

OTHER WAYS TO GET THE COUNTY MOVING

Montgomery County's traffic congestion and mobility problems will only partly be solved by building new roads, transit lines, bikeways and sidewalks. Other supportive programs and policies in the 10-Year Plan are just as important in addressing these problems.

EXPANDED BUS AND METRORAIL SERVICE

Bus Service

The plan calls for the expansion of Metrobus and Ride On bus service by 50 percent in the next decade. There are three ways the bus service will expand:

- More routes.** The County will add bus routes connecting various points in the Upcounty to the Downcounty and to Virginia via the continuous I-270 HOV lanes and their extension to Tysons Corner and Dulles Airport. Traveling on these separate lanes, buses will travel at the posted speed limit and not be slowed by congestion. Already, new local routes have been added in the areas of Gaithersburg, Germantown, Clarksburg and the Eastern County.
- More frequent service.** Many bus routes run only every 30 minutes in the rush hours, leaving little schedule flexibility for potential riders. Within the next decade, bus service will run as frequently as every 15 minutes on many routes, and even as often as every 10 minutes on the routes with the heaviest ridership.
- Earlier and later service.** Most routes start after 6 a.m. and run only until 10 p.m. on weekdays. Hours are more limited on weekends and holidays. Since the initiation of the plan, more routes now start before 6 a.m. and extend until at least 12 midnight on Monday-through-Thursday nights, and until the early morning hours on Friday and Saturday nights. Weekend hours also will be extended.

The County will also improve the bus service in the following ways:

- The most heavily patronized bus stops are receiving shelters outfitted with benches, lighting and, eventually, real-time schedule information that will display when the next buses will arrive.
- Many bus stops are being connected by sidewalks. Some bus stops are being moved to maximize pedestrian access and safety.
- Several intersections on Randolph Road, University Boulevard, U.S. Route 29 and Veirs Mill Road will be re-designed. Traffic signals will be installed and synchronized to allow buses on these highways to bypass points of congestion and speed up service.
- A discounted rate for two-week and 20-ride Ride On passes will be continued, and the County will press for the same discount for Metrobus service in Montgomery County as well. Seniors and disabled individuals now ride free on Ride On and Metrobus at all times, and kids ride free on any Ride On and Metrobus between 2 p.m. and 7 p.m. The County will continue to experiment with providing free and reduced-fare service on selected routes where traffic congestion is particularly acute.

Metrorail Service

The 10-Year Plan calls for expanding the number of cars in the Metrorail fleet to provide eight-car trains on the Red Line. The plan also calls for running all trains between Shady Grove and Glenmont through downtown Washington. Currently, only half the trains during rush hours operate over the entire line.

During the next decade, access to Metrorail stations could be greatly eased. Montgomery County will add more frequent bus service to the stations. The proposed Purple Line (at Bethesda and Silver Spring) and the Corridor Cities Transitway (at Shady Grove) would enhance connections to Metrorail. During the past few years a second parking garage at Shady Grove was opened and a garage at Grosvenor was built. Soon, a second garage at Glenmont will be under construction.

www.montgomerycountymd.gov/council

MAXIMIZING THE EFFICIENCY AND SAFETY OF THE ROAD NETWORK

Montgomery County's traffic management system is one of the most advanced of its type in the nation. The Advanced Transportation Management System of interconnected and centrally controlled traffic signals and traffic cameras has allowed the County to carry more traffic efficiently than comparable road networks elsewhere. We have established roving incident response teams that respond to calls from the Transportation Management Center to tow stalled vehicles from the roadway. Furthermore, a program is underway to replace Walk/Don't Walk lights at intersections with "count-down" signals that alert pedestrians precisely as to how many seconds they will have to cross an intersection safely.

MASTER PLANS

The County Council has given its approval to a landuse approach put forward by the County Planning Board that incrementally will amend master plans over time to locate more jobs and less additional housing in the eastern portion of the County and place more housing and fewer additional jobs in the I-270 corridor. In this way, more persons will have greater opportunities to live closer to where they work.

Projections show that these master plan changes, together with expanding transit service and promoting transit-oriented design practices, would reduce cross-County afternoon work trips by 18 percent and increase transit use by as much as 45 percent. These changes would increase jobs within a half-mile of rail stations from 40 percent in 1998 to 60 percent in 2050 and would increase housing within a half-mile of transit from 12 percent in 1998 to 33 percent in 2050.

BENEFITS FROM THE NEW COUNTY TRANSPORTATION PLAN

By building the projects identified in the 10-Year Plan, traffic congestion should be reduced and mobility should be improved by Year 2015.

Travel speeds will be higher and travel time will be lower. Travel times for certain trips would be dramatically better. Here are forecasted evening rush hour travel times in Year 2015 for selected trips:

	WITHOUT THE PLAN	UNDER THE PLAN
<i>Bethesda - Silver Spring (by transit)</i>	<i>33 minutes</i>	<i>17 minutes</i>
<i>Bethesda - Germantown (by transit)</i>	<i>79 minutes</i>	<i>51 minutes</i>
<i>Silver Spring - Burtonsville (by transit)</i>	<i>76 minutes</i>	<i>60 minutes</i>
<i>Silver Spring - Olney (by car)</i>	<i>45 minutes</i>	<i>39 minutes</i>
<i>Burtonsville - Shady Grove West (by car)</i>	<i>40 minutes</i>	<i>29 minutes</i>
<i>Gaithersburg - Norbeck (by car)</i>	<i>29 minutes</i>	<i>22 minutes</i>
<i>Rockville - Clarksburg (by car)</i>	<i>43 minutes</i>	<i>35 minutes</i>

Congestion should be less prominent. Without the plan, 39.6 percent of all rush hour traffic is projected to be traveling in congested conditions. Upon completion of the plan, 32.6 percent would be traveling in congestion. It is projected that 23.5 percent of all traffic lanes would be congested in Year 2015, but under the plan, only 19.1 percent would be congested.

Transit ridership is appending to increase. Under the plan, transit ridership is forecasted to increase by more than 75 percent in the rush hour, from nearly 34,000 to nearly 60,000. The share of rush hour trips by transit would increase from 15.2 percent to 17.4 percent.



MONTGOMERY COUNTY'S 10-YEAR TRANSPORTATION PLAN

A blueprint to make a difference now for Montgomery families...

Dear Neighbor,

Many issues have a great impact on the lives of residents in Montgomery County. However, the issue that affects most people on a daily basis is traffic congestion on our major arteries and in our local communities.

This brochure describes the projects, programs and policies that the Montgomery County Council hopes to implement as part of a 10-Year Plan already underway to address our transportation crisis. It is the largest transportation initiative adopted by a County in the Washington metropolitan region. This multi-billion-dollar plan is designed to address traffic congestion with new roads, road improvements, intersection upgrades, more buses and increased rail availability and improved pedestrian safety. Future decisions in land use also will impact the degree to which we are able to help ease congestion.

Many of the projects you will see listed elsewhere in this plan have already been completed or are underway. For example, we have already completed 17 of 20 planned intersection improvements and have finished six of eight planned parking garages and parking lots. We are adding new buses and bus routes, and we are committed to doing this through energy-efficient, lower emission vehicles that are better for our environment.

Upkeep of infrastructure is a topic on everyone's mind. Three years ago the Council began a major initiative to improve the maintenance of existing infrastructure. We can report that seven of 11 bridge replacements targeted in the original plan are already complete. We also have stepped up our annual effort to resurface roads, replace deteriorating sidewalks and curbs, prune street trees and upgrade streetlights.

The 10-Year Plan also calls for:

- Building 345 lane miles of additional roadway capacity
- Building 18 grade-separated interchanges
- Adding High Occupancy Vehicle (HOV) lanes on I-270 from the I-270 West Spur south to Virginia and on I-270 north from Shady Grove to Frederick County
- Adding express bus service
- Creating six new transit centers



The Montgomery County Council. Standing, from left to right: Marc Elrich, Valerie Ervin, Roger Berliner, Duchy Trachtenberg, Nancy Floreen and Mike Knapp. Seated, left to right: George Leventhal, Marilyn Praisner and Phil Andrews.

There are a number of major projects that are part of this plan. The new Montrose Parkway, which will soon be completed, will relieve congestion in the North Bethesda / South Rockville area. The proposed Purple Line of Metrorail would be a light rail service linking Bethesda and Silver Spring with Langley Park, the University of Maryland at College Park and the Amtrak Station at New Carrollton. The Corridor Cities Transitway would connect Clarksburg, Germantown and Gaithersburg to Shady Grove. The State's proposed construction of the Intercounty Connector is aimed at helping ease east-west congestion.

However, relief from traffic congestion does not come easily or cheaply. We need more County money, but we particularly need much more transportation investment in the County by the State. We will work closely with the County Executive to identify more local revenue and with Montgomery County's delegation to the General Assembly to generate more State funding for transportation. The Council also has established a working group to suggest additional options to help finance infrastructure improvements, including transportation.

There is no easy answer to our traffic congestion problem. We must expand mass transit, better manage transportation demand, build more and better roads, and re-examine land use policies. And we must do so while also protecting our environment.

Marilyn J. Praisner, President
Montgomery County Council
Fall 2007

MONTGOMERY COUNTY COUNCIL
100 Maryland Avenue, Rockville, Maryland 20850
Phone: (240) 777-7900
www.montgomerycountymd.gov/council

NEW ROADS

- ✓ **RD-1** **Bordly Drive - extend to Georgia Avenue**
- RD-2 Burtonsville Access Road
- RD-3 Century Boulevard / Crystal Rock Drive Loop
- RD-4 Chapman Ave / Citadel Ave - Nicholson La to Randolph Rd
- RD-5 Dorsey Mill Road - Century Blvd to Observation Drive
- RD-6 Father Hurley Boulevard Extended over CSX RR
- RD-7 Georgia Avenue (MD 97) Bypass around Brookeville
- ✓ **RD-8** **Germantown Road - Scenery Drive to Watkins Mill Road**
- RD-9 Intercountry Connector - I-370 to I-95
- RD-10 Snowden Farm Parkway - Clarksburg Road to MD 355
- RD-11 Snowden Farm Parkway - Ridge Road to Clarksburg Road
- RD-12 Midcounty Highway - Middlebrook Road to Ridge Road
- RD-13 Montrose Parkway - I-270 to Veirs Mill Road
- RD-14 Nebel Street Extended - Randolph Road to Bou Avenue
- RD-15 Observation Drive - extend north to Stringtown Road
- RD-16 Rainbow Drive - extend to Thompson Road
- RD-17 Silver Spring CBD Ripley District - local street network
- ✓ **RD-18** **Stringtown Road - I-270 to MD 355**
- ✓ **RD-19** **Valley Park Drive - extend to Ridge Road**
- RD-20 Watkins Mill Road Ext. - MD 355 to Clopper Road
- RD-21 Midcounty Highway - ICC to Shady Grove Road
- RD-22 Woodfield Road Extended - MD 108 to MD 27

ROAD WIDENINGS

- ✓ **WI-1** **Briggs Chaney Road - Castle Blvd to Dogwood Drive**
- WI-2 Clopper Road (MD 117) - Little Seneca Park to MD 118
- WI-3 Clopper Road (MD 117) - west of Quince Orchard Road
- ✓ **WI-4** **Darnestown Road (MD 28) - Gt. Sen. Hwy to Riffle Ford Rd**
- WI-5 Frederick Road (MD 355) - Ridge Road to near Comus Rd
- WI-6 Goshen Road - Gaithersburg City Limits to Warfield Road
- WI-7 Great Seneca Hwy (MD 119) - MD 28 to Middlebrook Road
- WI-8 Greencastle Road - Robey Road to Prince George's County
- WI-9 I-270 HOV Lanes - Gaithersburg to Frederick County
- WI-10 I-495 HOV Lanes - I-270 West Spur to Virginia
- WI-11 Layhill Road (MD 182) - Longmead to Norbeck Road
- WI-12 Longdraft Road - Clopper Road to Quince Orchard Rd
- WI-13 Middlebrook Road - MD 355 to Midcounty Highway
- WI-14 Norbeck & Spencerville Roads - Georgia Ave to Burtonsville
- WI-15 Redland Road - Crabbs Branch Way to Needwood Road
- ✓ **WI-16** **Shady Grove Road - Briardale Rd to Muncaster Mill Road**
- WI-17 Snuffer School Road - Centerway Road to Woodfield Road
- WI-18 Veirs Mill Road (MD 586) - Randolph Rd to Twinbrook Pkwy
- WI-19 Woodfield Road (MD 124) - Midcounty Hwy to Warfield Rd

BRIDGE REPLACEMENTS

- ✓ **BR-1** **Clarksburg Road**
- BR-2 Deer Park Drive
- ✓ **BR-3** **Goshen Road**
- ✓ **BR-4** **Howard Chapel Road**
- BR-5 Mouth Of Monocacy Road
- ✓ **BR-6** **Rock Creek Trestle**
- ✓ **BR-7** **Wayne Avenue**
- ✓ **BR-8** **Brink Road**
- ✓ **BR-9** **Inwood Avenue**
- BR-10 Nicholson Lane
- BR-11 White Ground Road

✓ *Note: Completed projects in bold*

GRADE SEPARATED INTERCHANGE IMPROVEMENTS

- ✓ **GS-1** **Columbia Pike (US 29) / Briggs Chaney Road**
- GS-2 Columbia Pike (US 29) / Fairland Road
- ✓ **GS-3** **Columbia Pike (US 29) / East Randolph Road**
- ✓ **GS-4** **Columbia Pike (US 29) / Sandy Spring Road (MD 198)**
- GS-5 Frederick Road (MD 355) / Gaude Drive
- GS-6 Georgia Avenue (MD 97) / Norbeck Road (MD 28)
- GS-7 Georgia Avenue (MD 97) / Randolph Road
- GS-8 Great Seneca Highway (MD 119) / Sam Eig Highway
- GS-9 Hungerford Drive (MD 355) / Middle Lane
- GS-10 Rockville Pike (MD 355) / Veirs Mill Road (MD 28)
- ✓ **GS-11** **I-270 / Clopper Road (MD 117)**
- ✓ **GS-12** **I-270 / Democracy Boulevard**
- ✓ **GS-13** **I-270 / Fernwood Road**
- ✓ **GS-14** **I-270 / Old Georgetown Road (MD 187) / Rockledge Drive**
- GS-15 I-270 / Watkins Mill Road
- GS-16 Norbeck Road (MD 28) / Veirs Mill Road (MD 586)
- GS-17 Rockville Pike (MD 355) / Montrose Road / Montrose Pkwy
- GS-18 Rockville Pike (MD 355) / Nicholson Lane

INTERSECTION IMPROVEMENTS

- ✓ **IN-1** **Clopper Rd (MD 117) / Quince Orchard Road (MD 124)**
- IN-2 Colesville Road (US 29) / Dale Drive
- ✓ **IN-3** **Connecticut Ave (MD 185) / East / West Hwy (MD 410)**
- ✓ **IN-4** **Connecticut Ave (MD 185) / Veirs Mill Road (MD 586)**
- ✓ **IN-5** **Falls Road (MD 189) / River Road (MD 190)**
- ✓ **IN-6** **East West Highway (MD 410) / 16th Street (MD 390)**
- ✓ **IN-7** **Frederick Road (MD 355) / Shady Grove Road**
- ✓ **IN-8** **Great Seneca Hwy (MD 119) / Muddy Branch Road**
- ✓ **IN-9** **Montgomery Village Avenue (MD 124) / Lost Knife Road**
- ✓ **IN-10** **Montgomery Village Avenue (MD 124) / Midcounty Hwy**
- ✓ **IN-11** **Montrose Road / East Jefferson Street**
- ✓ **IN-12** **New Hampshire Avenue (MD 650) / FDA**
- ✓ **IN-13** **Old Georgetown Road (MD 187) / Democracy Blvd**
- ✓ **IN-14** **Old Georgetown Road (MD 187) / Tuckerman Lane**
- IN-15 Randolph Road / Parklawn Drive
- ✓ **IN-16** **Rockville Pike (MD 355) / Jones Bridge Road**
- ✓ **IN-17** **Shady Grove Road / Gaither Road**
- ✓ **IN-18** **Veirs Mill Road (MD 586) / Aspen Hill Road**
- ✓ **IN-19** **Veirs Mill Road (MD 586) / Randolph Road**
- IN-20 Veirs Mill Road (MD 586) / Twinbrook Parkway

BIKE PATHS

- BK-1 Capital Crescent Trail - Bethesda to Silver Spring
- ✓ **BK-2** **Falls Road Bike Path - Potomac**
- ✓ **BK-3** **Forest Glen Ped. Bridge - Forest Glen Road to Mont. Hills**
- BK-4 Metropolitan Branch Trail - Silver Spring to D.C.
- ✓ **BK-5** **North Bethesda Trail - Cedar Lane to Tuckerman Lane**
- BK-6 Silver Spring Green Trail - Fenton St to Sligo Ck Parkway
- BK-7 Woodglan Avenue Trail - Marinelli Road to Nicholson Lane
- BK-8 Shady Grove Access Bike Path

COMMERCIAL REVITALIZATION PROJECTS

- CR-1 Frederick Avenue (MD 355) in Gaithersburg
- CR-2 Georgia Avenue (MD 97) in Montgomery Hills
- CR-3 Spencerville Road (MD 198) in Burtonsville
- CR-4 University Boulevard (MD 193) in Langley Park

LIGHT RAIL LINES, BUSWAYS, & BUS RAPID TRANSITWAYS (BRT)

- TR-1 Clarksburg Transit Center
- TR-2 Colesville Rd (US 29) BRT - Burtonsville to Silver Spring
- TR-3 Corridor Cities Transitway - Shady Grove to Clarksburg
- TR-4 Four Corners Transit Center
- TR-5 Georgia Avenue (MD 97) Busway - Glenmont to Olney
- TR-6 Inner Purple Line (light rail) - Bethesda to New Carrollton
- TR-7 Inner Purple Line Spur - Langley Park to White Oak
- TR-8 Olney Transit Center
- TR-9 Randolph Road BRT - Columbia Pike to Rockville Pike
- TR-10 Silver Spring Transit Center
- TR-11 Takoma / Langley Transit Center
- TR-12 University Blvd (MD 193) BRT - Langley Park to Wheaton
- TR-13 Veirs Mill Road (MD 586) BRT - Wheaton to Rockville
- TR-14 White Oak Transit Center

PARKING GARAGES AND LOTS

- ✓ **PK-1** **Bethesda / Cheltenham Parking Garage**
- ✓ **PK-2** **Damascus Park And Ride Lot**
- PK-3 Glenmont Metro Garage
- ✓ **PK-4** **Grosvenor Metro Garage**
- PK-5 Norbeck Road Park & Ride Lot Enhancements
- ✓ **PK-6** **Shady Grove Metro Parking Garage**
- ✓ **PK-7** **Silver Spring Silver Circle Parking Garage**
- ✓ **PK-8** **Silver Spring Town Center Garage**

SAFETY IMPROVEMENTS

- SA-1 Fairland Road - Columbia Pike to Prince George's Co.
- SA-2 Goshen Road - north of Warfield Road
- SA-3 Layhill / Norwood Roads (MD 182) - Ednor Road to MD 108
- ✓ **SA-4** **Muncaster Mill Road - Shady Grove Road to Norbeck Road**
- ✓ **SA-5** **Muncaster Road - at Rock Creek**
- ✓ **SA-6** **Old Columbia Pike - Nalls Lane to East Randolph Road**
- SA-7 Quince Orchard Road - Darnestown Rd to Muddy Branch Rd
- SA-8 Travilah Road - Darnestown Road to Duffie Mill Road

LEGEND

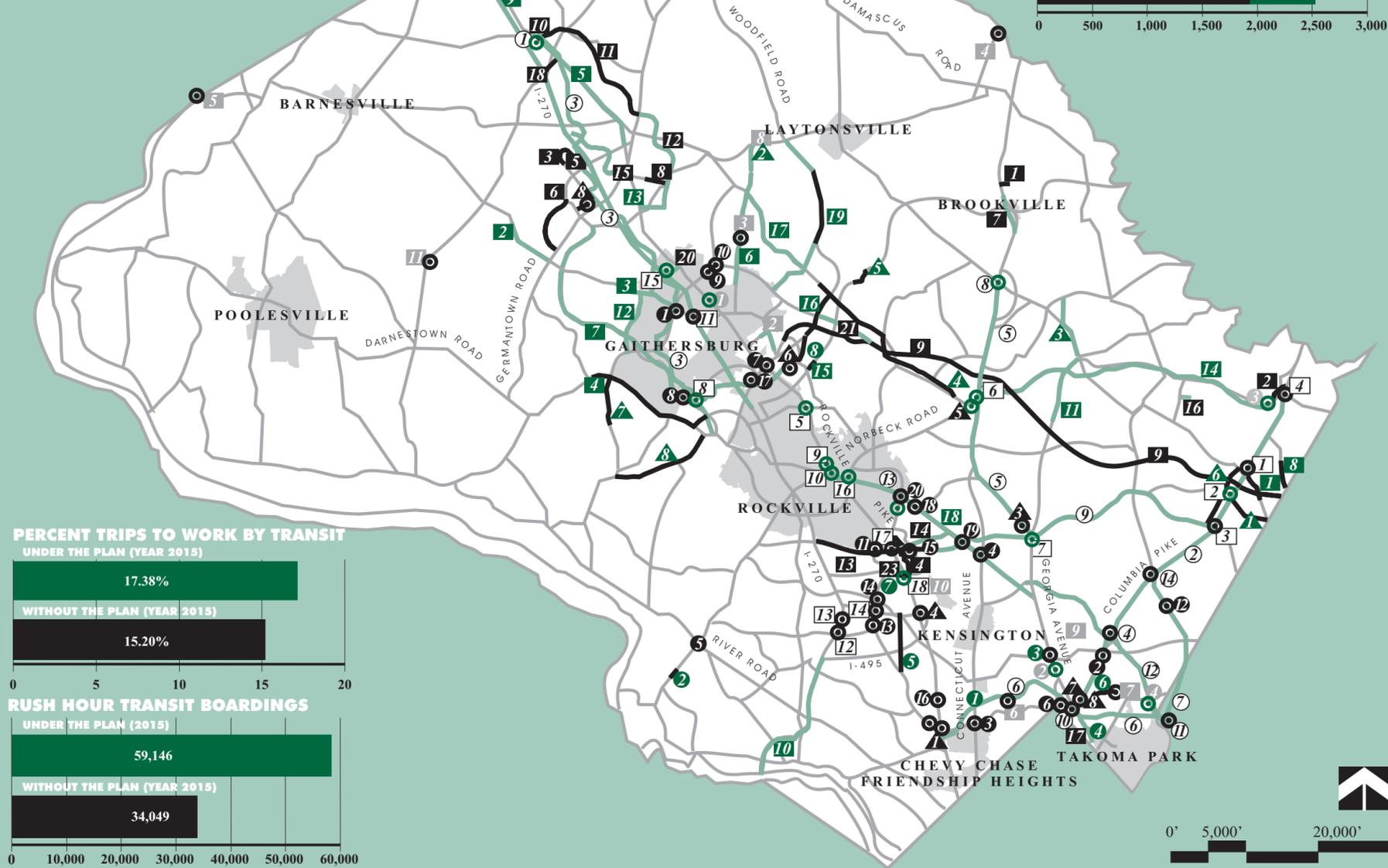
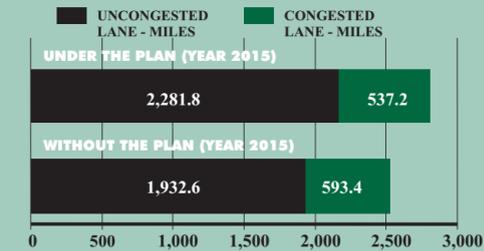
- RD- **1** **NEW ROADS**
- WI- **1** **ROAD WIDENINGS**
- BR- **1** **BRIDGE REPLACEMENTS**
- GS- **1** **GRADE SEPARATED INTERCHANGE IMPROVEMENTS**
- IN- **1** **INTERSECTION IMPROVEMENTS**
- BK- **1** **BIKE PATHS**
- CR- **1** **COMMERCIAL REVITALIZATION PROJECTS**
- TR- **1** **LIGHT RAIL LINES, BUSWAYS, & BUS RAPID TRANSITWAYS (BRT)**
- PK- **1** **PARKING GARAGES AND LOTS**
- SA- **1** **SAFETY IMPROVEMENTS**
- 1** **COMPLETED WITHIN NEXT 6 YEARS**
- 1** **FUTURE PROJECTS**
- 1** **COMPLETED WITHIN NEXT 6 YEARS**
- 1** **FUTURE ROAD PROJECTS**

TRANSPORTATION PROJECTS TO BE COMPLETED IN MONTGOMERY COUNTY BY YEAR 2015

RUSH PERIOD AVERAGE SPEED (MPH)



RUSH HOUR CONGESTION



PERCENT TRIPS TO WORK BY TRANSIT



RUSH HOUR TRANSIT BOARDINGS

