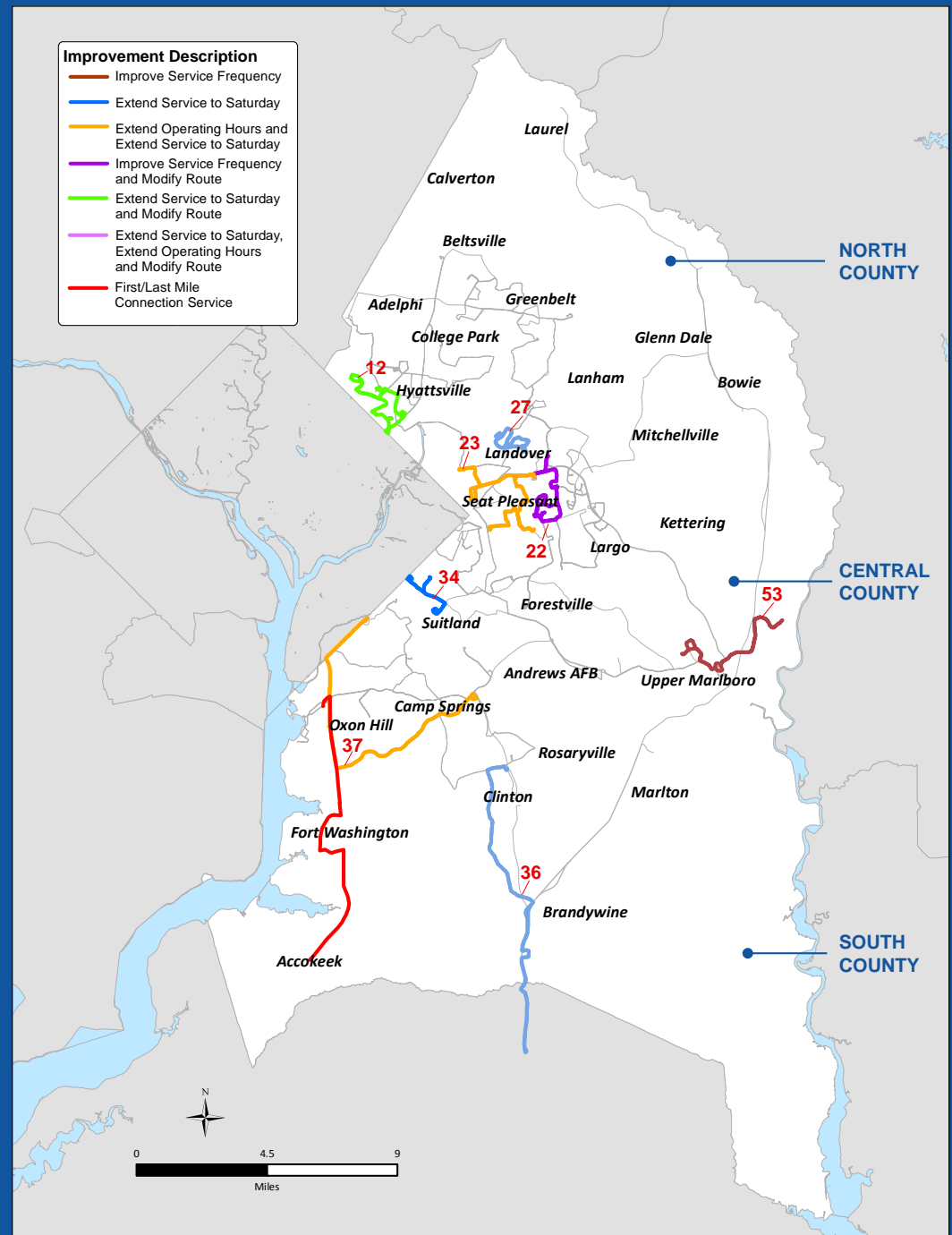
Saturday Service



First/Last Mile Connections



Extended or Modified Route



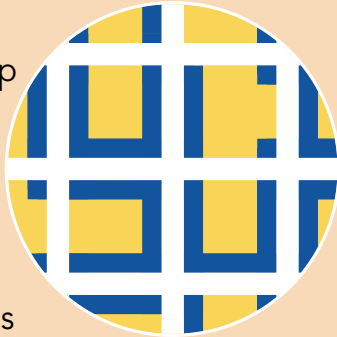
Improvement Recommendations Proposed for Implementation in the "Beyond Five Years" Time Frame

# Facility Improvements

Improvement recommendations also incorporate facilities recommendations, which include both passenger facilities and facilities to support *TheBus* operations and maintenance. Each is summarized here.

## Sidewalk Network Gaps

An analysis of each *TheBus* passenger stop was completed to identify those stops without sidewalk access. 24 miles of sidewalk network gaps were identified as part of the analysis. Miles of needed sidewalk by route is shown in the accompanying table. Also, shown here is the proposed five year program of construction to fill these gaps, along with the estimated cost. Construction to fill the remaining gaps is included in the long term implementation phase. The long term cost to complete the closing of the gaps is also shown here.



Sidewalk Construction Requirements to Fill Network Gaps

Route	Number of Miles of Sidewalk Gaps
North	
11	0.71
12	0.33
13	0.07
14	0.04
15x	0
16	3.2
17	0.5
18	0.13
<b>Total – North County</b>	<b>4.98</b>
Central	
20	13.99
21	0.67
22	0
23	0
24	0.44
25	0.25
26	0
27	0
28	0
<b>Total – Central County</b>	<b>15.35</b>
South	
30	0
32	0.47
33	0
34	1.99
35	0
35S	0
36	0
51	0.07
53	1.08
<b>Total – South County</b>	<b>3.61</b>
<b>TOTAL - FULL COUNTY</b>	<b>23.94</b>

Sidewalk Construction to Fill Network Gaps: Years 1–5 and Beyond

Year of Expenditure	Miles of Sidewalk Constructed	Unit Cost per Mile of Sidewalk*	Annual Capital Cost
Year 1	3	\$591,360	\$1,774,080
Year 2	3	\$591,360	\$1,774,080
Year 3	3	\$591,360	\$1,774,080
Year 4	3	\$591,360	\$1,774,080
Year 5	3	\$591,360	\$1,774,080
<b>Total - Five Years</b>			<b>\$3,484,800</b>
Beyond Five Years	9	\$591,360	\$5,322,240

# Facility Improvements



## Bus Stop Improvements

The wait time at the bus stop is a key component of a rider's overall trip experience. Therefore the County has been closely focused on improving bus stops to make them more comfortable and inviting. 20 stops per year are proposed for improvement over the five year time frame of the plan, for a total of 100 improved stops. These are summarized here.



Bus Stop Improvements: Years 1–5

Year of Expenditure	Number of Stops Improved	Unit Cost per Stop Improvement	Annual Capital Cost
Year 1	20	\$11,300	\$226,000
Year 2	20	\$11,300	\$226,000
Year 3	20	\$11,300	\$226,000
Year 4	20	\$11,300	\$226,000
Year 5	20	\$11,300	\$226,000
<b>Total</b>			<b>\$1,130,000</b>

An additional 100 stops are proposed for improvement in the long term time frame.

## Operations and Maintenance Facility

A new or expanded Operations and Maintenance facility would be required to accommodate the fleet expansion associated with a number of the transit improvement recommendations. Based on experience with the design of other operations and maintenance facilities, a very high-level cost estimate is \$15 to \$30 million for a 100 vehicle facility.



# Facility Improvements



## Bike Share

Prince George's County launched its bike share program on June 1, 2018. The first phase of the program includes plans for thirty stations along the U.S. Route 1 corridor including, Riverdale Park, Hyattsville, Mount Rainier, College Park, Brentwood, and Bladensburg. Phase 1 also includes bike share stations in Largo and National Harbor. Three implementation phases were identified based on a Feasibility Study completed in 2016. Subsequent phases are planned for other areas of The County to expand the bike share network.



Station locations were identified using factors such as proximity to transit, population density, zero car households, employment density, attractions, bicycle infrastructure, and topography.





# Benefits of Improved Transit

The transit improvement recommendations summarized on the previous pages will have widespread benefits, both for individual riders as well as for the County overall. A summary of benefits includes:

## INDIVIDUAL RIDERS



### Shorter Wait Times:

- Greater flexibility to carry out day-to-day activities.
- Frees up time to devote to other priorities.

### Saturday Service:

- Provides benefits to riders working non-traditional work hours.
- Expands job opportunities.

### Hours of Service Expansion:

- Provides expanded job opportunities.
- Provides benefits to riders working non-traditional work hours.

## COUNTY



### Shorter Wait Times:

- Attract new riders that have other mobility choices other than transit.

### All Service Improvements:

- Provides greater access to jobs with non-traditional work hours.
- Strengthens County's ability to attract and retain businesses.

### Strengthened Transit Connections:

- Reinforces major activity centers as economic, cultural, and recreational hubs.

# Way Forward

Prince George's County's Transit Vision Plan (TVP) signifies a new outlook on its transportation system and its potential to reduce congestion, encourage new walkable communities, support future residential and commercial development, and meet the mobility needs of all residents. DPW&T will continue to work with the County Executive, County Council, local agencies and community members on successful implementation of the Plan.

Our Transit Vision Plan is one integral piece in a broader effort to improve mobility in Prince George's County. Studies such as the Prince George's Transitway, Southern Maryland Rapid Transit Study, and the Regional Transit Agency of Central Maryland Transit Development Plan, as well as other efforts undertaken by WMATA and the Metropolitan Washington Council of Governments, will also contribute to improving the existing transportation network and forging a long-term vision for the region.

While the Transit Vision Plan focuses on improving the existing public transit network, it also lays the groundwork for continued study and discussion regarding providing frequent, high capacity transit service in the County, with many of the TVP recommendations in sync with projected high capacity corridors. We will continue to explore how public transit can be faster, more frequent and reliable given that developing "rapid bus" corridors and advancing the study of fixed guideway/dedicated lane projects may be key to future growth in our region.

The existing transportation system started with a vision and prioritized investments by elected officials and residents. To continue our path towards a first-class transit system, the County needs sustained operational and infrastructure investments along with continued support from passengers, residents, and community and business stakeholders. We hope you will join us on this journey.



