

# Better Bus: Network Redesign for Metrobus and TheBus

Prince George's County Council  
Transportation, Infrastructure, Energy and the  
Environment Committee

June 13, 2024





# Building a Better Network

# Now is the Time to Redesign the Bus Network

**Buses are a major part of the region's transportation network, providing transit service when and where people want to travel and complementing the rail network.**



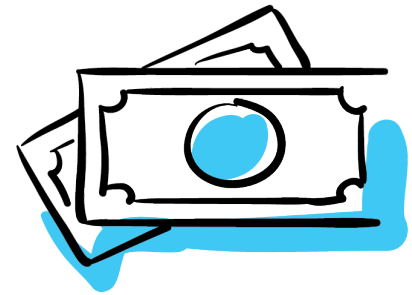
***Our region is growing***



***People's travel patterns are changing***

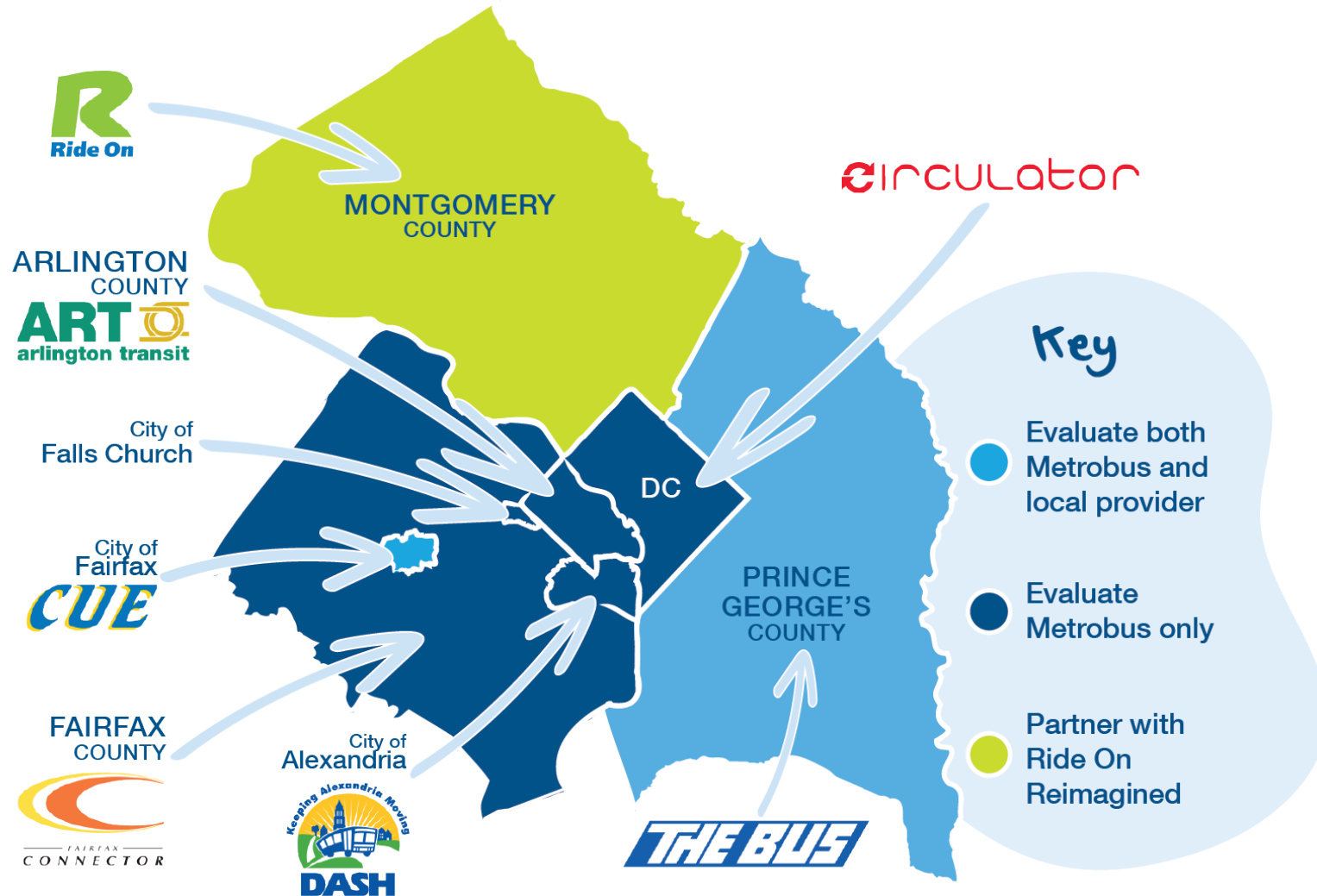


***Need to prioritize the customer experience***



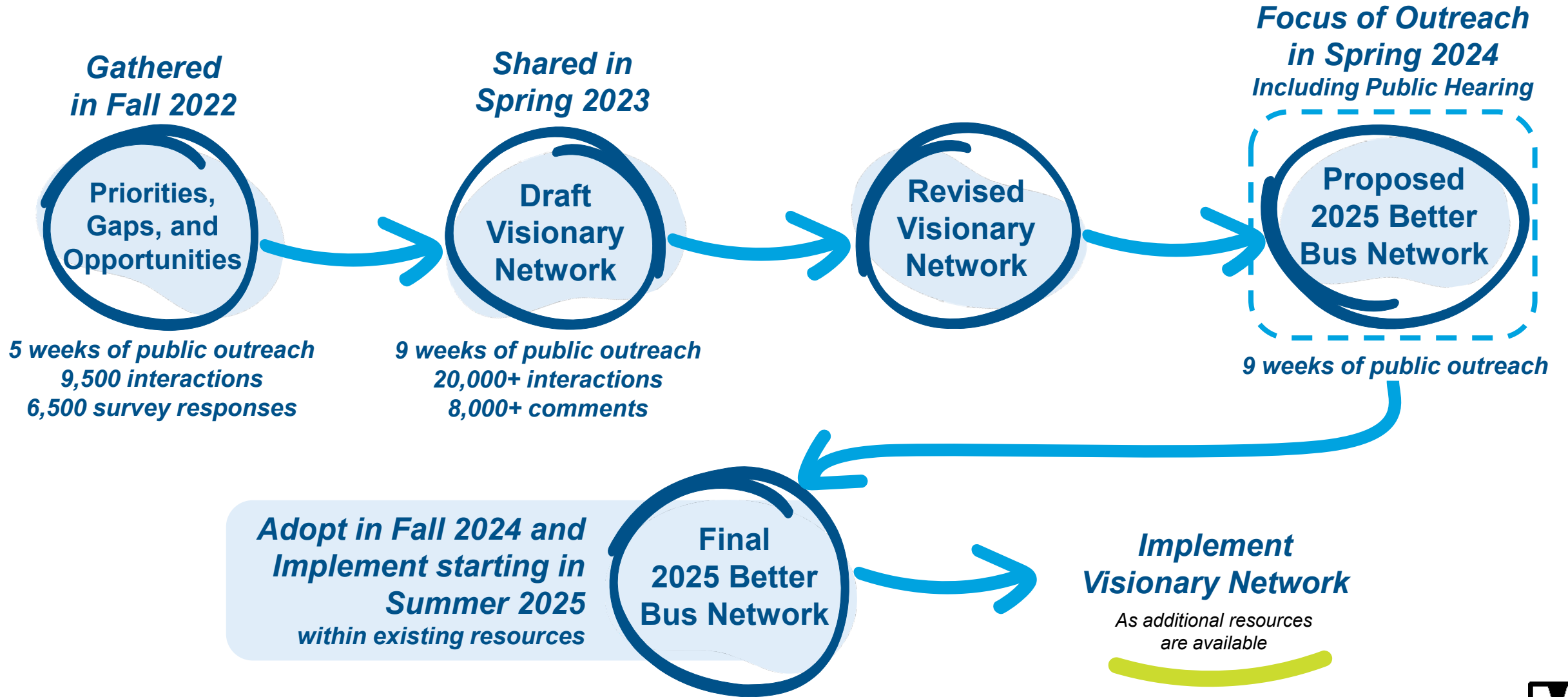
***Need to use limited resources efficiently***

# Partnering with Local Bus Providers



Metro has been working hand in hand with Prince George's County staff to redesign Metrobus and TheBus service in the County

# The Region's Input Builds a Better Bus Network



# Network Built in Coordination with DPW&T Staff

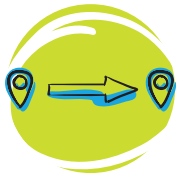
- Recurring meetings with DPW&T Transit leadership and staff since project kick-off
  - To get early input and ensure collaboration with jurisdictional partner throughout the project
  - Several half-day and all-day workshops to receive feedback and concurrence on network recommendations prior launch of outreach phases
- Combined, coordinated meeting with regional agencies and local governments on BBNR and Transit Vision Plan project efforts
- Coordinated activities during each round of outreach to obtain feedback on both project studies
- Engaged TheBus' operators at the division



# The Proposed 2025 Better Bus Network Attracts More Customers Using the Same Level of Resources



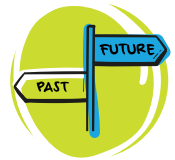
- More frequent all day, all week service, including midday, evening, Saturday, and Sundays



- More connections to job centers, transit stations, hospitals and other places people want to travel



- More convenient and direct service, saving customers time and improving operations



- More reliable service using bus lanes
- New route names making the network more understandable

Could attract  
**13,000 more daily  
weekday trips** and  
avoid **4,300 metric  
tons of GHG  
emissions** a year



# With additional investment, the Visionary Network can improve access, frequency, and convenience and attract many more customers

- Provide at least **30-minute frequency throughout the day for most routes**
- Provide **30 new routes, including more connections between Metrorail branches and emerging activity centers**
- Create a **regionwide 24-hour bus network** including overnight connections to the region's airports
- Create even **more consistent frequent service all day and all week**



## Benefits to Customers and the Region from the Visionary Network\*

- Attract **twice as many new customers** than the proposed 2025 network
- Avoid 9,200 metric tons of GHG emissions annually**
- Save 3x more time** on an average weekday for transit customers
- Make an **additional 200k weekday trips convenient** to take on transit
- Provide **access to 17k more jobs within 60 mins** on transit for residents of the region

\*Metrics compared to proposed 2025 Better Bus Network





# The Proposed 2025 Better Bus Network Delivers Customer and Operator Improvements



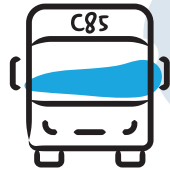
*Same level of resources as operated in FY24*



**Updated service design:**  
*New routes and changes to routes and service times, building on Phase 2 outreach*



*Operator assignments*



*New route names*



**Bus stop consolidation**

*Eliminating some bus stop locations to be more efficient*

## Redesigned Network Built Based on Data

- Transit ridership
- Metrobus annual performance report FY19-23
- TheBus performance data
- Location Based Data (all trips CY19, CY22)
- COG Population and Job Data
- Metrobus Passenger Survey (2018)
- Census and American Community Survey
- Earlier comments on priorities and Visionary network

# Tradeoffs Are Required to Balance Competing Needs

Only so much can be achieved using currently available resources

*Because the Proposed 2025 Better Bus Network prioritized:*



*Consistent service levels throughout the day and the week*



*Providing better service in Equity Focus Communities*



*Making service faster and more direct*



*It resulted in:*



*Some areas having less-frequent service during rush periods*



*Reducing service in areas with low ridership*



*Some customers will have to travel further to get to a bus stop*



# The Proposed 2025 Better Bus Network... *Improves Access to Better Bus Service*

Especially on evenings, and weekends



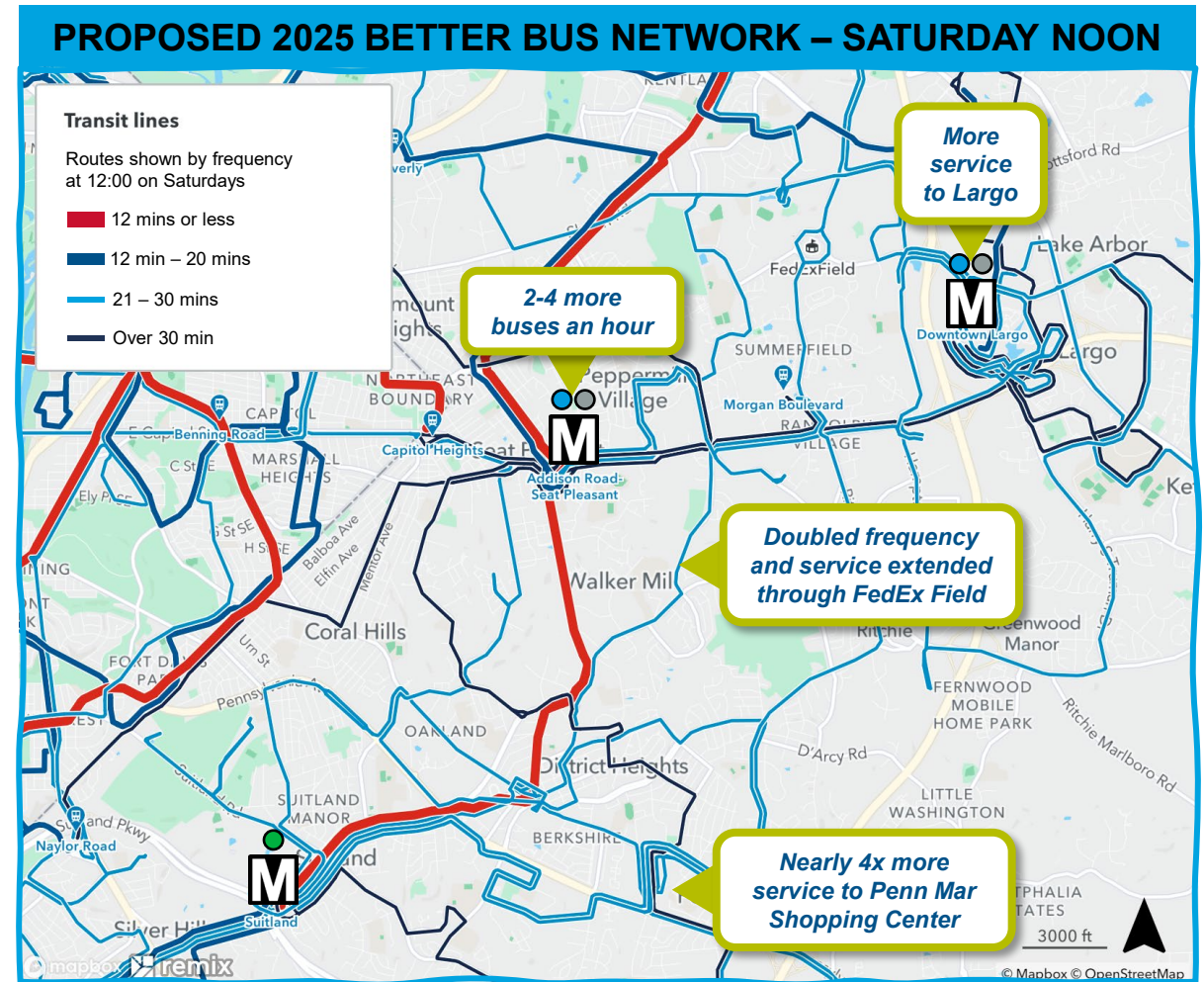
22k and 46k more residents will have bus service on Saturdays and Sundays respectively

47k residents of Equity Focus Communities (EFC) in Maryland will gain access to high-frequency bus service during the morning rush



>146k residents will gain access to high frequency service during evening hours 7 days/week

47% increase in the number of routes in the 20-min frequent service network (28 routes compared to 19 routes currently)



Note: EFCs represent the areas that have the highest concentrations of people of color, low-income households, and/or disabled residents in the region





# The Proposed 2025 Better Bus Network... *Makes the Bus More Convenient*

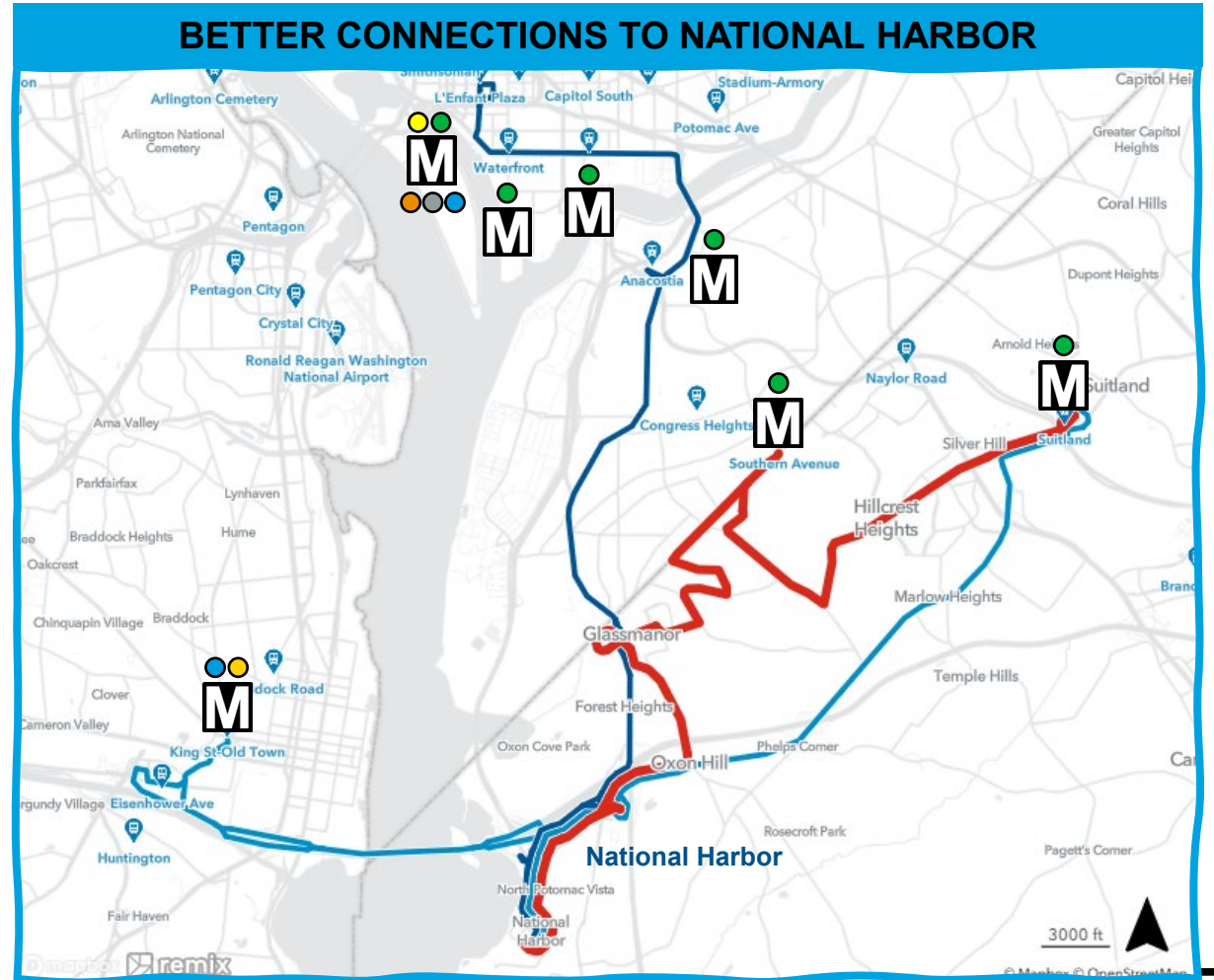
By creating more direct, easier to understand, and more frequent service

Save existing customers 10,000 hours every weekday

Routes are more direct to save time and avoid confusion

More than 140k people will now have access to service that comes at least every 30 minutes midday and weekends, as compared to service that comes less than twice an hour today

4% more of the trips made in the region will be convenient to take by transit, with biggest improvements during the weekday PM rush and evening



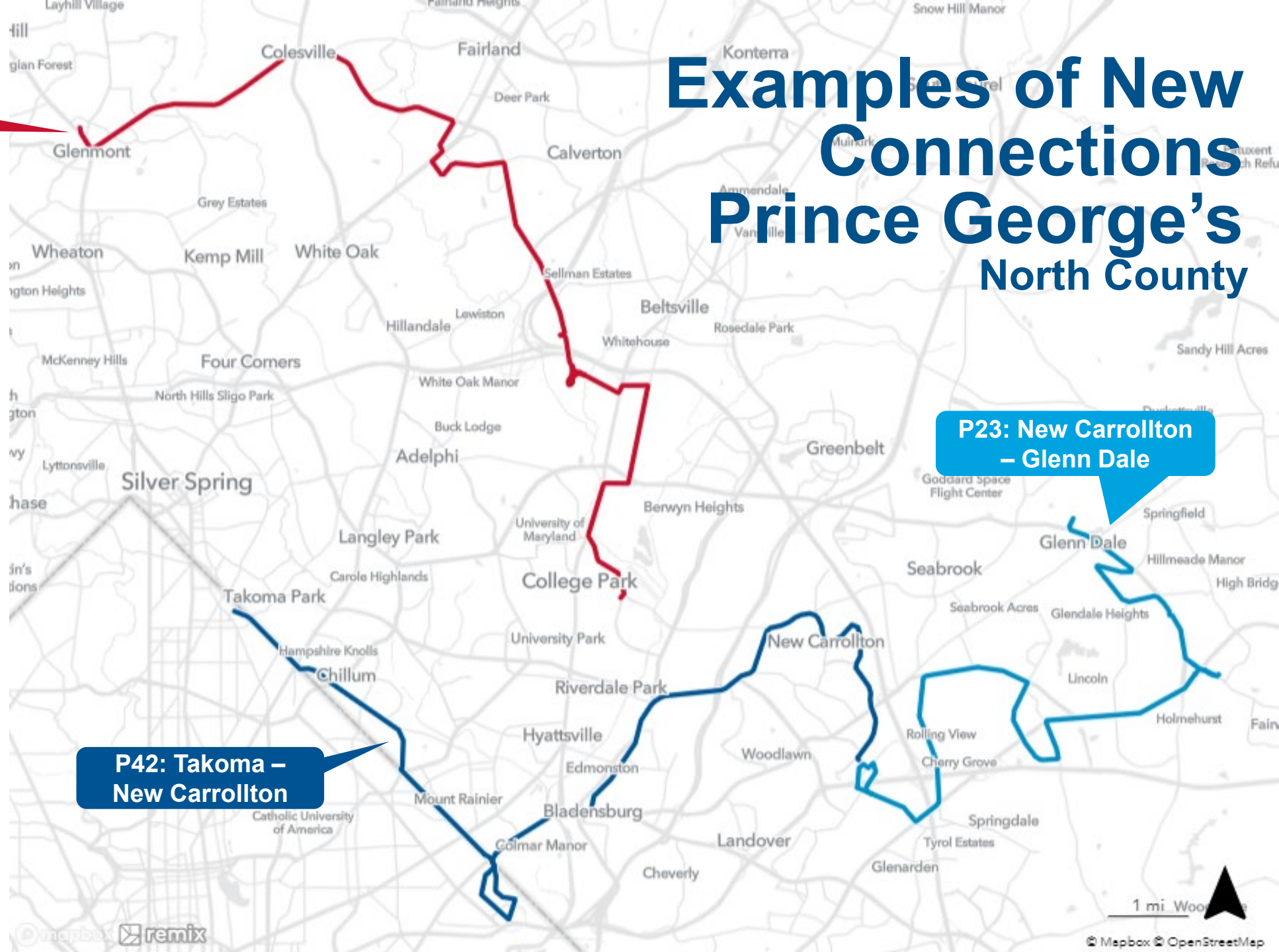


# Examples of New Connections Prince George's North County

**M44: Glenmont –  
College Park**

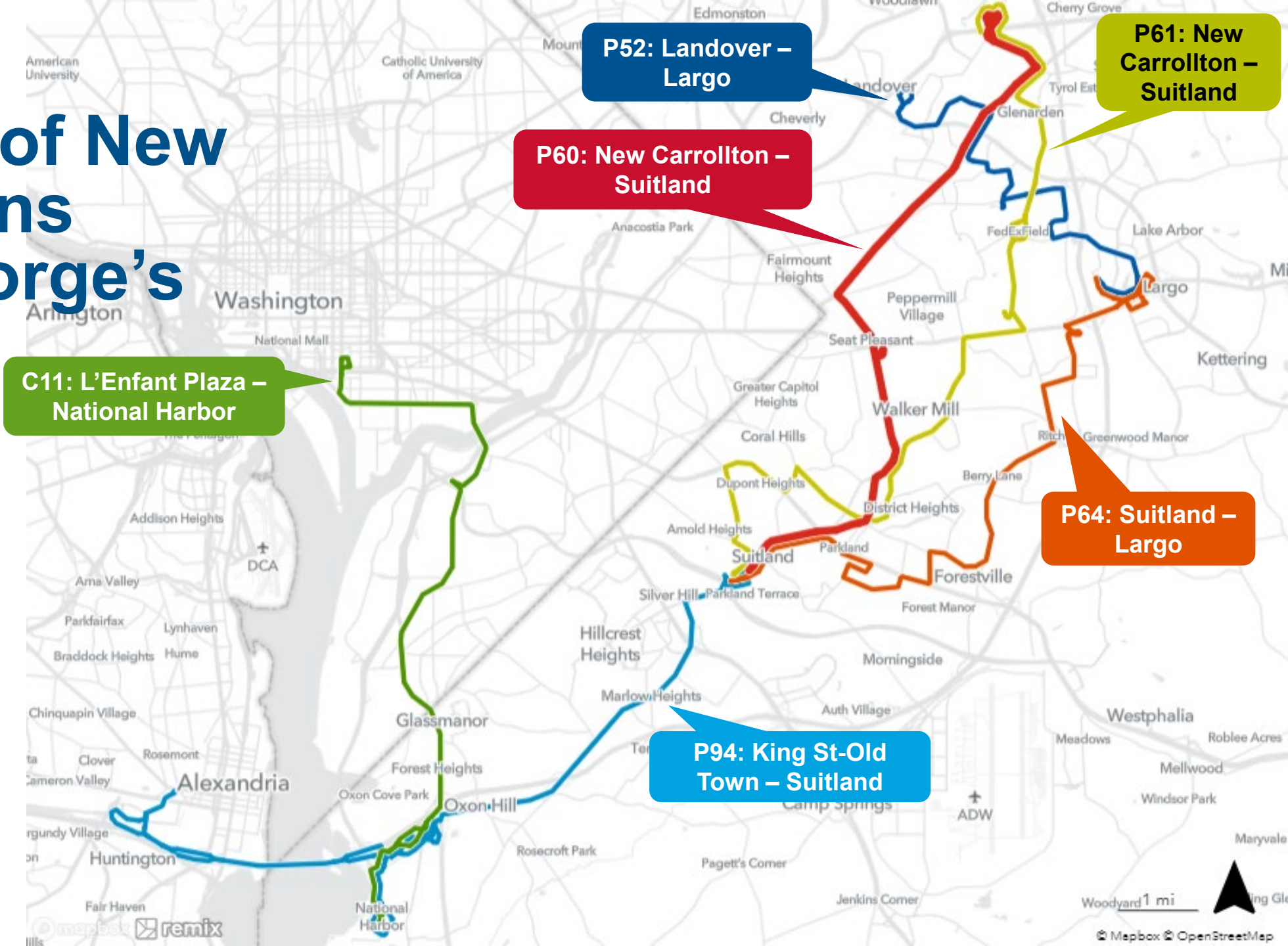
**P23: New Carrollton  
– Glenn Dale**

**P42: Takoma –  
New Carrollton**





# Examples of New Connections Prince George's South County

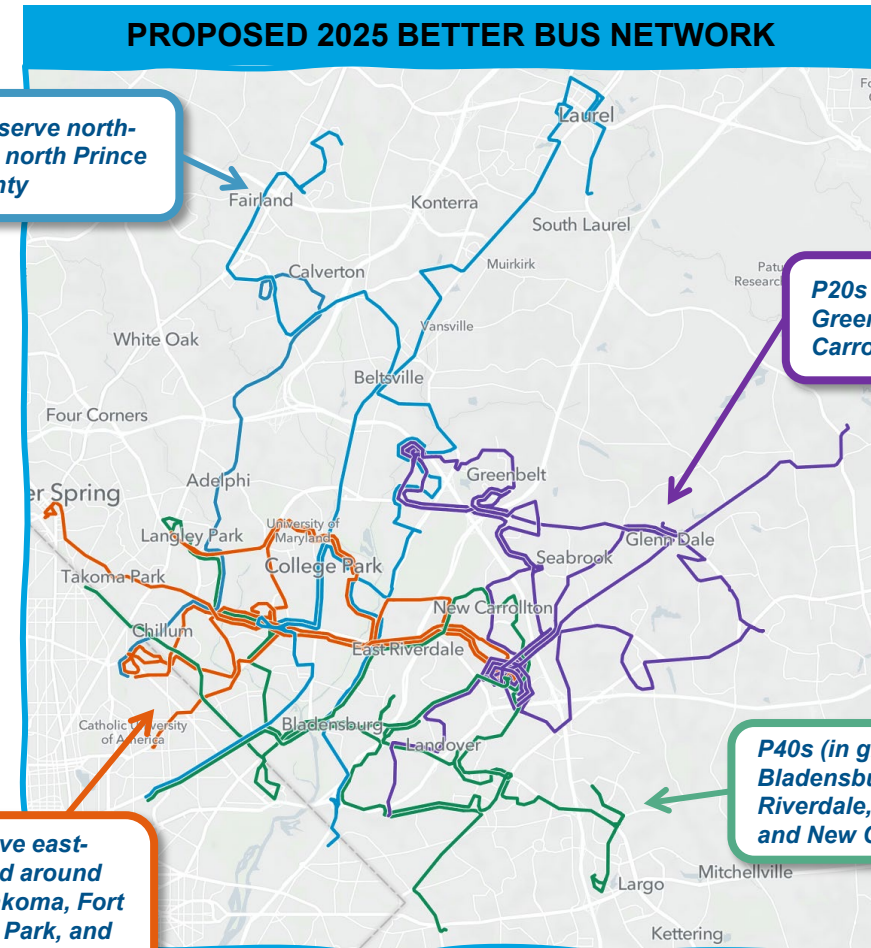


# The Proposed 2025 Better Bus Network... *Is More Intuitive and Easier to Understand*

By renaming bus routes to make a more consistent and legible system

## Approach to New Route Names:

- First character =
  - **P** for Prince George's, **M** for Montgomery
  - **D** (downtown routes) or **C** (crosstown routes) for DC
  - **A** for Arlington and Alexandria, and **F** for Fairfax County and Cities of Fairfax and Falls Church
- Second character = a number for route's corridor/neighborhood
- Third character = a number to distinguish it from the other routes or an X for limited stop
- Local providers can also apply this approach



*P10s (in blue) serve north-south travel in north Prince George's County*

*P20s (in purple) serve Greenbelt and New Carrollton*

*P30s (in red) serve east-west travel in and around Silver Spring, Takoma, Fort Lincoln, College Park, and New Carrollton*

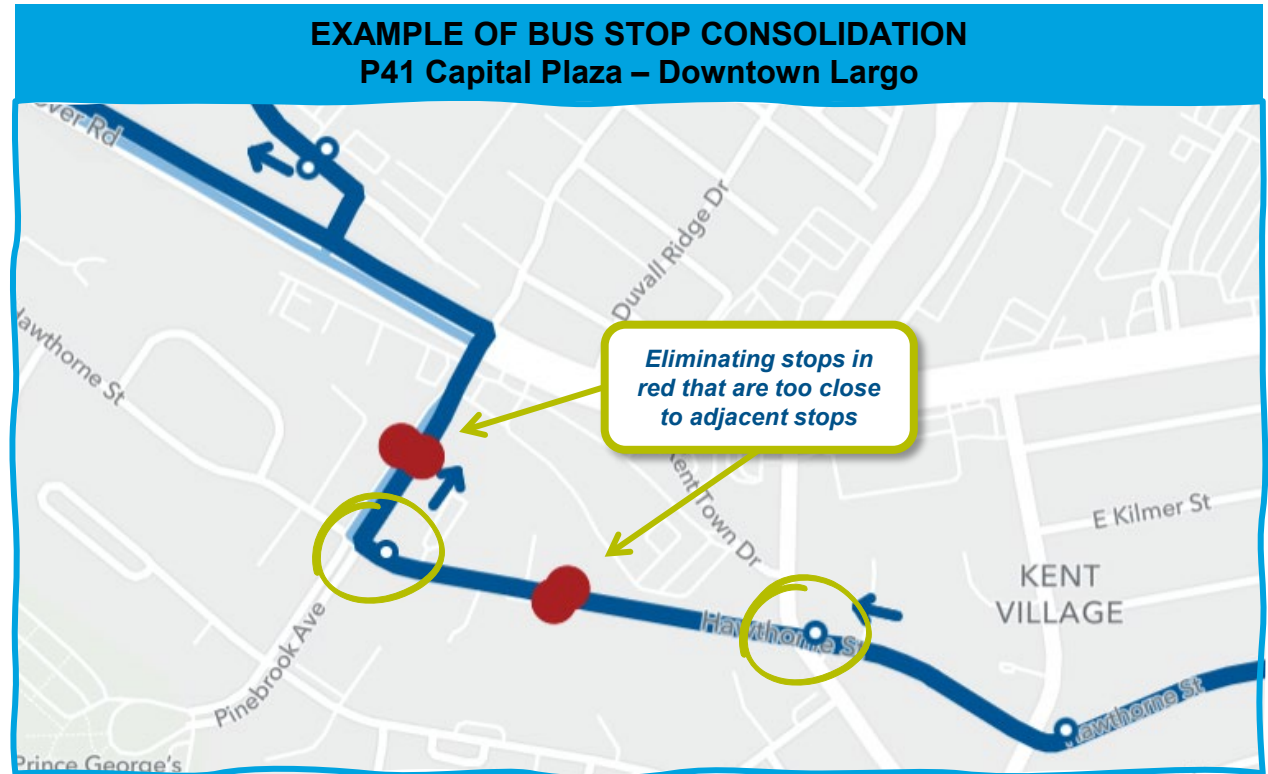
*P40s (in green) serve Bladensburg, East Riverdale, Landover, and New Carrollton*

# The Proposed 2025 Better Bus Network... Creates *Faster, More Reliable Travel Time*

By eliminating some bus stops that are too close together

Eliminate 600+ bus stops (of 9,500 stops Metrobus uses) that:

- Are too close to the next stop, based on Metrobus service guidelines
- Have low ridership (boardings and alightings)
- Do not provide safe pedestrian access (sidewalks and crosswalks)







# Engagement Opportunities



# Multiple Opportunities to Provide Feedback

See [wmata.com/betterbus](http://wmata.com/betterbus) for the most current schedule of events



## MD Discovery Day



### Creative Suitland Arts Center

Wednesday, June 26, 2024  
3:00 – 7:00 p.m.

- Interactive “**expo**” to **learn** about **proposed network & provide feedback**
- **Separate** Public Hearing room

## Ride-Alongs

- Focus on **high-change routes** & areas **not reached** by other events

## Pop-Ups

- Targets high-change areas, high ridership, equity focus communities

## Still to come

## Virtual Public Hearings

By *video* or by *phone* at (206) 899-2028

Tuesday, June 18, 2024

10:00 a.m. – 12:00 p.m.

Meeting Code: 490 122 856#

Monday June 24, 2024

4:00 – 6:00 p.m.

Meeting Code: 787 960 816#

### Hyattsville Crossing Metro Station

May 15: spoke with 1,700+ customers

### New Carrollton Metro Station

June 5: spoke with 1,700+ customers

### Greenbelt Metro Station

May 22: spoke with 2,000+ customers

### Southern Ave Metro Station

Friday, June 21  
3:00 – 7:00 p.m.

### Capitol Heights Metro Station

Tuesday, June 25  
3:00 – 7:00 p.m.

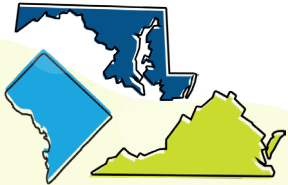


# Online Opportunities to Explore the Routes

Discover the proposed 2025 Better Bus Network on the Discovery Hub at [wmata.com/betterbus](http://wmata.com/betterbus)



*Use the Map Library to Explore the Proposed 2025 Better Bus Network*



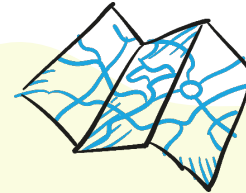
## Explore State Maps

Review all routes in the proposed 2025 Network for DC, VA, and MD



## Review Route Profiles

Review details for each route in the network



## View Neighborhood Profiles

See summaries of proposed changes by geographic area



## Learn About New Route Names

Understand how new route names were developed

# Online Opportunities to Share Your Input

Discover the proposed 2025 Better Bus Network on the Discovery Hub at [wmata.com/betterbus](https://wmata.com/betterbus)



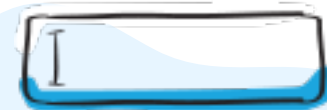
*Share Your Input on  
the Proposed 2025  
Better Bus Network*



**Comment Using An  
Interactive Map**  
Leave route-by-route  
feedback on an  
interactive map



**Take a Survey**  
Tell us what you think  
of the proposed 2025  
Network



**Provide Written  
Comments**  
Leave a digital  
comment concerning  
the network



**Upload A  
Document**  
Share a document  
concerning the  
network



# Call to Action

- 1** Use the social media and newsletter content in the Communications Toolkit to spread the word
- 2** Co-host an event with us
- 3** Provide feedback on the network for you and the people you represent





# Next Steps to Implement the 2025 Better Bus Network

	2024									2025					
	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<b>Better Bus Network Redesign Milestones</b>	Proposed 2025 New Network Public Engagement			Adopt Subsidy Allocation Formula and New 2025 Network						Rollout of the New 2025 Network					
<b>Better Bus Network Redesign Activities</b>	✓			← Finalize New 2025 Network with Jurisdictions			✓	→ Rollout Preparedness: Training, Scheduling, Customer Education, Signs, etc.							
<b>Major Events in the Region</b>				★						★		★		★	

Legend: ✓ Board Meetings    ★ External Events: July Fourth, Inauguration, Cherry Blossoms, World Pride

***Refining the network based on public and stakeholder feedback and striving to implement in 2025 will require detailed planning, coordination, and a series of Metro and Prince George's County activities/actions***



# Thank you!

## Questions?





# Appendix: Examples of Notable Changes From Existing





# The Proposed 2025 Better Bus Network... *Better Connects the Region*

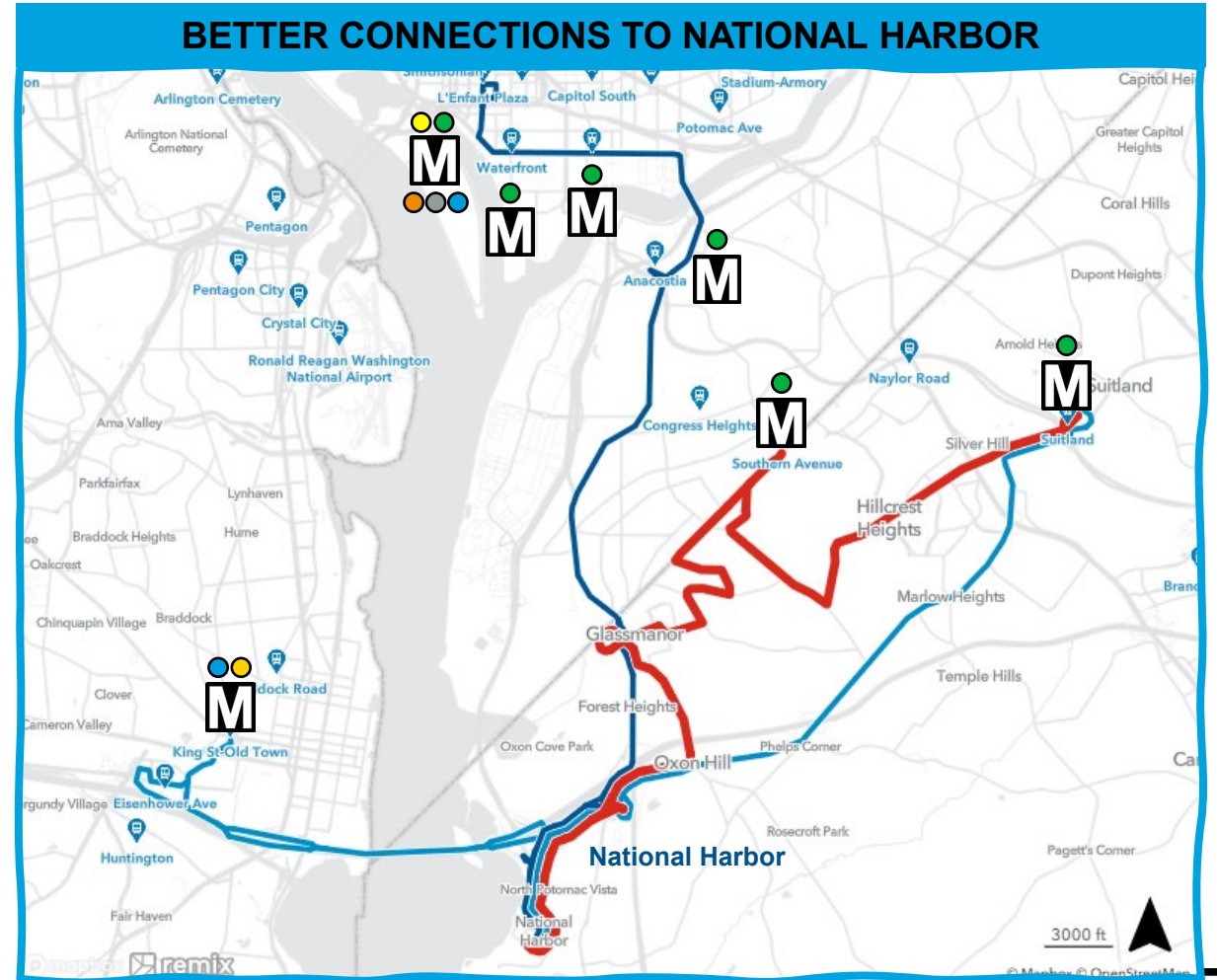
By linking people with jobs, destinations,  
and other transit modes



**12k more jobs** within 60 minutes on transit during the morning rush.

**4-6% more bus trips** connect destinations between the District, Maryland, and/or Virginia on weekdays

More residents – especially people of color and residents of low-income households – will have **easier access to hospitals, colleges, and grocery stores** at all times of day.





# The Proposed 2025 Better Bus Network... *Advances Access to Opportunity*

## For Equity Focused Communities (EFCs)



~14k residents of EFCs will gain access to high-frequency bus service during weekday AM rush



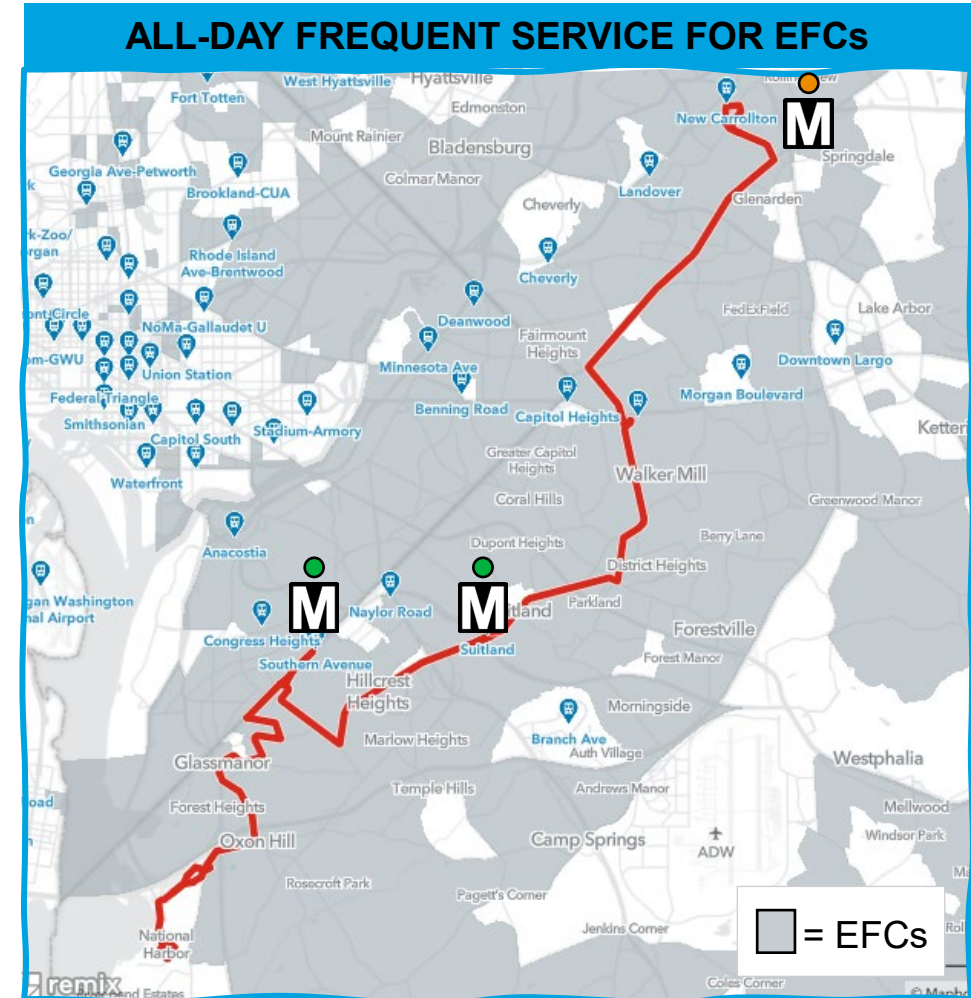
In Maryland, 31% more EFC residents will have access to high-frequency bus service in the AM rush

Across the region, residents of EFCs will have access to 8-9% more jobs during the AM rush.



5% more of the trips made by residents of EFCs will have a convenient transit option – higher than for the region as a whole

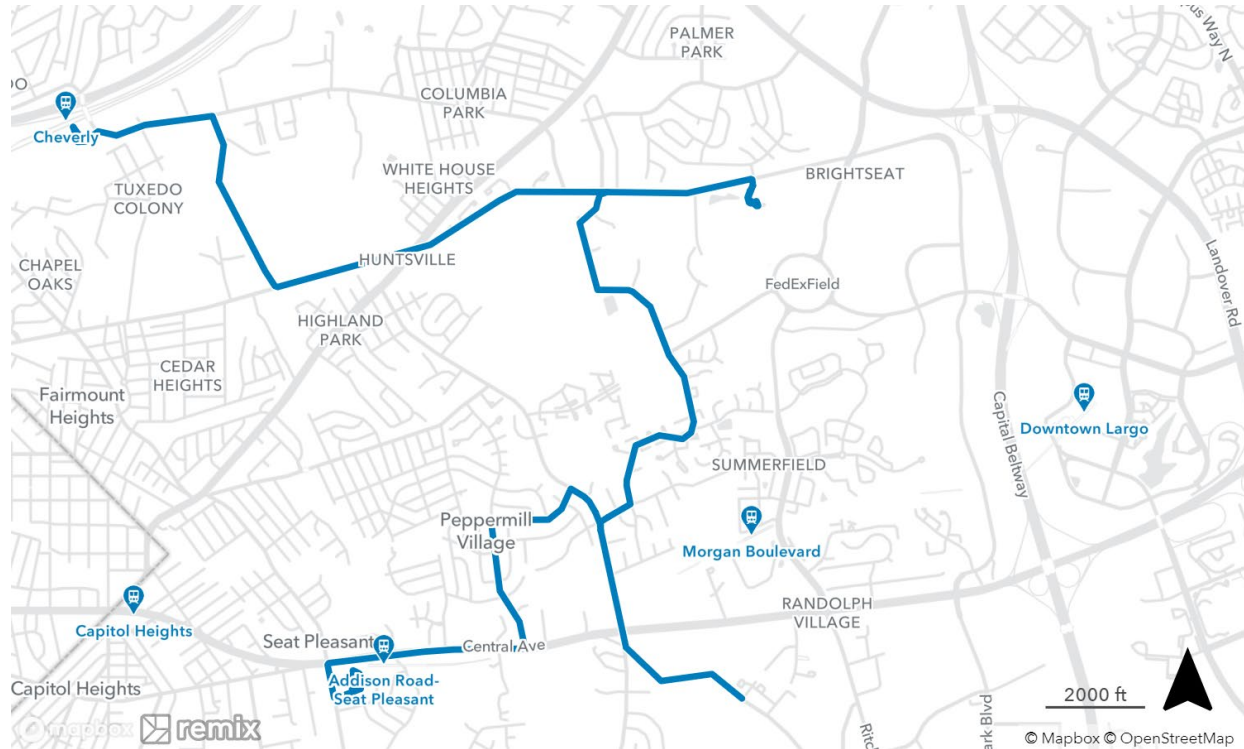
An additional 35k people of color will have access to a college during the weekday peak



# Simplifies the rider & operator experience

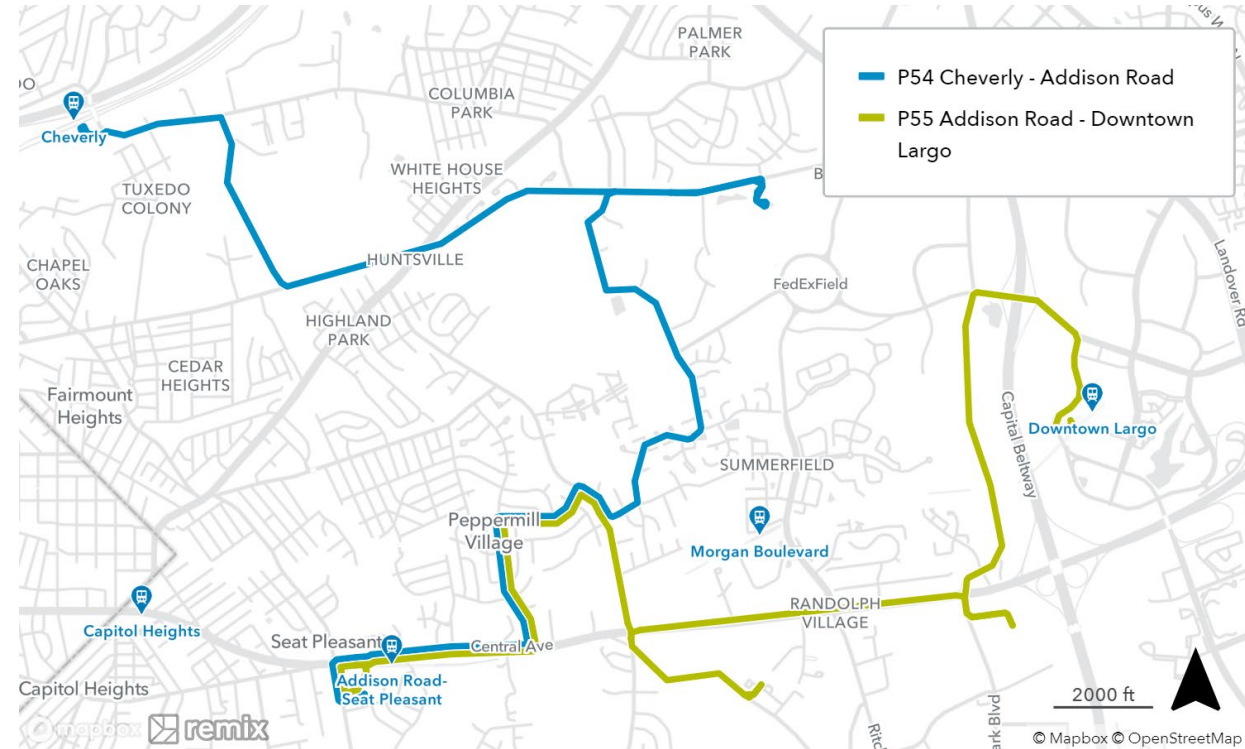


## EXISTING



- Existing TheBus 23 doubles back on itself several times, which results in a circuitous journey to Addison Road Metro.

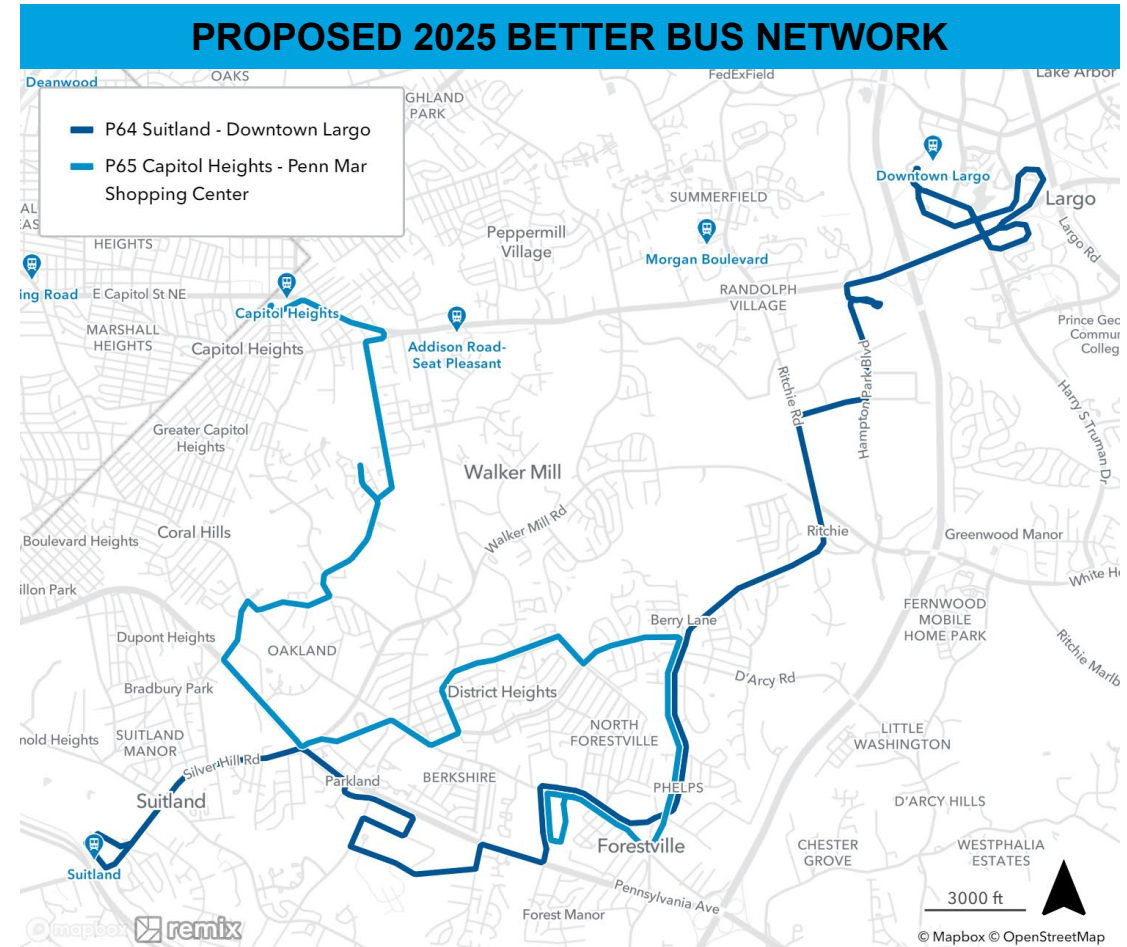
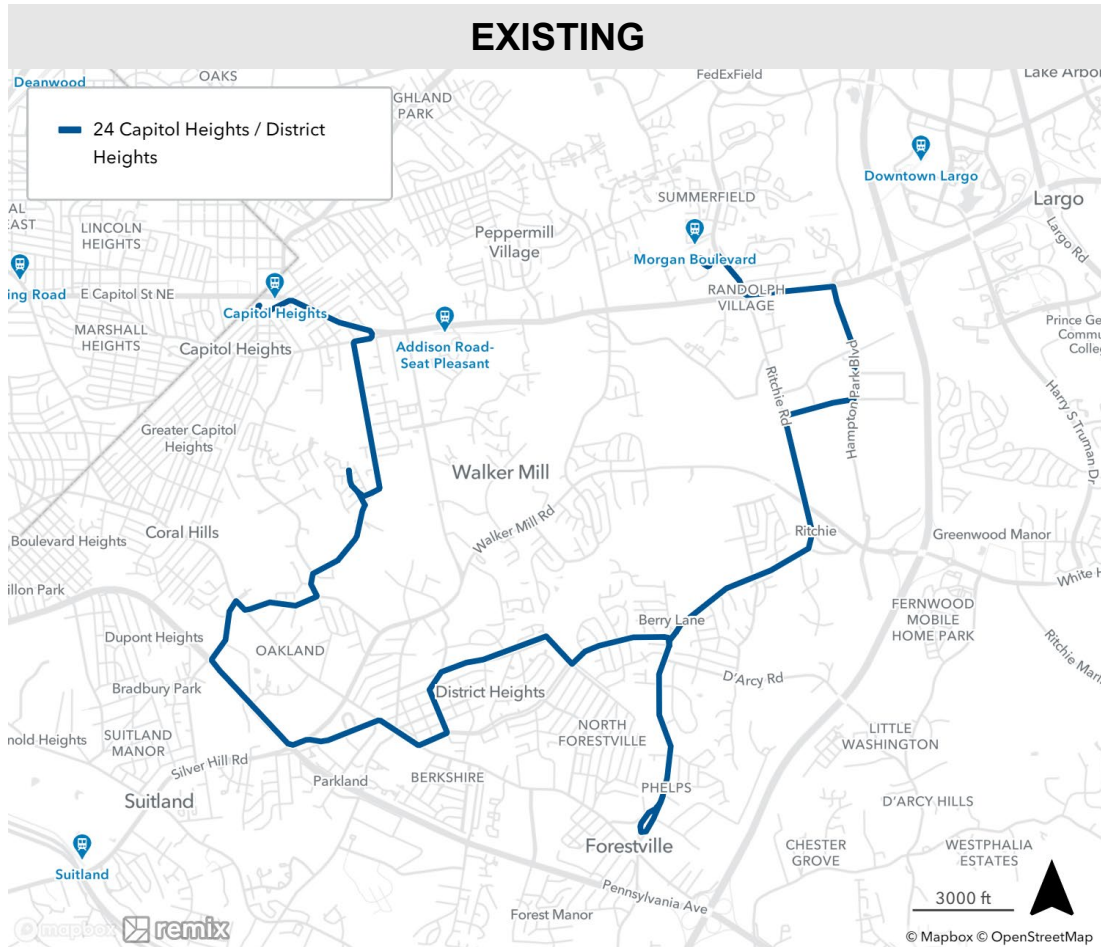
## PROPOSED 2025 BETTER BUS NETWORK



- The draft Year One Network splits this route into two, resulting in less circuitous routings and opening up new connections.



# Simplifies the rider & operator experience



- Existing TheBus 24 a long deviation down Ritchie Road/Old Forestville Road, which just loops back up to where the words "Berry Lane" are after circling back on itself. Moreover, it just misses making it to Penn Mar Shopping Center, a huge activity generator in this area

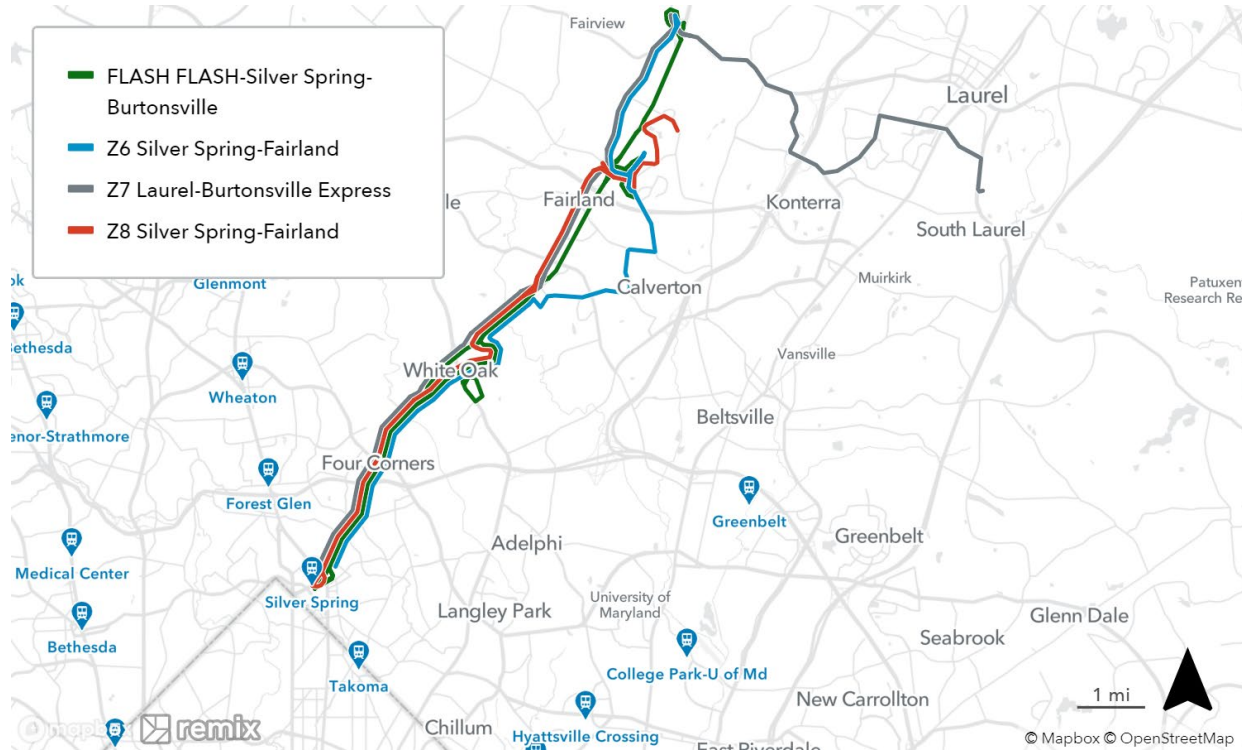
- The draft Year One Network splits this route into two, while still covering virtually every stop. P65 is the western half of today's route 24 – running from Capitol Heights to Penn Mar. P64 is basically the eastern half of route 24, but realigned from Morgan Boulevard to Downtown Largo (which has more connections), and extended past Penn Mar to Suitland – the only connection between Largo and not only Penn Mar but also the Green Line (neither of these connections exist today).



# Creates direct multimodal connections

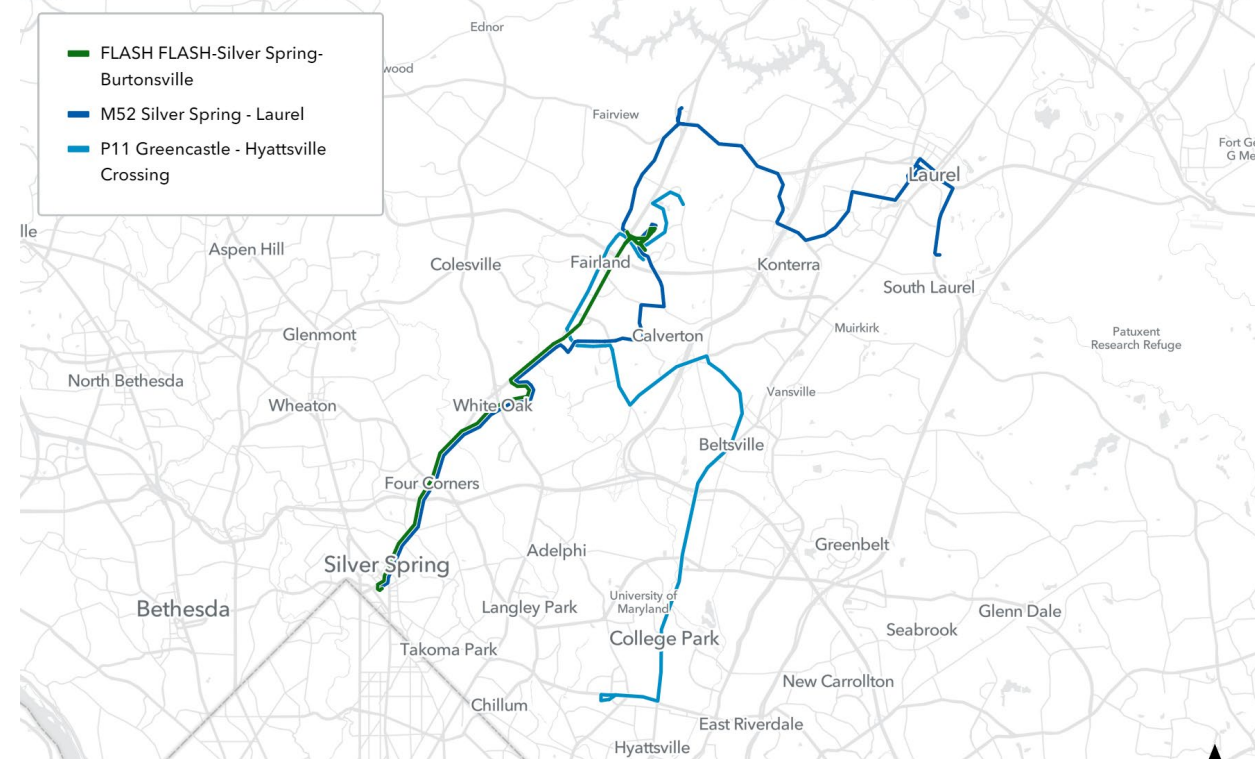


## EXISTING



- The Z-line provides uneven bus service along the US-29 corridor

## PROPOSED 2025 BETTER BUS NETWORK



- Year One route M52 establishes 20-minute local service that underlies Montgomery County's FLASH BRT, and route P11 connects US-29 to College Park/Hyattsville

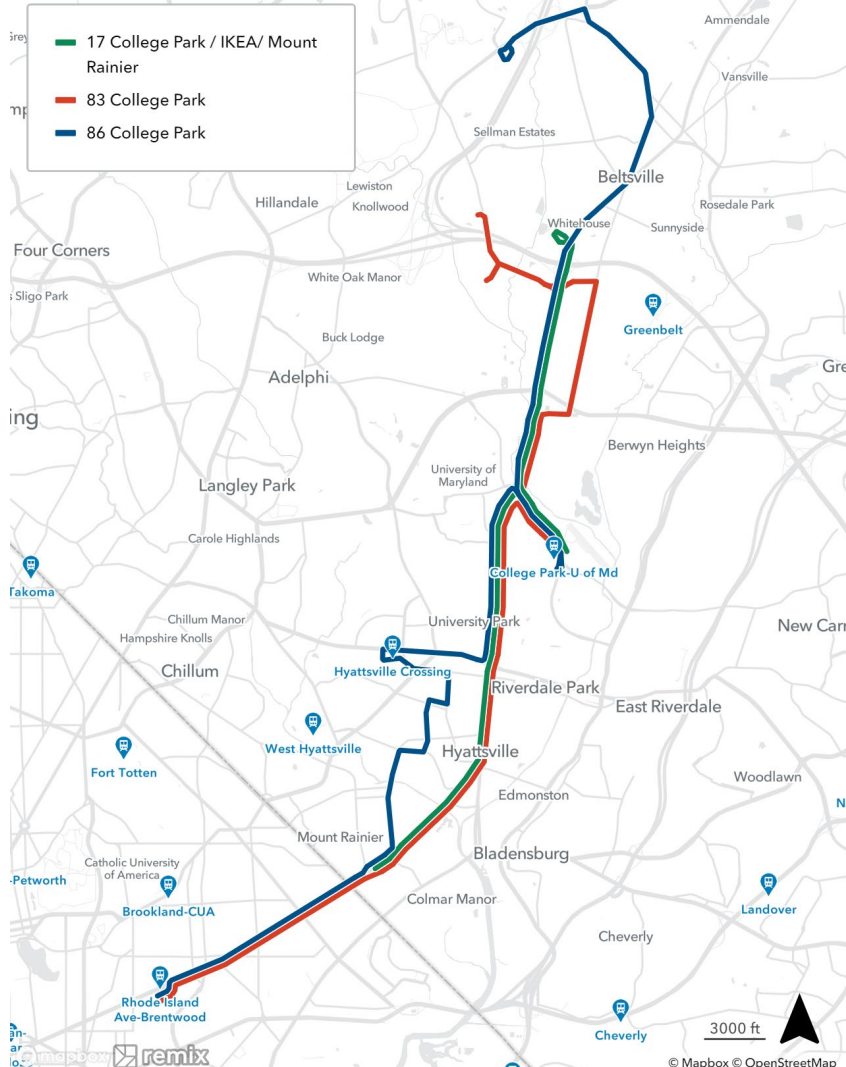


# Improves coordination / reduces duplication with local providers across the region



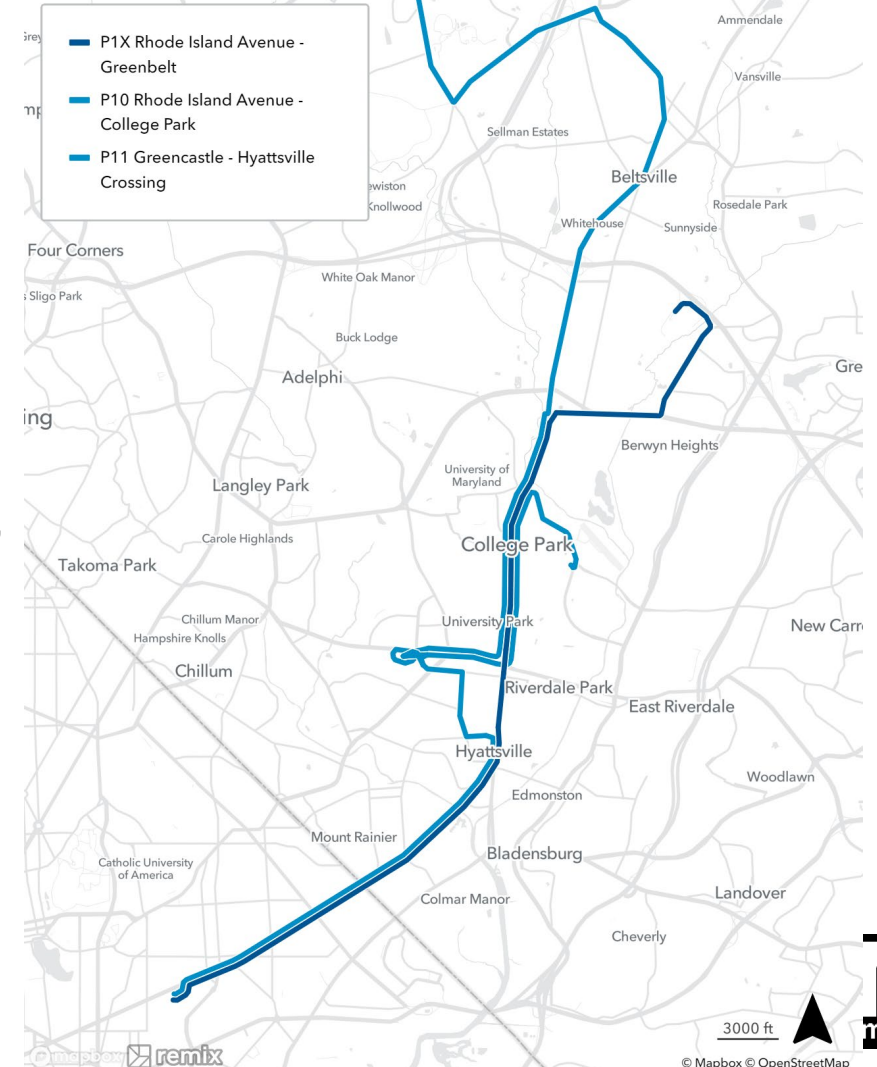
## PROPOSED 2025 BETTER BUS NETWORK

### EXISTING



Existing Metrobus routes 83 and 86, and TheBus route 17 provide the corridor service along US-1

### PROPOSED 2025 BETTER BUS NETWORK



Proposed 2025 routes P1X, P10 and P11 will be operated by Metrobus and will provide a high-frequency coordinated corridor service along US-1



# Responds to feedback



EXISTING																																																																																																										
<p><b>G12 Greenbelt-New Carr...</b></p> <p>Overview Timetable</p> <p>Weekday</p> <table border="1"> <thead> <tr> <th>FROM</th> <th>TO</th> <th>EVERY</th> <th>RL</th> </tr> </thead> <tbody> <tr> <td>05:15</td> <td>08:45</td> <td>30 min</td> <td></td> </tr> <tr> <td>08:45</td> <td>13:45</td> <td>60 min</td> <td></td> </tr> <tr> <td>13:45</td> <td>18:15</td> <td>30 min</td> <td></td> </tr> <tr> <td>18:15</td> <td>21:15</td> <td>60 min</td> <td></td> </tr> </tbody> </table> <p>Saturday</p> <table border="1"> <thead> <tr> <th>FROM</th> <th>TO</th> <th>EVERY</th> <th>RL</th> </tr> </thead> <tbody> <tr> <td>06:30</td> <td>21:30</td> <td>60 min</td> <td></td> </tr> </tbody> </table> <p>Sunday</p> <table border="1"> <thead> <tr> <th>FROM</th> <th>TO</th> <th>EVERY</th> <th>RL</th> </tr> </thead> <tbody> <tr> <td>06:30</td> <td>21:30</td> <td>60 min</td> <td></td> </tr> </tbody> </table>	FROM	TO	EVERY	RL	05:15	08:45	30 min		08:45	13:45	60 min		13:45	18:15	30 min		18:15	21:15	60 min		FROM	TO	EVERY	RL	06:30	21:30	60 min		FROM	TO	EVERY	RL	06:30	21:30	60 min		<p><b>G14 Greenbelt Rd - Goo...</b></p> <p>Overview Timetable</p> <p>Weekday</p> <table border="1"> <thead> <tr> <th>FROM</th> <th>TO</th> <th>EVERY</th> <th>RL</th> </tr> </thead> <tbody> <tr> <td>05:00</td> <td>19:45</td> <td>38.5 min</td> <td>1</td> </tr> <tr> <td>20:45</td> <td>23:15</td> <td>155 min</td> <td></td> </tr> </tbody> </table> <p>Saturday</p> <table border="1"> <thead> <tr> <th>FROM</th> <th>TO</th> <th>EVERY</th> <th>RL</th> </tr> </thead> <tbody> <tr> <td>07:00</td> <td>22:00</td> <td>60 min</td> <td></td> </tr> </tbody> </table> <p>Sunday</p> <table border="1"> <thead> <tr> <th>FROM</th> <th>TO</th> <th>EVERY</th> <th>RL</th> </tr> </thead> <tbody> <tr> <td>07:00</td> <td>22:00</td> <td>60 min</td> <td>1</td> </tr> </tbody> </table>	FROM	TO	EVERY	RL	05:00	19:45	38.5 min	1	20:45	23:15	155 min		FROM	TO	EVERY	RL	07:00	22:00	60 min		FROM	TO	EVERY	RL	07:00	22:00	60 min	1	<p><b>86 College Park</b></p> <p>Overview Timetable</p> <p>Weekday</p> <table border="1"> <thead> <tr> <th>FROM</th> <th>TO</th> <th>EVERY</th> <th>RL</th> </tr> </thead> <tbody> <tr> <td>05:30</td> <td>09:15</td> <td>28.4 min</td> <td></td> </tr> <tr> <td>10:00</td> <td>14:45</td> <td>60 min</td> <td></td> </tr> <tr> <td>14:45</td> <td>18:45</td> <td>31.3 min</td> <td></td> </tr> <tr> <td>19:30</td> <td>22:45</td> <td>50 min</td> <td></td> </tr> </tbody> </table> <p>Saturday</p> <table border="1"> <thead> <tr> <th>FROM</th> <th>TO</th> <th>EVERY</th> <th>RL</th> </tr> </thead> <tbody> <tr> <td>07:45</td> <td>19:45</td> <td>60 min</td> <td></td> </tr> <tr> <td>21:30</td> <td>23:30</td> <td>60 min</td> <td></td> </tr> </tbody> </table> <p>Sunday</p> <table border="1"> <thead> <tr> <th>FROM</th> <th>TO</th> <th>EVERY</th> <th>RL</th> </tr> </thead> <tbody> <tr> <td>07:45</td> <td>19:45</td> <td>60 min</td> <td></td> </tr> </tbody> </table>	FROM	TO	EVERY	RL	05:30	09:15	28.4 min		10:00	14:45	60 min		14:45	18:45	31.3 min		19:30	22:45	50 min		FROM	TO	EVERY	RL	07:45	19:45	60 min		21:30	23:30	60 min		FROM	TO	EVERY	RL	07:45	19:45	60 min	
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- Existing Greenbelt routes start between 5:00 and 5:30 a.m.
- In Phase 2, Greenbelt Mayor Jordan asked that the proposed routes start at 5:00 a.m.

- Improved early service in the Proposed 2025 Network.

