

# MOVING FORWARD TOGETHER

THE VISION FOR TRANSPORTATION IN  
MONTGOMERY COUNTY, MD



**MCDOT**



[www.montgomerycountymd.gov/MCDOT](http://www.montgomerycountymd.gov/MCDOT) |

Here are just a few of the things  
MCDOT's 1,242 employees  
do every day to keep you moving.

**GIVING YOU A  
SMOOTH RIDE**

**1,099**

arterial road lane  
miles maintained

**5,349**

county-wide  
lane miles maintained  
(includes residential  
and rural roads)



**RUNNING ONE  
OF THE BUSIEST  
BUS SYSTEMS  
AROUND**

**2<sup>ND</sup> LARGEST**  
transit system  
in the region



**513**

highway bridges inspected  
on a regular basis

**MAINTAINING  
THE BRIDGES OF  
MONTGOMERY  
COUNTY**

**DOZENS OF BRIDGES**  
rehabilitated every year



**377** ADA-accessible Ride On  
buses with bike racks,  
**75%** of which use  
alternative fuels

**71,000** passenger  
pick-ups a day

**16** million riders  
each year

**5,405** bus  
stops

**KEEPING TRAFFIC  
FLOWING WITH OUR  
TRANSPORTATION  
MANAGEMENT CENTER**



**860**  
managed  
traffic signals

**240**  
traffic safety  
cameras



**22,600**  
County-managed  
parking spaces

**2,410**  
on-street  
parking meters

**40**  
County-managed parking  
lots and garages

**PARKING  
MADE  
EASIER**

**MAKING SURE IT IS  
ALWAYS A GOOD DAY  
TO WALK AND BIKE**

**1,643**  
miles of  
sidewalk maintained

**67,000**  
streetlights

**107**  
miles of bike lanes



**MCDOT**  
Montgomery County  
Department of Transportation

## WHO WE ARE: MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION

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Our transportation system is one of our most important resources. Supporting Montgomery County residents and visitors with transit options and infrastructure, we are a large organization with over 1,200 employees and a dedicated County budget of 228.5 million.

We own and operate about **360** buses and have been supporting residents with free fare throughout the pandemic. We have committed to offering free fare to seniors and persons with disabilities long-term. Although we are best known for transportation, we are also responsible for building and maintaining County infrastructure such as roads, paths, lighting, crosswalks, sidewalks, and bus shelters. MCDOT also provides oversight of major engineering projects such as the Wheaton redevelopment project that saw the building of a LEED-certified office building, underground parking garage, and plaza.

The department has five divisions, some are larger than other County departments. These divisions include Highway Services, Parking Management, Transit Services, Traffic Engineering, and Operations and Transportation Engineering. These divisions work together to provide seamless service to the public.

## MISSION

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To move people and connect places with seamless, equitable transportation options that are safe, environmentally responsible, and support the economic impact and vibrancy in Montgomery County.



## ABOUT MONTGOMERY COUNTY

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Montgomery County is the most populous county in the state of Maryland, with over one million residents. Located adjacent to Washington, D.C., and lined on one side by the Potomac River, the interlocking trails, parks, and transit systems are integrated into the metropolitan area where it resides. However, portions of the County further out from the city border are quite rural and have a rich history of agriculture.

Montgomery County has endless art and entertainment attractions within its 491 square miles and some of the nation's most beloved historical sites are nearby. Portions of Montgomery County are integrated with the Capitol's Metro system for easy access to historical sites, museums, galleries, and nightlife. Also known for outdoor recreation, the County has endless trails, bike paths, and parks.

Montgomery County is unique for its rich diversity. According to a recent study, four of the top ten most diverse cities in the country are within Montgomery County, outranking New York and San Francisco.

Montgomery County residents tend to be liberal and are well educated with 32% of residents holding a master's degree or higher, compared to the National average of 12%. The public schools are excellent and an added attraction for families.

Ranked one of the wealthiest Counties in the United States, Montgomery County hosts many major U.S. government offices, scientific research centers, and large employers which support jobs and provide revenue for the County.





## MESSAGE FROM THE DIRECTOR, CHRIS CONKLIN

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We are actively planning for a future with more jobs, more people, and a growing economy. Transportation is key to accessing opportunities including employment, education, and health care. We are dedicated to meeting these needs with safe and equitable transportation options. It's a future that requires a first-rate, multi-modal transportation system.

The impacts of COVID-19 cost lives, health, jobs, and the freedom to spend time with loved ones. These have been challenging times, but MCDOT has had the benefit of an amazing workforce. Our more than 1,200 employees have managed to keep people moving throughout the pandemic. They found creative solutions that are redefining how we use spaces and provide services. Our programs have had an overwhelmingly positive impact on our communities. You will learn about many of them in the pages that follow.

Moving forward, we are committed to seeking out dynamic ways to reach our goals within our three priority areas. Priority areas include safety and our Vision Zero plans to eliminate severe injuries and deaths along our roadways; implementing the County's climate action plans for transportation; and helping the County achieve its economic growth and development goals in an equitable way.

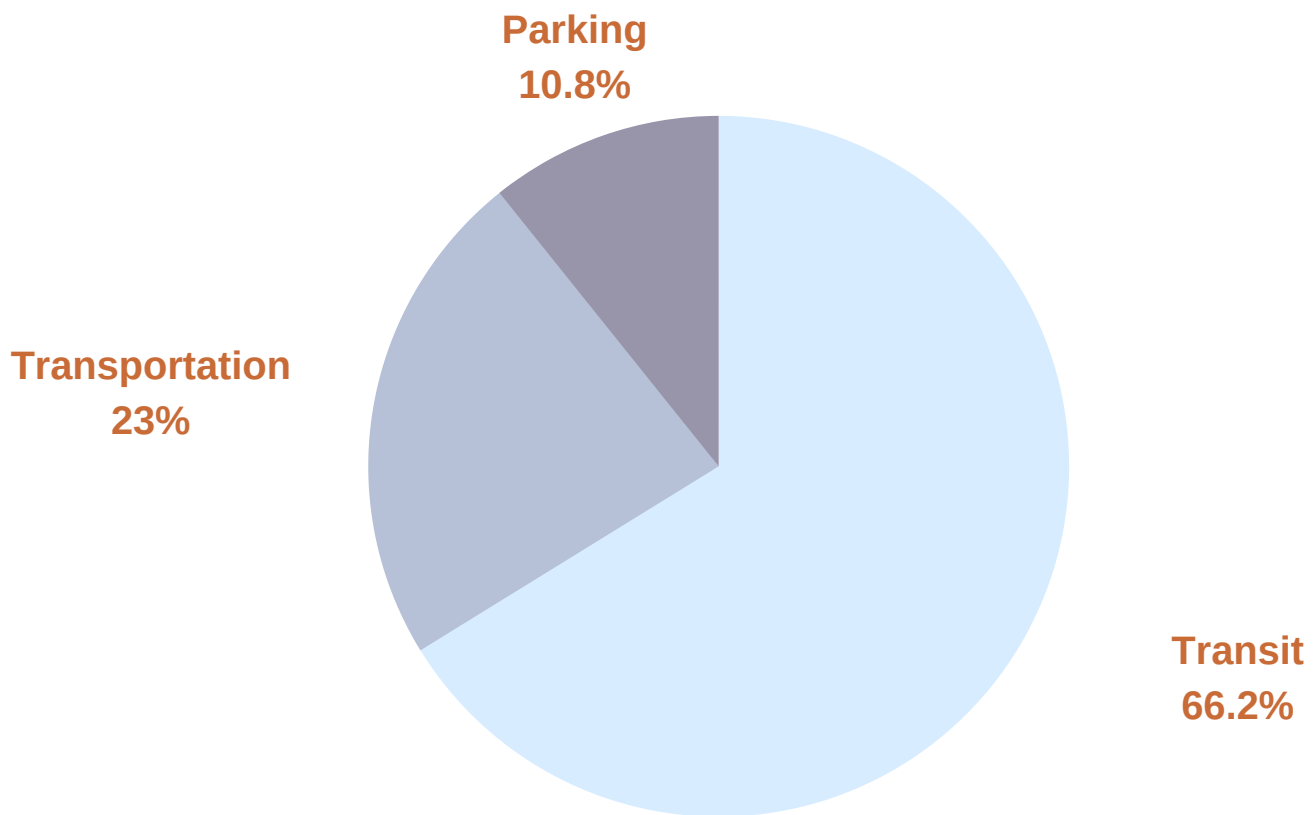
We are a public safety agency focused on reducing our carbon footprint. We also understand that when individuals flourish it benefits our community as a whole. Transportation allows for inclusion, connectedness, and advancement. We are continuously looking for better ways to provide great service because the daily transportation choices we make as a community impact our community. I look forward to moving forward together.

## OPERATING BUDGET FY2022

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MCDOT has five divisions represented by the three service categories in the pie chart below.

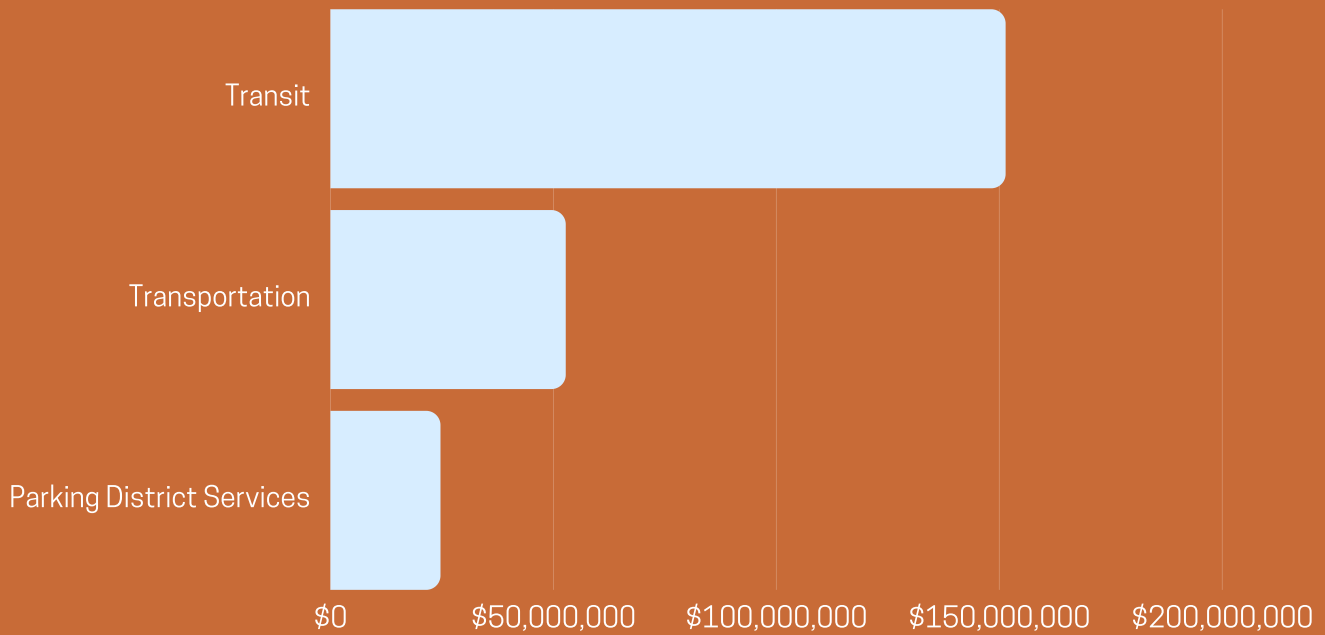
**\$228.57M**  
**1,242 Full Time Employees** **ANNUAL BUDGET**



## Did you know?

In FY21 MCDOT obtained multiple grants totaling about 8 million dollars in additional funding. These funds helped pay for things like free transit fare during the COVID-19 pandemic, supplemented bridge rehabilitation projects, and purchasing zero-emission buses.

## FUNDING BY SERVICES FY2022



## CATEGORIES

The three categories represented above consist of the following:

**Transit Services:** Includes transit services, community mobility services, and transit services general administration.

**Transportation:** Includes infrastructure construction maintenance, non-roadway right of way maintenance, transportation services general administration, transportation management operations and emergency storm response, community transportation safety, transportation policy planning and project development, parking outside parking districts.

**Parking:** Includes parking operations, parking fixed costs, parking enforcement and parking services general administration.

## THREE PRIORITY AREAS

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### SAFETY & VISION ZERO

Montgomery County has put resources in place to eliminate serious and fatal collisions on County roads for vehicle occupants, pedestrians, and bicyclists by the end of 2030. Montgomery County is one of the first county governments in the United States to initiate a Vision Zero plan.



### ENVIRONMENT & CLIMATE RESILIENCY

Montgomery County has one of the nation's most aggressive climate action plans. Transportation related goals call for an emissions free fleet in 2035. To reduce our impact on the environment and carbon emissions, we need to be able to move people more efficiently than we do today.



### ECONOMIC DEVELOPMENT & EQITABLE ACCESS

Population and jobs are growing in this region. By building on our strengths and focusing on equity, inclusion, sustainability and a less impactful lifestyle, we can make investments that transform our infrastructure and services to better meet our needs now and in the future.





## SAFETY & VISION ZERO

Safety is paramount to what we do. Apart from large-scale targeted programs MCDOT works day-to-day to ensure the safety of streets, crosswalks, sidewalks, parking garages, bikeways, and bridges. There is a continual effort to maintain and build infrastructure to support and better connect our neighborhoods.

Montgomery County has put resources in place to eliminate serious and fatal collisions on County roads for vehicle occupants (drivers and passengers), pedestrians, and bicyclists by the end of 2030.

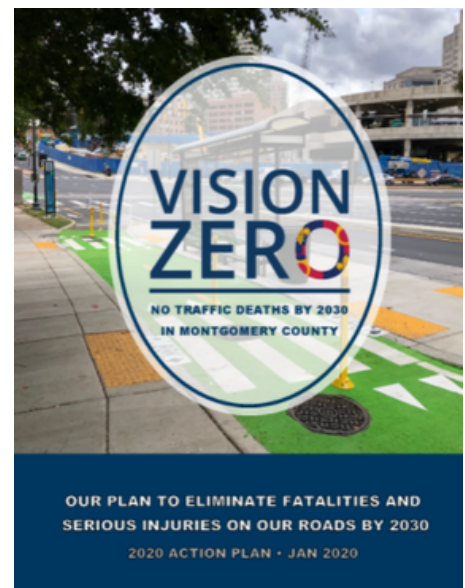
Montgomery County is one of the first county governments in the United States to initiate a Vision Zero plan.

Local infrastructure was largely developed in the 1950's through 1980's with the goal of moving cars long distances at high speeds. And that is not our vision for the Montgomery County of the future.

We have been in transition for about 15 years from the earlier model to one where walking, biking and transit are emphasized. But that is a small amount of time compared to the 50-to-60-year investment made in the car-oriented system.

Remaking our infrastructure remains a big challenge – but MCDOT is committed to accelerating engineering infrastructure changes that create a network that is less hazardous to people who are walking, biking, or using transit.

While MCDOT has too many specialized safety programs to list, program highlights are listed on the next few pages.





## SAFETY & VISION ZERO PROGRAMMING HIGHLIGHTS

The **Twenty is Plenty Program** is a part of MCDOT's Vision Zero efforts to make the County safer for pedestrians, bicyclists, and motorists. The campaign sets the speed limit to 20 mph in designated areas as lower speeds lead to less-severe crashes.



**Bus Driver Training** is continuously given to assist in reducing crashes. The training emphasizes monitoring for pedestrians. The training works to meet vision zero objectives.

MCDOT has launched a **Real-Time Crash Data Pilot Program**. Using 100-200 cameras that collect data around the County, we are able to identify real-time near-crashes. These cameras will allow the department to study and correct safety issues.



## Did you know?

MCDOT released a new roadway design guide to support people with vision disabilities. The document is a first-of-its-kind design guide, titled **Planning and Designing Streets to be Safer and More Accessible for People with Vision Disabilities**, that facilitates accessibility for people who are blind or have low vision by sharing strategies for public engagement, staff training, and improved pedestrian walkway design.







## SAFETY & VISION ZERO PROGRAMMING HIGHLIGHTS

Highways are regularly evaluated for pedestrian safety and comfort. If we can get rid of obstructions and keep highways safe there will be fewer crashes. Gaps often cause people to cross mid-block.



We have identified multiple Bicycle and Pedestrian Priority Areas (BIPPA). These are geographical areas where the enhancement of bicycle and pedestrian traffic is a priority. The objective is to enhance safety, access and improve long-range connectivity.

We are continuously adding and maintaining beacons, crosswalks, and lighting to busy streets. Sidewalks and road diets are also added regularly to areas to keep pedestrians and bicyclists safe. We also proactively add safety measures to eliminate low sight issues in County-owned garage entrances and exits.



The Bridge program inspects County bridges a minimum of every two years. Older structures are inspected more frequently to ensure safety. Annually a number of County bridges are replaced.







## SAFETY & VISION ZERO PROGRAMMING HIGHLIGHTS

MCDOT is auditing Ride On Montgomery County bus stops with the intent of all bus stops being looked at for visibility and safety improvements.



### MONTGOMERY COUNTY COMPLETE STREETS

May 2020 | Version 1.0 | DRAFT

The **Complete Streets Design Guide** is a one-stop-shop for general planning and design guidance, unifying a number of policies, regulations, and other guidance from across multiple agencies. Complete Streets are roadways that are designed and operated to provide safe, accessible, and healthy travel for all users.

Part of Montgomery County's ongoing Pedestrian Safety Program, the **Annual Sidewalk Program** is set up to retrofit sidewalks on roadways where none have previously existed. Sidewalks increase pedestrian safety.



The **Bikeway Program** provides for the planning, design and construction of bikeways, trails, and bike route wayfinding signage throughout the County to develop the bikeway network.







## ENVIRONMENT & CLIMATE RESILIENCY

Montgomery County has launched one of the nation's most aggressive climate action plans. MCDOT is doing its part by committing to a zero-emissions fleet by 2035.

To reduce our impact on the environment and carbon emissions, we need to be able to move people more efficiently than we do today. We are directing our future through actions and strategies that make transit easier, competitive, and more efficient while reducing the environmental impact.

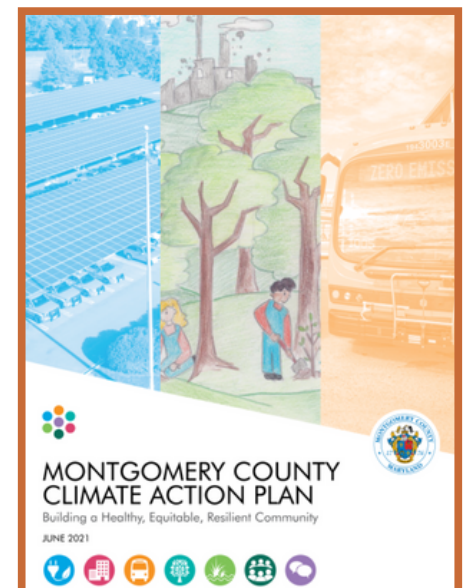
This year we rolled out our first four all-electric transit vehicles, and they have been exceeding the department's expectations. Ten more electric buses will be in circulation in the upcoming months. We are working with the County's Department of General Services to develop a microgrid at the Silver Spring Depot that will support the transition of one-third of that depot's buses to all-electric vehicles.

Well-planned infrastructure such as bike lanes, paths, and last-mile transportation options support alternative modes of transportation.

Upcoming challenges include our aging stormwater infrastructure, much of which was built in the 1960s through 1980s. It is degrading and isn't meeting current needs as storms increase in intensity.

In addition, we are encouraging public and commercial adoption of electric/zero-emission vehicles and fleets and implementing transportation demand management strategies to significantly reduce use of single-occupancy vehicles.

We are actively working towards a future where one lives and works in a community that is connected to others without the use of energy-intensive transportation modes.





## ENVIRONMENT & CLIMATE RESILIENCY PROGRAM HIGHLIGHTS

The **Tree Management program** includes street tree preservation, maintenance and pruning trees in neighborhoods. MCDOT plants approximately 1,800 trees each year in the public right of way by public request.



The **Leaf Collection program** recycles 100,000 yards of leaves annually and composts them to make LeafGro, a fertilizer sold to local retailers.

MCDOT provides 40 Electric Vehicle (EV) charging stations for public use. The department is working with industry leaders to add EV charging stations as demand rises.



## Did you know?

With the four electric buses operating in Montgomery County, we are reducing greenhouse gasses by 9,668 tons in comparison to the use of standard diesel buses. A \$1.75 million grant from the Federal Transit Administration Low or No Emission Competitive Program helped to fund our electric buses.





## ENVIRONMENT & CLIMATE RESILIENCY PROGRAM HIGHLIGHTS

MCDOT has an RFP out for 56 additional electric busses. This will take us from 14 in 2022 to 70 zero-emissions vehicles in 2023. We are also looking at hydrogen fuel technology. We are installing a Solar Canopy Project in Silver Spring to charge our electric buses.



We are expanding the Bus Rapid Transit (BRT) program, **Flash**, to 10 corridors. These corridors include Rockville Pike/355, Viers Mill Road, North Bethesda, and Randolph Road.

We wash and degrease each of our parking facilities twice a year. Our garages have a grate that drains the cleaning water into a tank that treats water, containing oil, before releasing it into storm drains.



## Did you know?

MCDOT managed the Wheaton Redevelopment Project consisting of a LEED platinum office building and parking garage. The project also included an outdoor plaza. The project was completed on time and on budget.







## ENVIRONMENT & CLIMATE RESILIENCY PROGRAM HIGHLIGHTS

We changed out about 29,000 streetlights to LED lights and the impact is an estimated annual energy savings of about \$900K.



To address the increase in rainwater, we have two assistance programs pertaining to surface runoff drainage. One is for maintenance of existing systems and the other is for addressing communities' requests for drainage improvements.

Our Advanced Transportation Management Systems (ATMS) manage the flow of traffic more efficiently and decrease congestion, idling, and greenhouse gas emissions.



## Did you know?

We set the standards for Electric Vehicle (EV) charging in the right of way to assist EV owners who don't have a garage or a driveway and drivers who may need to recharge away from home.







## ECONOMIC GROWTH & EQUITABLE ACCESS

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Population and jobs are growing in this region. Reliable and predictable funding for transportation services and infrastructure allow us to make the investments we need for our economy to be successful.

With a focus on helping the business community recover from the economic effects of the pandemic, we are enhancing the attractiveness of our communities by being thoughtful about the way we invest in new infrastructure.

We implemented short-term strategic measures during COVID, such as Shared Streets and greenways. We are now assessing the impact of adapting our infrastructure to make these types of programs permanent while meeting the needs of restoring the County's economic health.

We viewed our transit services response to COVID through a lens of equity. We worked hard to meet our residents' needs during the pandemic by structuring our transit response around connecting communities to services. It wasn't easy and we had to make many adjustments along the way. Right now, we are providing about 80 percent of our normal transit service focused on where ridership is occurring.

Because of social distancing requirements, we have had to be mindful about meeting ridership needs while customers maintain adequate spacing. This is a big change from our former push to maximize ridership. We've kept buses and operators in reserve to respond to overcrowding.

By building on our strengths and focusing on equity, inclusion, and sustainability we are making investments that are transforming our infrastructure, and services, to better meet community needs now and in the future.





## ENVIRONMENT & CLIMATE RESILIENCY PROGRAM HIGHLIGHTS

The **Shared Streets** program temporarily closes streets to cars to allow for in-street activities such as biking, walking, outdoor dining, and retail activity. Instated during the COVID-19 health crisis, many of these popular gathering areas are being evaluated for long-term use.



In partnership with BUP, the Paint the Town program brings murals to County-owned parking garages in Bethesda. Downtown beautification projects such as this draw in people and businesses.

The more efficient we make our parking garages, the more people we bring into an area. This directly impacts businesses and is an incentive for a business' location. Parking facilities help us build vibrancy.



## Did you know?

We created a National Roadway Design Guide to Support People with Vision Disabilities. Titled, Planning, and Designing Streets to be Safer and More Accessible for People with Vision Disabilities. The guide facilitates accessibility for people who are blind or have low vision by sharing strategies for public engagement, staff training, and improved pedestrian design.







## ENVIRONMENT & CLIMATE RESILIENCY PROGRAM HIGHLIGHTS

The White Flint Project is a development project built with multimodal access to transit. We provide the transportation infrastructure that allows for development to begin.



We are continuously building and maintaining infrastructure. Well built infrastructure allows for people to get to employment, and gives people access to places. Safety brings businesses and pedestrians. Additional signals are added around businesses to facilitate foot traffic and support vibrancy.

Reimagining Ride On is a study of the County's bus system to ensure needs are being met to support economic growth. There are currently 79 bus routes. This study will research the need for additional routes in specific areas.



We are conducting a study to assess pedestrian access to all County Public Schools. Equity emphasis areas will be given priority for improvements. These areas have been historically underserved.





## ENVIRONMENT & CLIMATE RESILIENCY PROGRAM HIGHLIGHTS

We have been supporting the community throughout COVID-19 with free fares to boost the economy and ensure essential workers have transportation access. Kids, seniors, and people with disabilities will ride free long term.



Flex is an on-demand bus service that provides local accessibility on demand. For people in wheelchairs, the Flex offers door-to-door service.

Ferry service across the Potomac River is recognized as an important part of the region's transportation network. White's Ferry closed in December 2020. We have partnered with Loudoun County, VA, to run a study of reopening options and are committed to helping reopen the ferry.



Freight deliveries and commercial properties can be hindered by weight-limited bridges causing equity issues. We eliminated posted bridges with accelerated bridge construction.





## MCDOT's organization:

**The Director's Office** manages transportation policy that includes coordinating with regional and state transportation systems and agencies and developers on land use and development proposals, traffic mitigation agreements, master and sector plans, and regional transportation priorities; plans and constructs a Bus Rapid Transit system; and manages commuter services, taxicab regulation and community outreach programs.

**The Division of Highway Services** maintains and repairs the County's transportation infrastructure. It rebuilds and repairs roadways, sidewalks, curbs and gutters; cleans and rebuilds storm drains and culverts; maintains and plants trees; removes snow from roadways and sidewalks; provides vacuum collection of leaves; and cares for right-of-ways by removing litter and mowing.

**The Division of Parking Management** helps Montgomery County achieve its economic development and transportation management goals by creating and managing public parking in commercial areas.

**The Division of Traffic Engineering** manages the County's road network to enhance safety for all users. It ensures safe and efficient traffic flow; provides crosswalks and roadway markings; installs and maintains traffic signs, streetlights and traffic signals; and improves pedestrian and traffic safety using traffic calming and other measures.

**The Division of Transit Services** operates the County's Ride On bus system; improves bus stops to meet accessibility standards and maintains them; and manages transportation services for seniors, persons with disabilities and low income residents.

**The Division of Transportation Engineering** designs and constructs transportation systems and infrastructure, including bikeways, sidewalks, transit facilities, ADA ramps, roads and storm drains; inspects, maintains and builds bridges; oversees the County's Bikeshare program; and acquires property for projects.

To request MCDOT services, please call 311 and place a service request.



Montgomery County  
Department of Transportation

September 2021