



WELCOME

- Please Sign In -





Please Tell Us Which Recommendations Are the Most Important to You

Please give us your three highest priority recommendations.

● Green is highest priority ● Yellow is second highest priority ● Blue is third highest priority

- 1. Provide weekend service
- 2. Improve service frequency
- 3. Expand Hours of Service
- 4. Improve on-time performance and improve reliability
- 5. Modify routing to make more direct and improve connections to more destinations
- 6. Modify Call-A-Bus to make more efficient and effective
- 7. Improve access to transit through the bike share program and improved sidewalk connections

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What Is The Transit Vision Plan?

The Transit Vision Plan is a **five-year plan** for **improving and expanding transit within the County**. The plan evaluates potential methods for improving public transportation in the County, with a focus on improving access to public transportation services through local bus service, taxis, private providers and other best practices. The plan promotes the vision, mission, and principles of the County Executive through a comprehensive strategy for the improvement of public transportation.



The Transit Vision Plan (TVP) provides the County with a **roadmap for implementing service, facility, and operational enhancements** to improve the County's transit system for the benefit of all County residents.

The plan consists of two pieces; a **five-year implementation plan** that is constrained based on available funding and a **longer-term vision plan** that reflects priorities for implementation in future years.

Prince George's County's Vision for Transit

Prince George's County is a **premier destination** with a first-class public transportation system that enhances **quality of life** and provides mobility options for all residents. This robust system supports **transit oriented development, fuels economic growth**, 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.





Transit Vision Plan Process

Gather Information

- Twelve pop-up meetings at high ridership stops
- Identification of customer facility and pedestrian network gaps
- Analysis of *TheBus* strengths and weaknesses by route
- Onboard survey of riders
- Current conditions and market analysis
- Stakeholder interviews

Develop Preliminary Recommendations

- Utilize findings from previous phase
- Develop full set of preliminary recommendations
- *One size does not fit all* approach: match appropriate service type to land use characteristics of different parts of the County

Prioritize and Finalize Recommendations

- Prioritization Framework
 - Transit Need
 - County Economic Development Goals
 - Land Use Goals
 - Recommendation Cost Effectiveness
 - Available Funding
 - Community Support
- Prioritization framework used to develop five-year implementation plan based on available funding
- Select additional recommendations and incorporate into the long range vision plan

Final Transit Vision Plan Document

Post-Plan Implementation Actions

PUBLIC INPUT

**Public Meetings:
Present Preliminary
Recommendations, Receive
Feedback on Priorities**

- March 12, 2018
- March 13, 2018
- March 15, 2018
- March 22, 2018

SHARE FINDINGS

- **Present Draft Final
Transit Vision Plan to
Public (Early May)**





Onboard Survey Results

- **72%** of survey respondents **do not own a car**
- **83%** of survey respondents **do not have access to a car** for their trip
- **53%** of riders responding to survey have been **riding *TheBus* for more than two years**
- **47%** of survey respondents use *TheBus* **every day**
- **65%** of survey respondents use *TheBus* **to get to work**
- **65%** of survey respondents **walk to access *TheBus***
- **Lack of weekend service** is survey respondents' **highest area of dissatisfaction**
- **Highest respondent satisfaction** is with **driver friendliness and vehicle condition**
- Onboard survey **comments**
 - **52%** requested **weekend service**
 - **17%** requested **later hours of service**
 - **12%** requested better **service reliability**

PRINCE GEORGE'S COUNTY TRANSIT VISION PLAN
ON-BOARD SURVEY Let us know what you think. Please take our rider survey.

Prince George's County is in the midst of completing a Transit Vision Plan that will help set the County's priorities for transit for the next five years. An essential part of the process is learning more about your experience riding the Prince George's County TheBus.

Please take a moment to complete our survey. Your input is very important to us. If you don't have time to take the survey now, please take it online at the project website: www.princegeorgescountymd.gov/transitvision

When you have completed the survey please return to the person who handed you the survey or please put it in the pouch at the back door of the bus.

First, we would like to know a few things about how and when you use TheBus service.

- How long have you been riding TheBus?
 - One month or less
 - 2 - 6 months
 - 6 months - 1 year
 - 1-2 years
 - More than 2 years
- Compared to a year ago, you ride The Bus:
 - More often
 - The same
 - Less often
 - Did not ride a year ago
- A year from now, you expect to ride TheBus:
 - More often
 - The same
 - Less often
- How many days a week do you typically use TheBus?
 - 1 day
 - 2-4 days
 - Everyday
- What TheBus route are you currently riding?
- Where did your trip start today (please provide closest landmark or neighborhood)?
- What is the purpose of your bus trip today? You may check more than one
 - Work
 - Medical
 - Shopping
 - School
 - Social/Recreation
 - Dining
 - Other
- What is your final destination (please provide closest landmark or neighborhood)?
- How did you get to the stop where you boarded the bus?
 - Walk
 - Another TheBus
 - Metrobus
 - Bike
 - Car
 - Dropped off
 - Carpool
 - Taxi
 - Rideshare
 - Other
- Do you own a car or a bike?
 - Yes
 - Car
 - Bike
 - No
- If you walked to your stop, what was your approximate walk time to the bus stop where you boarded your FIRST bus of the day?
 - Less than 5 minutes
 - 5 to 10 minutes
 - 10 to 15 minutes
 - Greater than 15 minutes
- Did you transfer to access this route or will you transfer to another route on this route?
 - Yes, one transfer
 - Yes, two transfers
 - No transfers
- If you are transferring on this trip, what service did you transfer from or will you be transferring to?
 - Another TheBus
 - Metrobus
 - Metrotransit
 - Other
- Please provide destinations that you visit on a regular basis that transit does not serve (please provide landmark or neighborhood).
- During the past 30 days have you walked or bicycled more than 1 mile as part of getting to a destination?
 - Yes
 - To get to a destination
 - To get to TheBus
 - No

Continued on back

Accuracy of information from 801-324-2877 or TheBus Customer Service Line

PRINCE GEORGE'S COUNTY MARYLAND



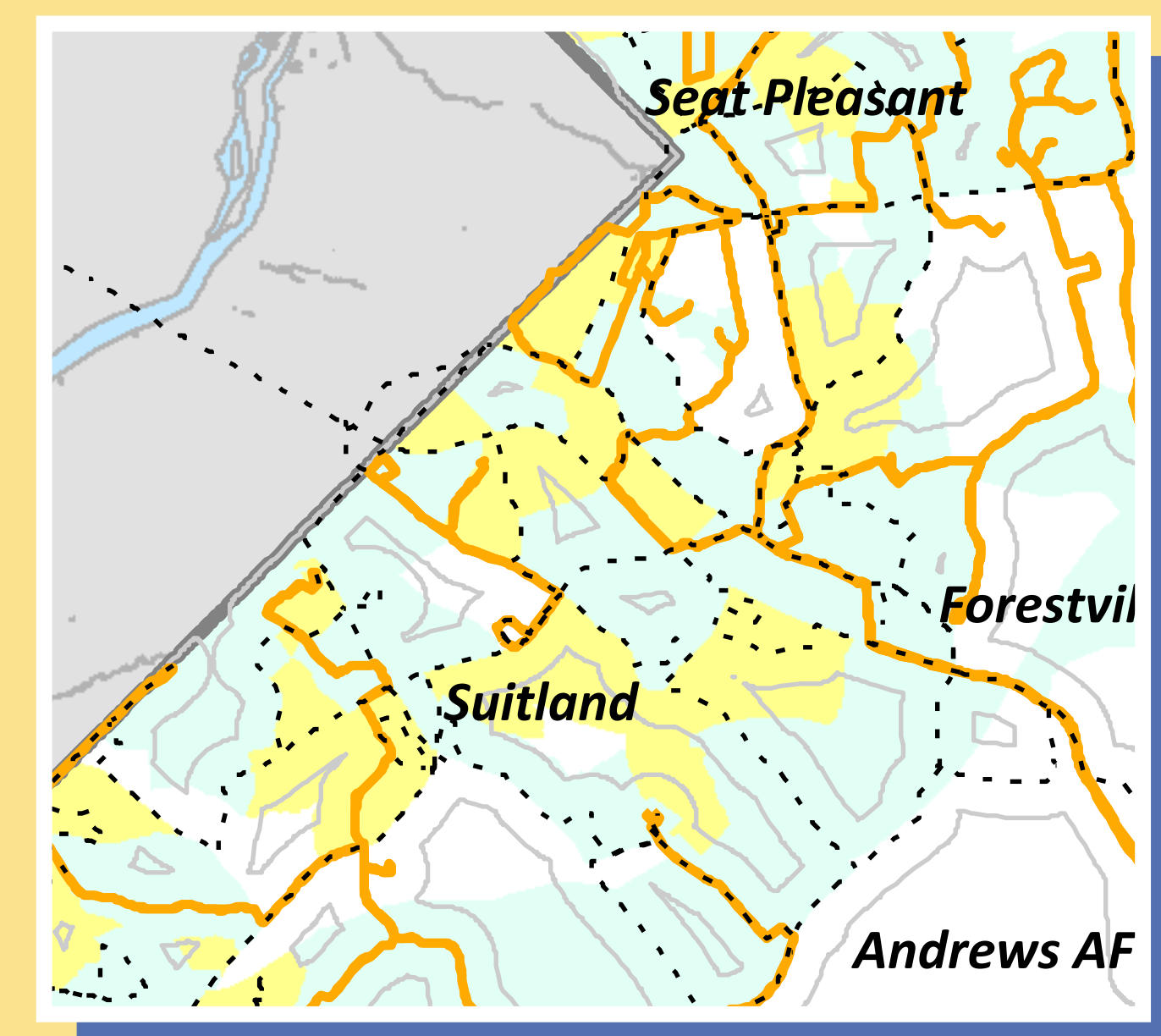
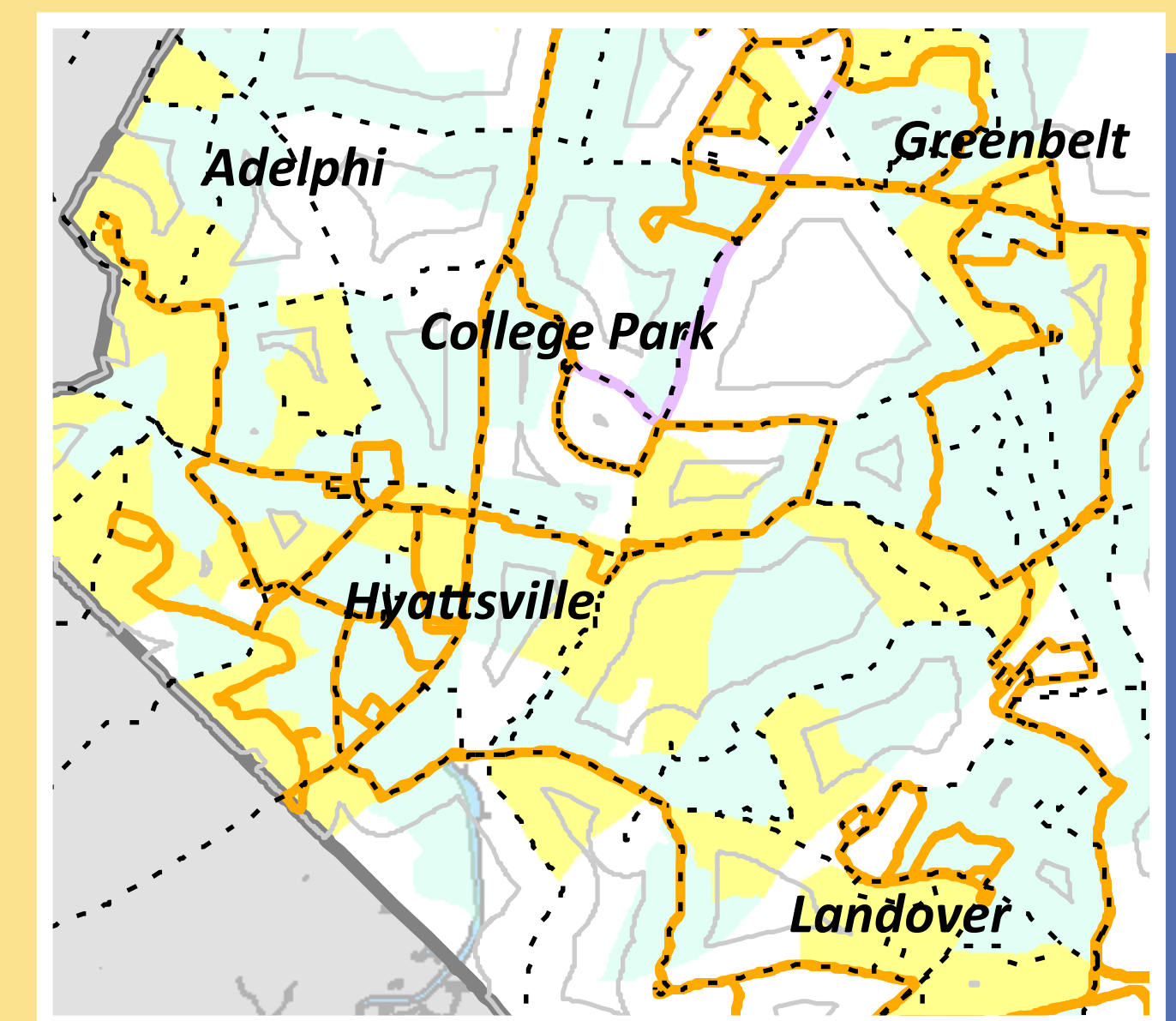
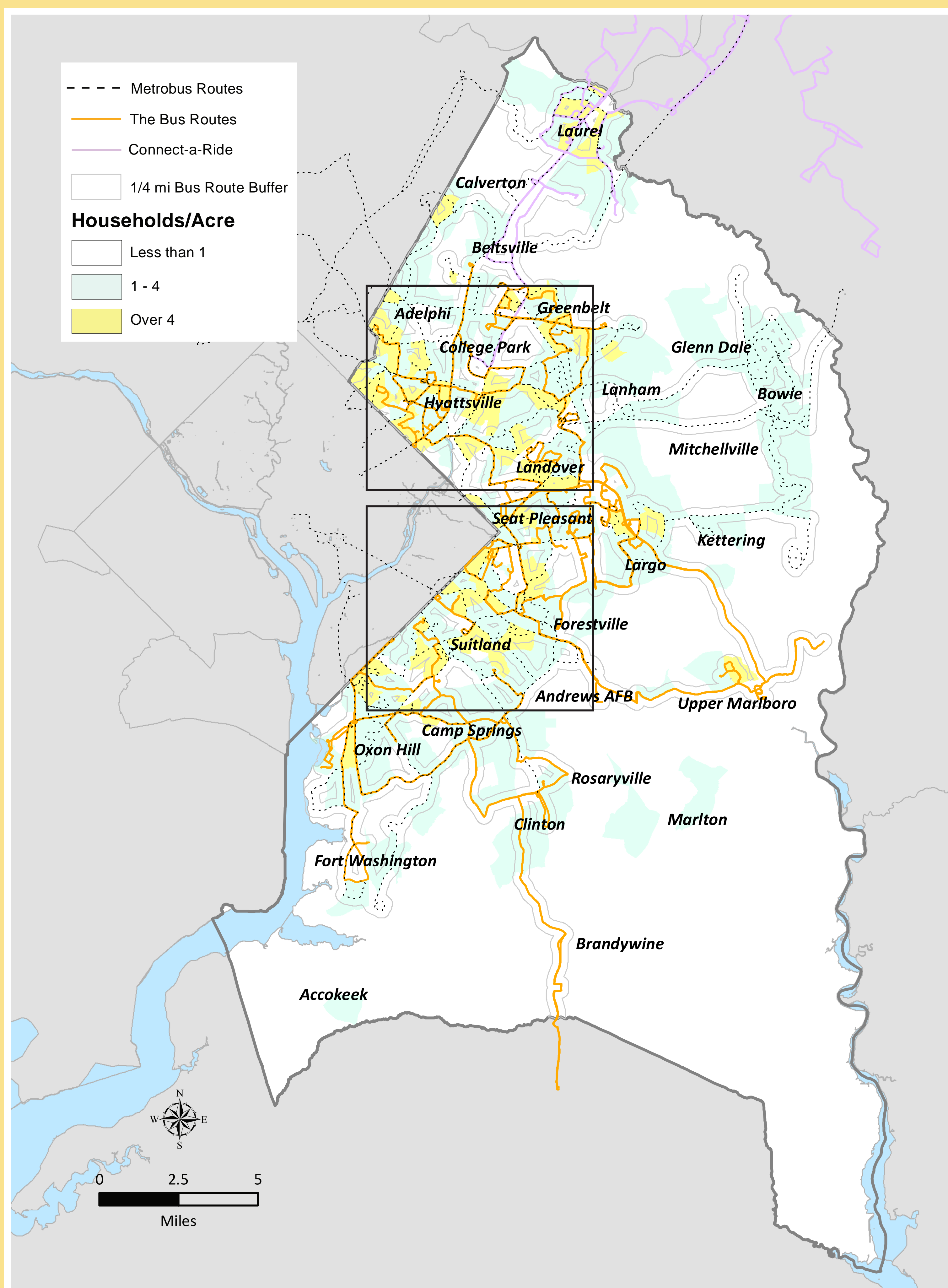


Market Analysis Results

Transit Demand - Household Density

Findings

- Household density concentrations that would support fixed route transit (>4 Households per acre) are located:
 - Inside and adjacent to the Beltway
 - Outside the Beltway
 - Upper Marlboro
 - Oxon Hill
 - Camp Springs
- All these areas are currently served by transit, including *TheBus*, Call-A-Bus, Metrobus, RTA Connect-A-Ride



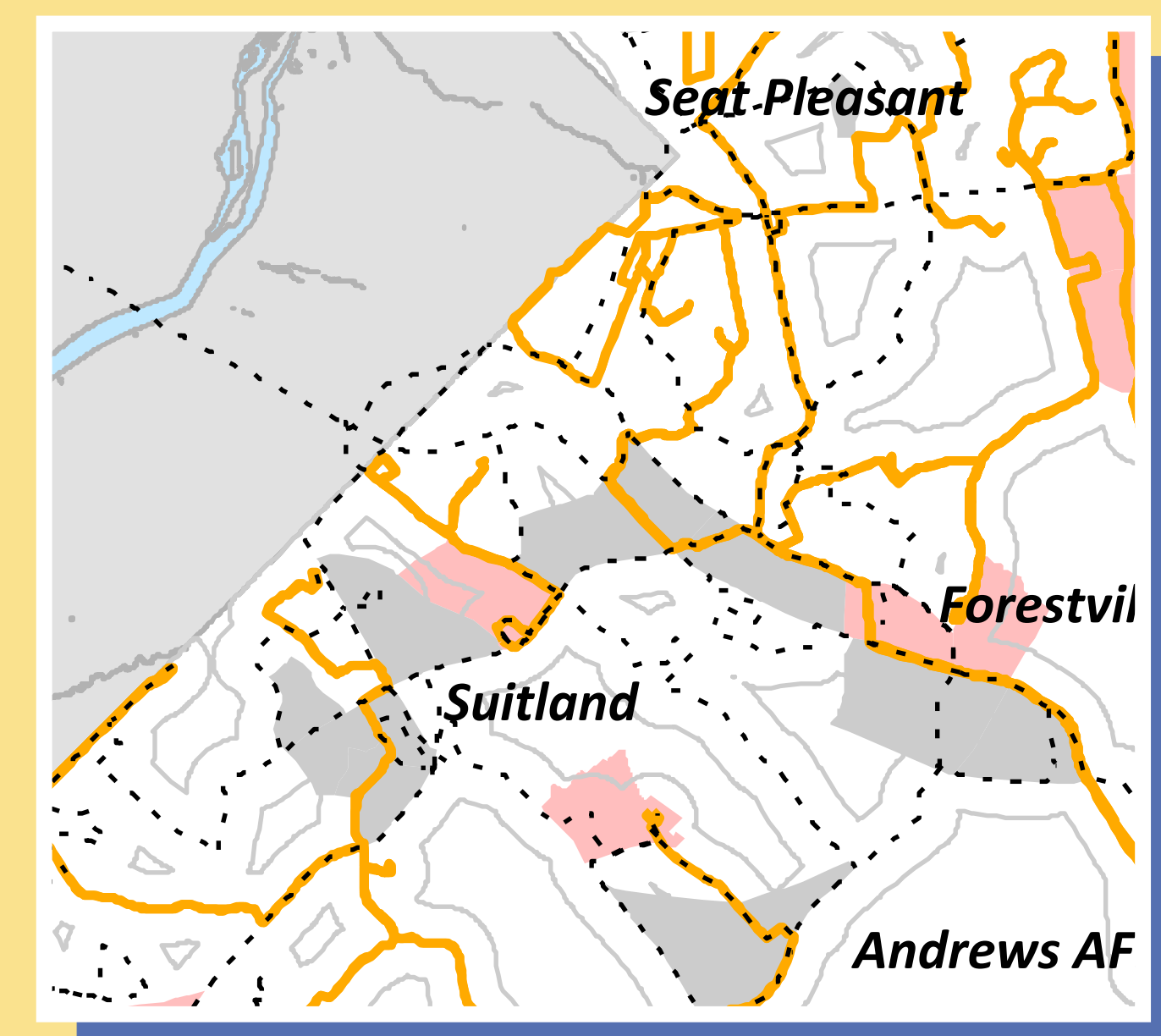
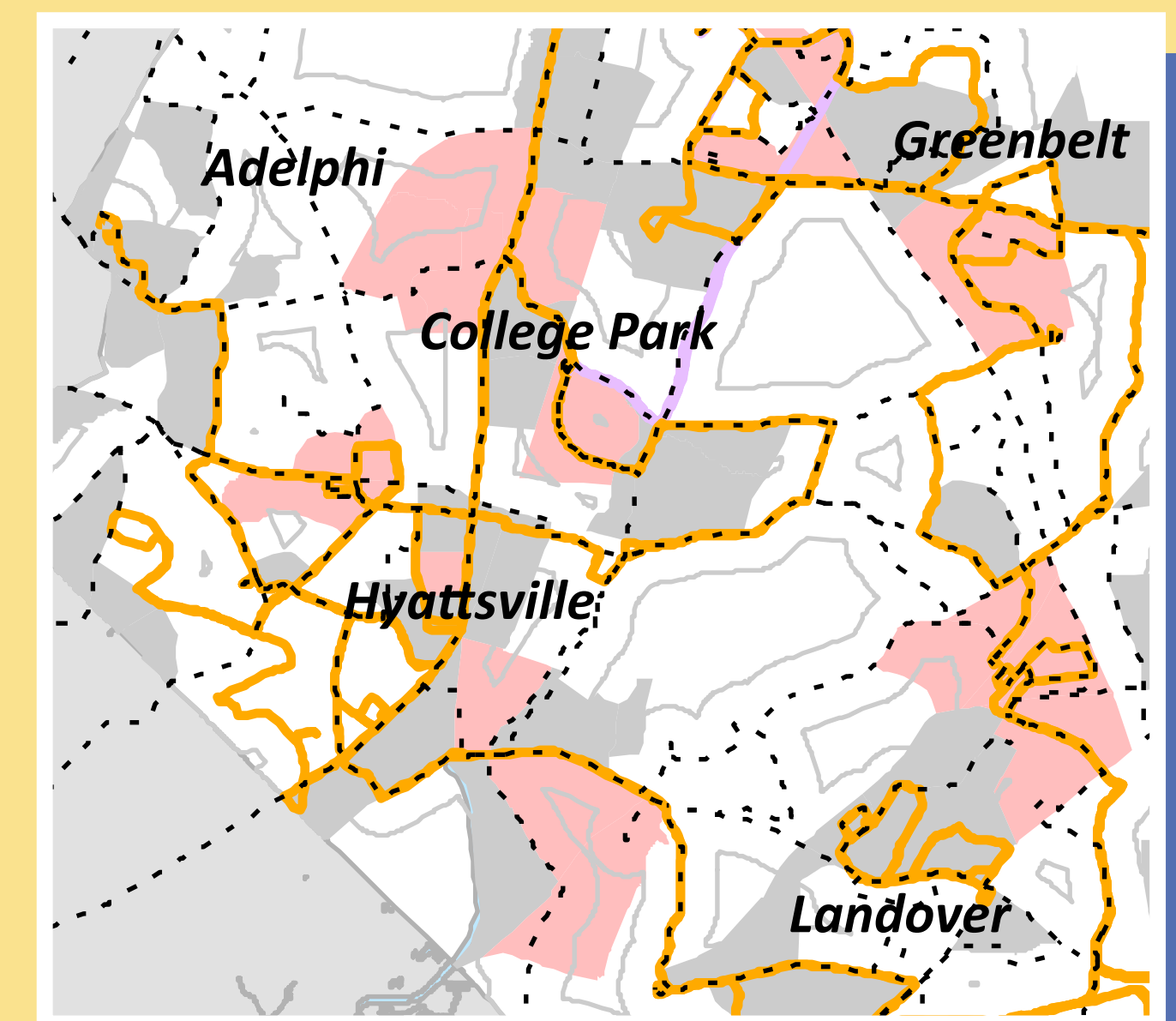
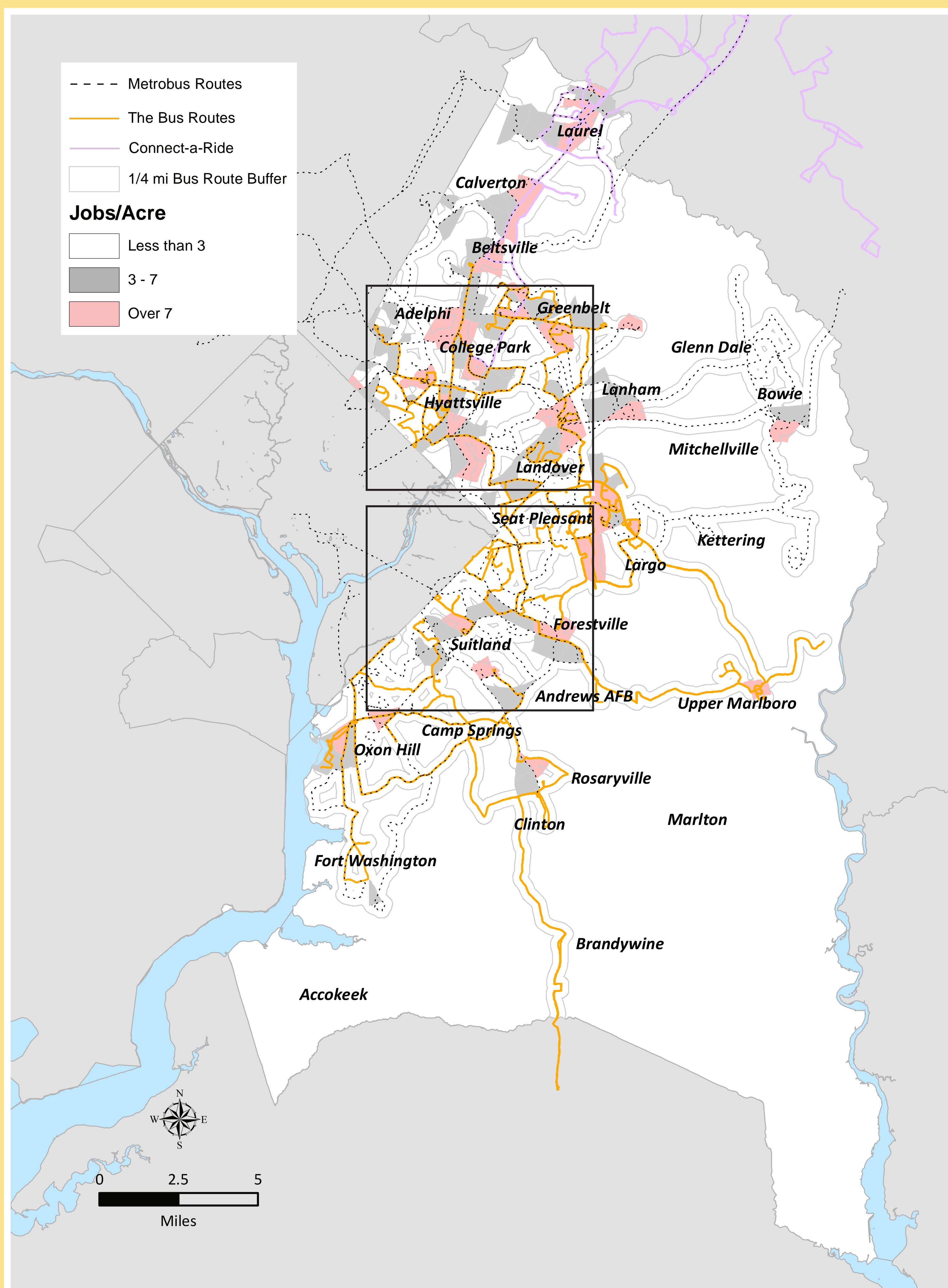


Market Analysis Results

Transit Demand - Employment Density

Findings

- ➔ Highest Employment density concentrations that would support fixed transit (>7 jobs per acre) are located:
 - Inside and adjacent to the Beltway
 - College Park
 - Hyattsville
 - Landover
 - Outside the Beltway
 - Bowie
 - Laurel
 - Lanham
 - Upper Marlboro
 - Rosaryville
- ➔ All these areas are currently served by transit, including *TheBus*, Call-A-Bus, Metrobus, and RTA Connect-A-Ride



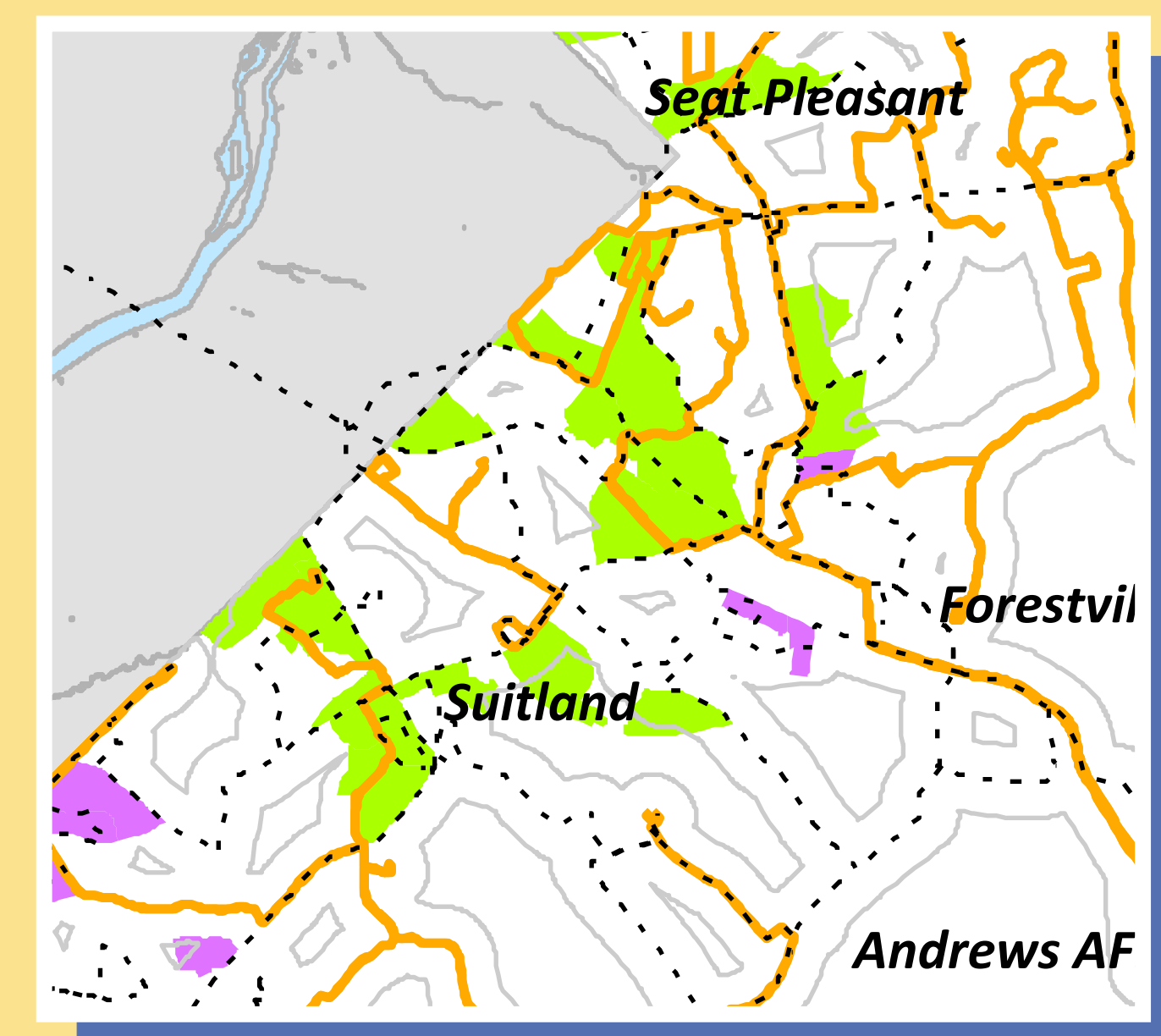
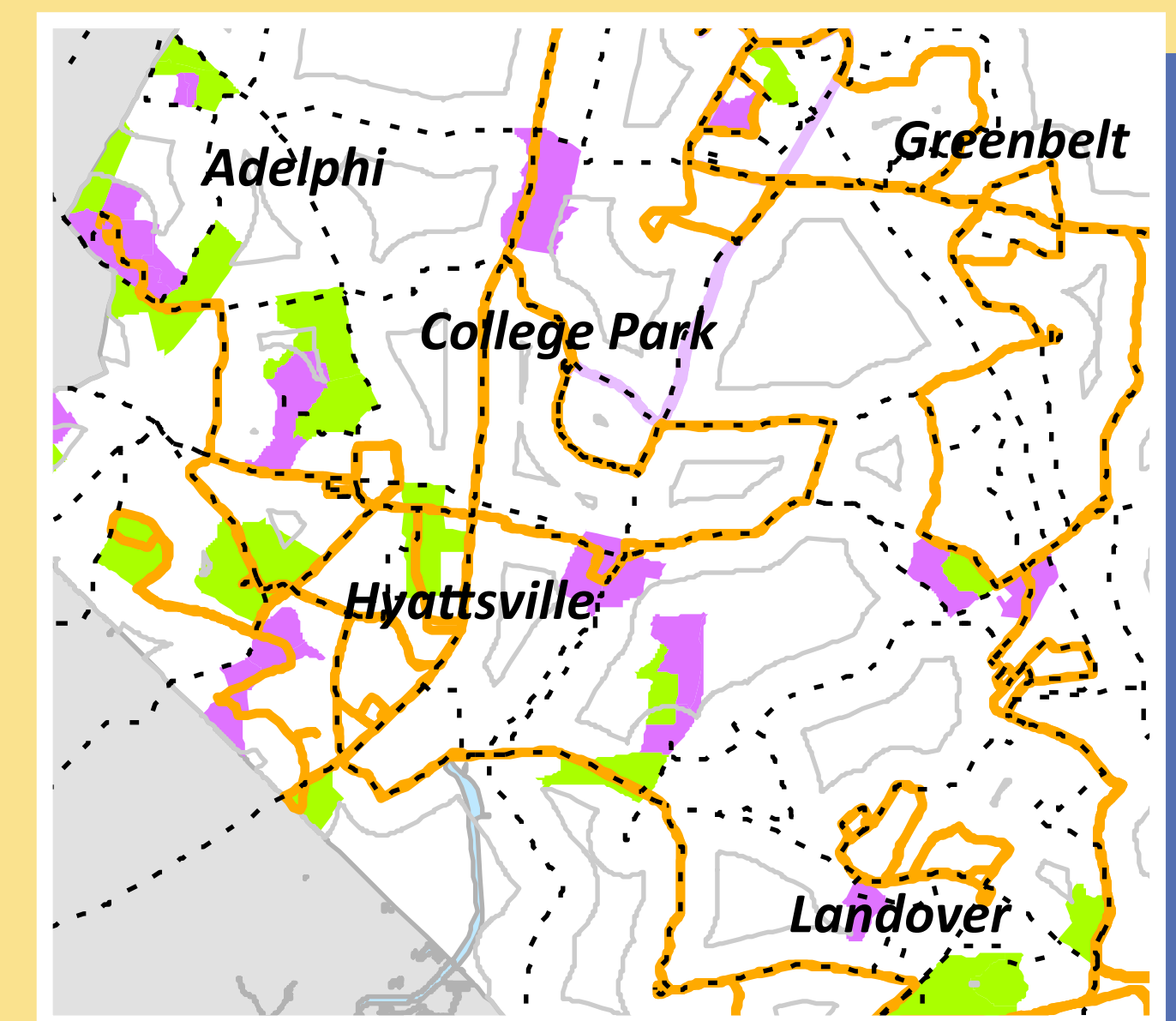
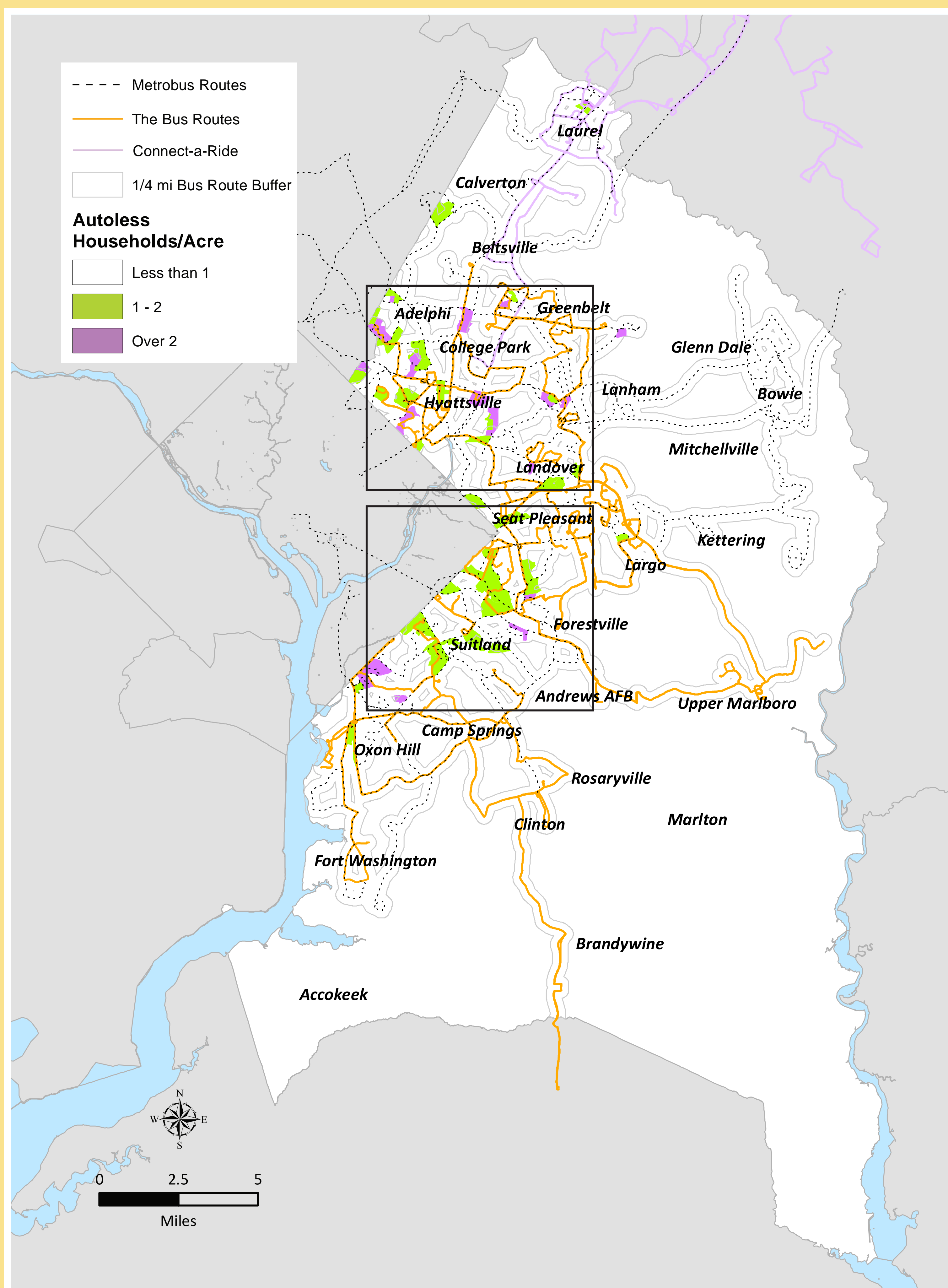


Market Analysis Results

Transit Need - Autoless Households

Findings

- ➔ Highest concentrations of autoless household in the County are located:
 - Inside and adjacent to the Beltway
 - Outside the Beltway – Laurel
- ➔ All these geographic concentrations indicate areas where County residents will likely rely on public transit for their mobility needs
- ➔ All these areas are currently served by transit including *TheBus*, Call-A-Bus, Metrobus, and RTA Connect-A-Ride



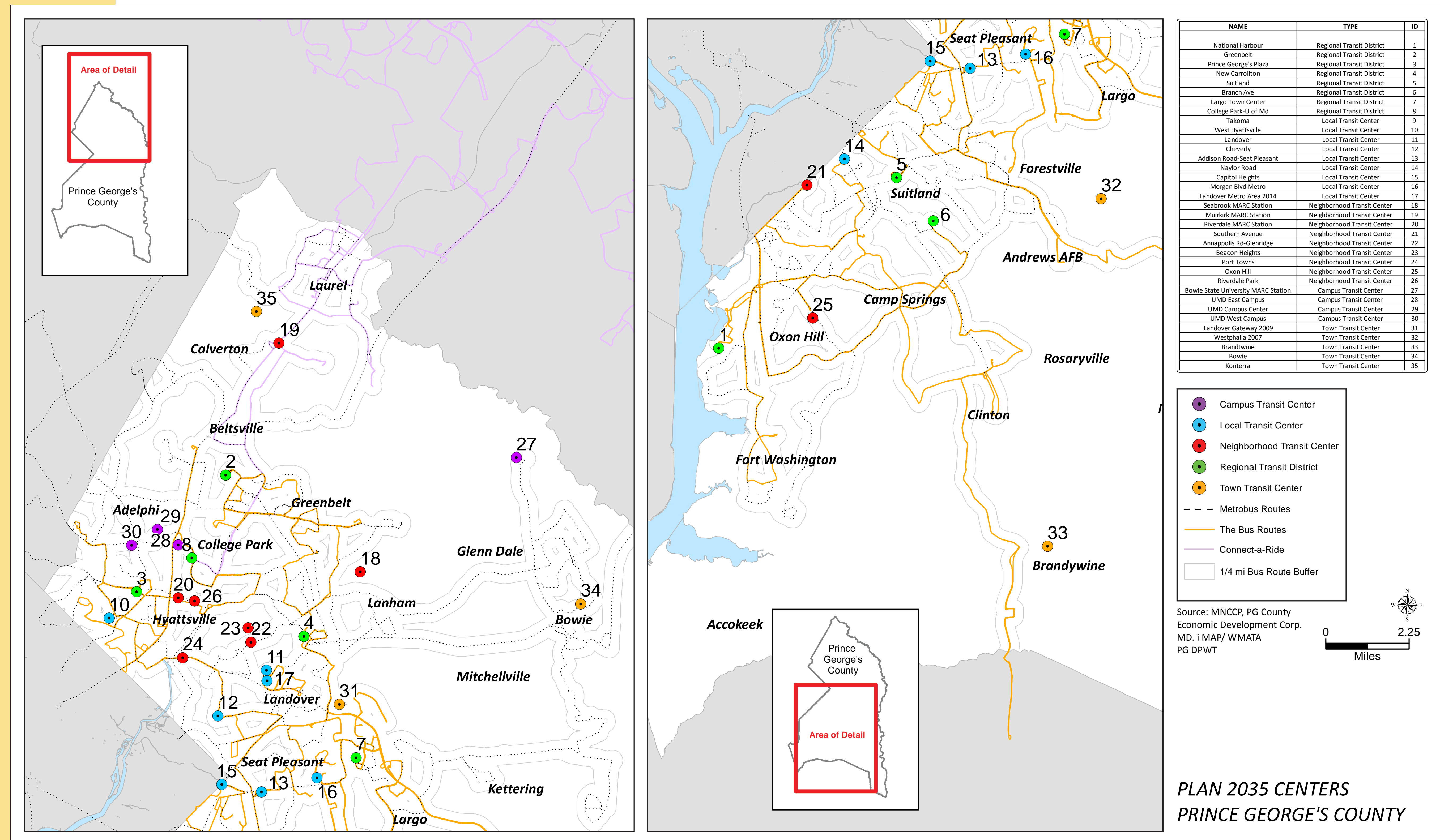


Market Analysis Results County Land Use Plans

Plan2035 Growth Centers

Findings

- ➔ Plan2035, Prince George's Approved General Plan is a blueprint for long-term growth and development, including Comprehensive Land Use, which envisions concentrating resources in key growth centers throughout the County
- ➔ The 8 "Regional Transit Districts" are centers targeted for the highest growth
- ➔ Most growth centers identified in Plan2035 are served by transit including *TheBus*, Call-A-Bus, Metrobus, and RTA Connect-A-Ride





Preliminary Improvement Recommendations

The county is very diverse in terms of density and development patterns. Different parts of the County will warrant different types of service improvements and recommendations are based on specific characteristics throughout the County since *one size does not fit all*.

- Provide **Saturday service** on select *TheBus* routes
- **Expand hours of service** on select *TheBus* routes
- **Increase service frequencies** on select *TheBus* routes
- Make *TheBus* routes **more direct and convenient**
- **Extend** select *TheBus* routes to **improve connections to important destinations**
- **Make Call-A-Bus more efficient and productive:** provide more trips with the same number of buses
- Use new **Call-A-Bus scheduling capabilities** to provide **more Call-A-Bus trips** for **first and last mile connections** to the fixed-route transit network
 - Develop a pilot program utilizing Call-A-Bus **and potentially taxi-cabs to improve service to parts of the County not well served by fixed route transit** and to improve connections to the existing transit network
- **Introduce a bike share program** to provide **stronger first and last mile connections and access** to the fixed-route transit network
- **Increase sidewalk connections** to **improve access** to the fixed-route transit network
- **Market the system** so existing riders and potential new riders have more information about the full range of mobility options available in the County
- Evaluate **branding opportunities** for *TheBus* and Call-A-Bus





Recommendation Prioritization Framework

Highest Evaluation Level	Secondary Evaluation Level	Description
1. Transit Dependent	Autoless Households	Increases access to high concentrations of autoless households
	Low Income	Increases access to high concentrations of low income households
2. Support County Land Use and Economic Goals	Number of Regional Transit Districts Served	Number of Plan 2035 Regional Transit Districts served by improvement
	Supports already permitted development	Supports areas with development that already has a building permit
	Number of Local Centers served	Number of Plan 2035 Local Centers served by improvement
	Existing Development	Improves accessibility to existing development
	Regional Work Force	Supports workforce trends
	Supports County Investment Areas	Supports County investment areas
	Existing Employment Centers	Improves accessibility to existing employment concentrations
3. Cost Effective, Productive	Cost per existing rider	Cost per existing rider of improvement – compare to other like improvements (e.g. Saturday service to other Saturday service recommendations)
	Cost per estimated new rider	Cost per new rider of improvement – compare to other like improvements
	Productivity	Boardings per revenue hour on existing service
	Nearby/Parallel Metrobus service availability	Does Metrobus provide alternative service to <i>TheBus</i> service
4. Available Funding	Impact on Funding Pool	Impact on available funding; impact on ability to fund multiple improvements
5. Community Support	Onboard Survey	Priorities identified during onboard survey
	Public Meetings	Priorities heard at pop-up meetings and March public meetings
	Stakeholder Input	Priorities heard from, stakeholders, including elected officials, Planning Department, and Economic Development Department
6. Health and Safety Goals/Initiatives	Supports Health and Safety Goals and initiatives	Recommendation provides service to health impact areas
	Safe Travel	Recommendation supports increased safe travel to high schools, community college and non-emergency medical appointments





Findings

Information Gathering Process

- Stakeholder and Onboard Survey Results:
 - Feedback **highlighted weekend service as highest priority**
 - **Later hours of service** is the **second highest priority**
- A number of existing routes have **long scheduled wait times** between buses **during both peak and off-peak periods**, which can make the route **inconvenient** to use (waits longer than 30 minutes in peak and longer than 45 minutes in off-peak exceeds minimum standards)
- **Daily ridership varies widely** across the *TheBus* system, with ridership ranging from a **low of 27 daily riders** to a **high of 999 daily riders**
- The **on-time performance** of *TheBus* routes **varies widely across the system**, with **on-time performance ranging from 2% of trips running late to 41% running late** (a late trip is defined as a trip that departs 7 minutes or later than the scheduled departure time)
- Some of *TheBus* routes have **crowding issues**, with a large number of riders forced to stand while other **routes with lower ridership do not face these problems**
- Our analysis identified **seven routes** that are indirect, thus resulting in **longer travel times** for riders than on a more direct route. This can create **inconvenience for riders** and may decrease use of the route





County Executive Vision, Mission, and Principles

The Baker Vision

Prince George's County is a nationally recognized jurisdiction that will be a leader in the Washington Metropolitan Region because of our unique opportunity to provide high quality healthcare, a thriving economy, great schools and safe neighborhoods.

We will govern with policies and practices that are innovative, results oriented and sustainable. The residents and businesses of Prince George's County will know that this is one of the best places to live, invest, work and visit.

The Baker Mission

To transform the quality of life for our residents, visitors and businesses by providing excellent services that achieve high levels of customer satisfaction through integrity, accountability, and convenience.

The Baker Principles

- Accountability and Execution
- Can Do Attitude
- Communication, Teamwork and Collaboration
- Customer Services Excellence
- Efficient Use of Resources
- Energizing and Visionary Leadership
- Ethics and Trust
- Evidence-Based Decisions
- Financial Responsibility
- Measurable Results Updated
- Responsive and Disciplined
- Sense of Urgency
- Technology Driven and Innovative





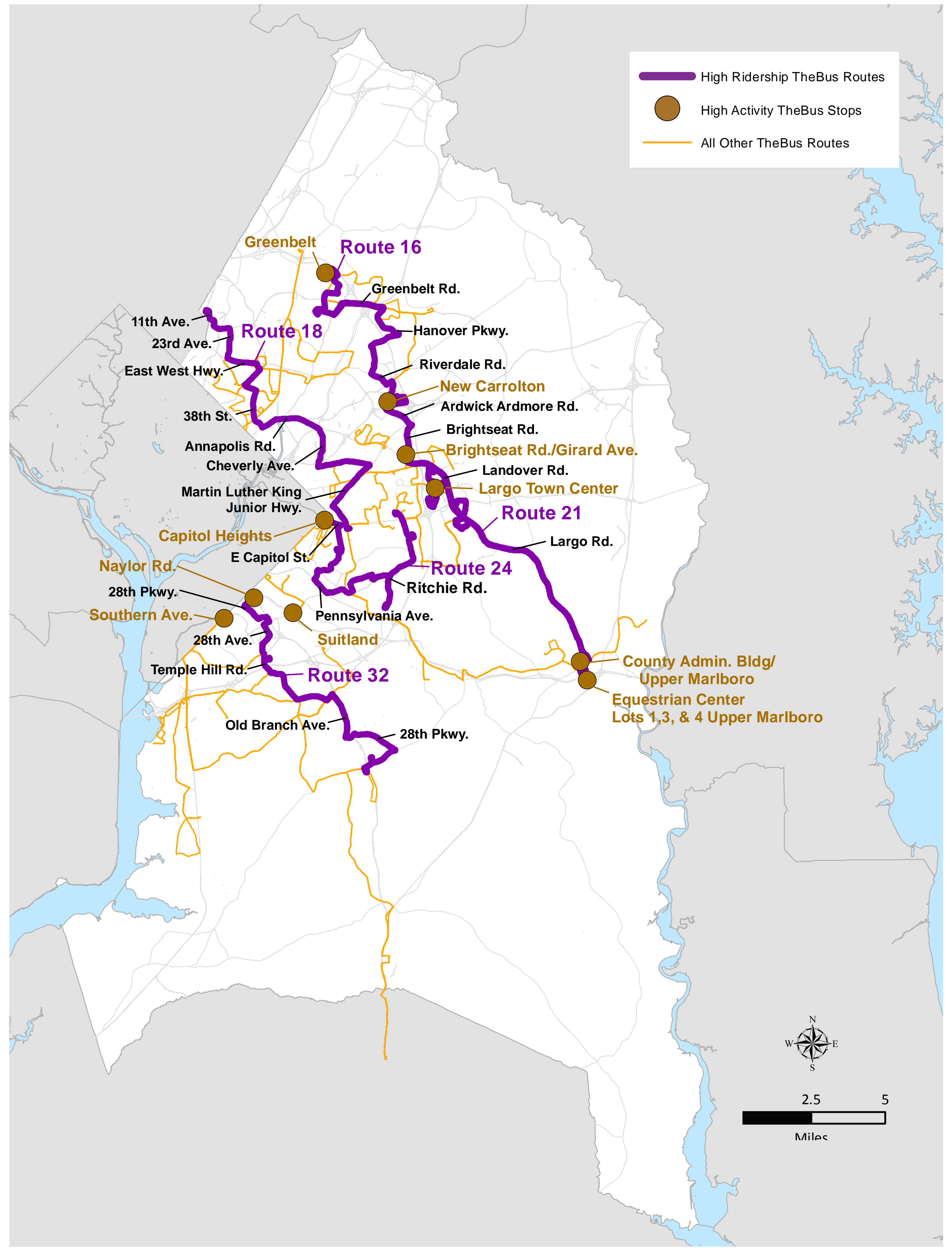
Current Conditions

Top 5 Highest Ridership *TheBus* Routes (daily boardings)

Route	Average Daily Boardings	Route Service Area
32	999	Naylor Road Metrorail Station to Clinton Park and Ride Lot
24	929	Capitol Heights Metrorail Station to Morgan Boulevard Metrorail Station
18	879	Takoma-Langley Transit Center to Addison Road Metrorail Station
16	854	Greenbelt Metrorail Station to New Carrollton Metrorail Station
21	809	New Carrollton Metrorail Station to Upper Marlboro

Top 10 Highest Activity Stops in the *TheBus* System (boardings and alightings)

Stop	Total Activity
Equestrian Center Lots 1, 3 & 4, Upper Marlboro	922
County Administration Building, Upper Marlboro	732
Greenbelt Metrorail Station	697
New Carrollton Metrorail Station	663
Capitol Heights Metrorail Station	568
Southern Avenue Metrorail Station	537
Naylor Road Metrorail Station	536
Largo Town Center Metrorail Station	506
Suitland Metrorail Station	481
Brightseat Road @ Girard Avenue	401



Key Facts: *TheBus* System

- Daily Ridership: 13,000
- Stops Served: 1,500
- Number of *TheBus* Routes: 28
- Peak Buses in Service: 76





Strengths and Weaknesses with Preliminary Recommendations by Route and Geographic Portion of the County

NORTH COUNTY

TheBus Route 11 - GREENBELT METRO - GREENWAY CENTER

Strengths:	No major strengths
Weaknesses:	No major weaknesses
Short Term Recommendations:	None
Longer Term Recommendations:	Saturday service Later hours on weekdays

TheBus Route 12 - WEST HYATTSVILLE METRO - GWEN BRITT SENIOR CENTER

Strengths:	No major strengths
Weaknesses:	Indirect routing increases travel time for riders
Short Term Recommendations:	None
Longer Term Recommendations:	Break the route into two routes: 12E, 12W – make each new route more direct and convenient

TheBus Route 13- WEST HYATTSVILLE METRO - COUNTY SERVICE BLDG.

Strengths:	No major strengths
Weaknesses:	Confusing route naming: two way loop makes riders unsure which direction they are going
Short Term Recommendations:	More defined route name for each directional loop; address passenger confusion
Longer Term Recommendations:	Increased peak period frequency

TheBus Route 14 - PRINCE GEORGE'S PLAZA METRO - COLLEGE PARK METRO

Strengths:	No major strengths
Weaknesses:	45 minute frequency during peak period does not meet minimum standards (30 minutes between buses in peak)
Short Term Recommendations:	None
Longer Term Recommendations:	Increased peak period frequency

TheBus Route 15x - GREENBELT METRO - NEW CARROLLTON METRO

Strengths:	No major strengths
Weaknesses:	40 minute frequency during peak period does not meet minimum standards (30 minutes between buses in peak)
Short Term Recommendations:	None
Longer Term Recommendations:	Increased peak period frequency. Later hours of service on weekdays

TheBus Route 16 - NEW CARROLLTON METRO - GREENBELT METRO

Strengths:	High ridership and productivity – in top 1/3 of <i>TheBus</i> Routes
Weaknesses:	60 minute frequency during mid-day does not meet minimum standards (45 minutes between buses during midday)
Short Term Recommendations:	Increase mid-day service frequency to 45 minutes
Longer Term Recommendations:	Further service frequency increases Saturday service Later hours on weekdays

TheBus Route 17 - COLLEGE PARK IKEA - MOUNT RAINIER

Strengths:	Serves an important growth corridor within the County
Weaknesses:	No major weaknesses
Short Term Recommendations:	Extend route to Greenbelt Metro to strengthen connectivity to Route 1 Corridor; Coordinate schedules with Metrobus to make combined Route 1 service more effective Make 17 a limited stop service to improve travel times and improve convenience; potentially remove from College Park Metro Station
Longer Term Recommendations:	Saturday service Later hours on weekdays

TheBus Route 18 - TAKOMA LANGLEY - ADDISON ROAD METRO

Strengths:	High ridership and productivity – in top 1/3 of <i>TheBus</i> Routes
Weaknesses:	40 minute frequency during peak and 80 minute mid-day do not meet minimum standards (Peak- 30 minutes between buses - off-peak - 45 minutes between buses)
Short Term Recommendations:	Increase peak period service frequency to 30 minutes and mid-day service frequency to 45 minutes Potentially split the route in two to make more reliable; extend one route north to serve areas north of Takoma-Langley not currently served
Longer Term Recommendations:	Continued increases in service frequency Saturday service Later hours on weekdays

New Service Recommendation

Utilize Call-A-Bus improved scheduling capabilities to provide first mile/last mile connections to the fixed-route transit system along the 301 corridor between Bowie and Upper Marlboro/Marlton





Strengths and Weaknesses with Preliminary Recommendations by Route and Geographic Portion of the County

CENTRAL COUNTY

<i>TheBus</i> Route 20 - ADDISON ROAD METRO - COUNTY COURTHOUSE	
Strengths:	High ridership and productivity – in top 1/3 of <i>TheBus</i> Routes
Weaknesses:	No major weaknesses
Short Term Recommendations:	None
Longer Term Recommendations:	Extend service to Largo or New Carrollton on Saturdays to improve connectivity (would not go to current terminal at Upper Marlboro because of lack of activity on weekends) Later hours on weekdays Continued increases in service frequency

<i>TheBus</i> Route 21 - NEW CARROLLTON METRO - COUNTY COURTHOUSE	
Strengths:	High ridership and productivity – in top 1/3 of <i>TheBus</i> Routes
Weaknesses:	50-60 minute mid-day service frequency does not meet minimum standards (45 minutes between buses in off-peak)
Short Term Recommendations:	Increase mid-day service frequency to 45 minutes in order to meet standards
Longer Term Recommendations:	Later hours on weekdays (maybe just between New Carrollton and Largo) Saturday service Continued increases in service frequency Potential split into two routes – New Carrollton to Largo and Largo to Upper Marlboro to provide more direct service

<i>TheBus</i> Route 21x - NEW CARROLLTON METRO - PGCC	
Strengths:	High ridership and productivity – in top 1/3 of <i>TheBus</i> Routes
Weaknesses:	Overcrowding on multiple trips
Short Term Recommendations:	Change routing to go through Woodmore Town Center to provide service to another large activity center
Longer Term Recommendations:	Later hours on weekdays (improved access to PGCC) Saturday service (improved access to PGCC)

<i>TheBus</i> Route 22 - MORGAN BLVD. METRO - CHATSFIELD WAY	
Strengths:	No major strengths
Weaknesses:	40 minute peak frequency does not meet minimum standards (30 minutes between buses in peak)
Short Term Recommendations:	Modify routing to make more direct – run two loops Remove from Jericho City Drive (school once served is now closed)
Longer Term Recommendations:	Extend service north to New Carrollton Metro – improve connectivity to important destinations

<i>TheBus</i> Route 23 - ADDISON ROAD METRO - SHERIFF ROAD	
Strengths:	No major strengths
Weaknesses:	Indirect routing increases travel time for riders
Short Term Recommendations:	Convert into two routes to allow for more direct service Extend split routes to enhance connections to key destinations (Prince George's Community College, Largo Town Center, Fairmont Heights H.S.)
Longer Term Recommendations:	Extend service north to New Carrollton Metro – improve connectivity to important destinations

<i>TheBus</i> Route 24 - CAPITOL HEIGHTS - MORGAN BLVD. METRO	
Strengths:	High ridership and productivity – in top 1/3 of <i>TheBus</i> Routes
Weaknesses:	No major weaknesses
Short Term Recommendations:	None
Longer Term Recommendations:	Later hours on weekdays Saturday service Increase current service frequency

<i>TheBus</i> Route 25 - CAPITOL HEIGHTS METRO - HIGHVIEW PLACE	
Strengths:	No major strengths
Weaknesses:	Indirect routing increases travel time for riders
Short Term Recommendations:	None
Longer Term Recommendations:	None





Strengths and Weaknesses with Preliminary Recommendations by Route and Geographic Portion of the County

CENTRAL COUNTY

TheBus Route 26 - MORGAN METRO - LARGO METRO

Strengths:	No major strengths
Weaknesses:	45 minute peak period frequency does not meet minimum frequency standards (30 minutes between buses in peak)
Short Term Recommendations:	Change routing coming from Largo – serve Community College first before MVA
Longer Term Recommendations:	Increase peak period service frequency to 30 minutes

TheBus Route 27 - LANDOVER METRO - KENT VILLAGE

Strengths:	No major strengths
Weaknesses:	Indirect routing increases travel time for riders Minimal connectivity to large destinations
Short Term Recommendations:	Change routing from Largo – extend service north to New Carrollton or south to Sports and Learning complex
Longer Term Recommendations:	None

TheBus Route 28 - LARGO METRO - WOODMORE TOWN CENTER

Strengths:	Serves major trip generators – Largo Town Center and Woodmore Town Centre
Weaknesses:	45 minute peak frequency does not meet minimum standards (30 minutes between buses in peak)
Short Term Recommendations:	Modify routing – make service between Woodmore Town Center and Largo more direct Improve peak period service frequency
Longer Term Recommendations:	Later hours on weekdays

TheBus Route 30 - BRANCH AVENUE METRO - SOUTHERN MARYLAND HOSPITAL CNTR.

Strengths:	High ridership and productivity - top 1/3 of <i>TheBus</i> routes
Weaknesses:	50 minute peak period service frequency does not meet minimum standards (30 minutes between buses in peak)
Short Term Recommendations:	Increase peak period service frequency to 30 minutes
Longer Term Recommendations:	Later hours on weekdays Saturday service Further service frequency increases

TheBus Route 32 - CLINTON FRINGE P&R - NAYLOR ROAD METRO

Strengths:	High ridership and productivity – in top 1/3 of <i>TheBus</i> Routes
Weaknesses:	None
Short Term Recommendations:	None
Longer Term Recommendations:	Later hours on weekdays Saturday service Service frequency increases

TheBus Route 33 - PADGETT'S CORNER SHOPPING CNTR. - SOUTHERN AVE. METRO

Strengths:	High ridership and productivity – in top 1/3 of <i>TheBus</i> Routes
Weaknesses:	40 minute peak period service frequency does not meet minimum standards (30 minutes between buses in peak)
Short Term Recommendations:	Increase peak period service frequency to 30 minutes
Longer Term Recommendations:	Later hours on weekdays Saturday service Further service frequency increases Potential extension beyond Southern Avenue Metro to Naylor Road Metro to enhance connectivity

TheBus Route 34 - SUITLAND METRO - CAPITAL CROSSING APTS.

Strengths:	High ridership and productivity - in top 1/3 of <i>TheBus</i> routes
Weaknesses:	None
Short Term Recommendations:	None
Longer Term Recommendations:	Potential extension to Upper Marlboro in mid-day – provide Green Line connection to Upper Marlboro Later hours on weekdays Saturday service

Additional Central County Recommendation

Improve access to Largo, Morgan or Suitland Metro Stations through fixed route frequency adjustments, fixed route extensions or targeted Call-A-Bus service





Strengths and Weaknesses with Preliminary Recommendations by Route and Geographic Portion of the County

SOUTH COUNTY

TheBus Route 35 - SOUTHERN AVE. METRO - CAMP SPRINGS

Strengths:	No major strengths
Weaknesses:	60 minute mid-day service frequency does not meet minimum standards (45 minutes in off-peak)
Short Term Recommendations:	Remove 35 from National Harbor in order to make it more direct (select trips would continue to serve Oxon Hill Park and Ride)
Longer Term Recommendations:	Improve mid-day service frequency (45 minutes between buses)

TheBus Route 35s - NATIONAL HARBOR - FT. WASHINGTON SR. RESIDENCES

Strengths:	No major strengths
Weaknesses:	75 minute service frequency does not meet minimum standards (45 minutes between buses in off-peak)
Short Term Recommendations:	Replace with Call-A-Bus service utilizing recent enhanced scheduling capabilities
Longer Term Recommendations:	Create a whole new route from Fort Washington Area – replace Metrobus service that has been removed (service would be peak period only)

TheBus Route 36 - CLINTON FRINGE P&R - MATTAWOMAN BEANTOWN ROAD P&R

Strengths:	No major strengths
Weaknesses:	45 minute peak period service frequency does not meet minimum standards (30 minutes between buses in peak)
Short Term Recommendations:	None
Longer Term Recommendations:	Continue select peak period trips to Branch Avenue to provide greater connectivity

TheBus Route 37 - CAMP SPRINGS - SOUTHERN AVE. METRO

Strengths:	No major strengths
Weaknesses:	Poor ridership and productivity
Short Term Recommendations:	Start PM peak earlier One additional PM trip
Longer Term Recommendations:	None

TheBus Route 53 - VILLAGES OF MARLBOROUGH - MARLBORO MEADOW

Strengths:	No major strengths
Weaknesses:	Poor ridership and productivity
Short Term Recommendations:	Replace with Call-A-Bus utilizing enhanced scheduling capabilities
Longer Term Recommendations:	Extend to Suitland Station – provide Green Line connection to Upper Marlboro

Additional South County Recommendation

Improve access to National Harbor and Metrorail from South County through frequency adjustments, fixed route extensions or targeted Call-A-Bus service providing first mile/last mile connections to the fixed-route network





Next Steps

- Complete final Transit Vision Plan
- Present the Transit Vision Plan to the County Council
- Make funding proposals for short-term plan recommendations
- Identify additional recommendations for implementation, should funding becomes available
- Develop long-term funding plan to support implementation of long-term recommendations
- Implement pedestrian improvements to strengthen access to transit
- Launch bike share stations in the County to strengthen access to transit
- Monitor improvements and identify those that work best for the next round of implementation enhancements

