

Welcome

Please Sign In

Purpose of This Open House

- What is Bus Rapid Transit (BRT)?
- How might the MD 355 corridor benefit from BRT?
- What would BRT look like in the MD 355 corridor?
- How do you submit your comments?



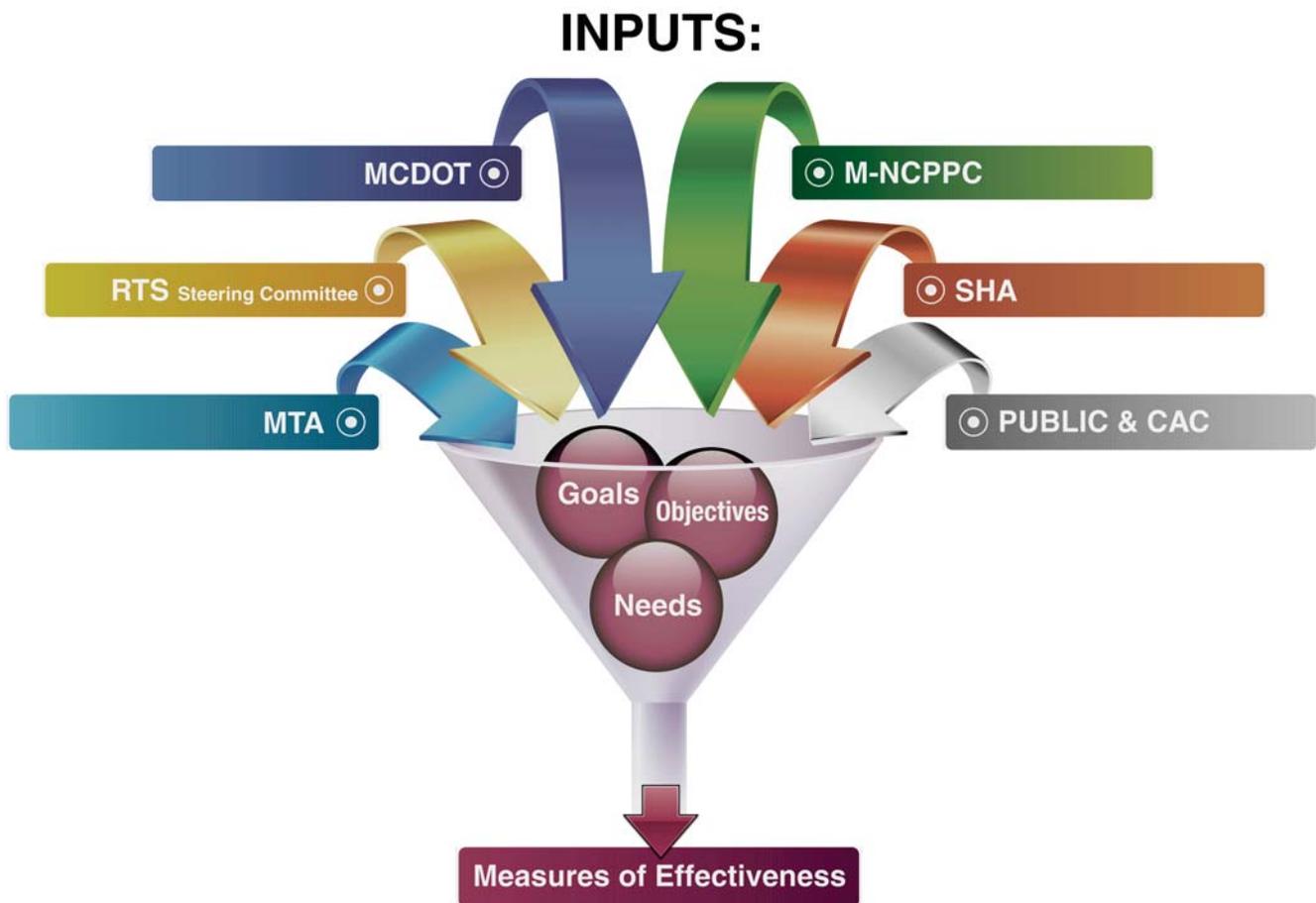
Countywide Transit Corridors Functional Master Plan

- Approved and adopted by County Council in 2013
- 102-mile BRT network comprised of 11 corridors, including MD 355
- Running way options for various BRT segments
- Potential station locations
- Establishes public rights-of-way to implement the BRT network



Rapid Transit System Goals

- Improve quality of transit service
- Improve mobility opportunities and choices
- Develop transit services that enhance the quality of life
- Develop transit services that support master planned development
- Support sustainable and cost effective transportation solutions



BRT Elements

BRT stands for Bus Rapid Transit, a modern, flexible, lower cost, premium form of transportation that combines features of both a bus system and a light rail system. BRT features include:

- Dedicated lanes, which means no traffic congestion for riders
- Lane and signal priority allowing for shorter travel times
- Multiple doors and low floor vehicles, which result in quick, easy and efficient entry and exiting
- Pay stations to pay for the fares before boarding, which allows for faster boarding
- Vehicles with rubber tires which allow them to divert from the transitway on to local streets to provide neighborhood service



U.S. BRT Examples



Alexandria, Virginia



Los Angeles, California



Las Vegas, Nevada



Cleveland, Ohio

BRT Alternative Components

Conceptual Alternatives will be investigated as part of this study and will be evaluated against the no-build and against each other. The conceptual alternatives are composed of three main components.



Running way

A designated facility such as striped/signed lane or exclusive busway in which the vehicle would travel between stations

Station location

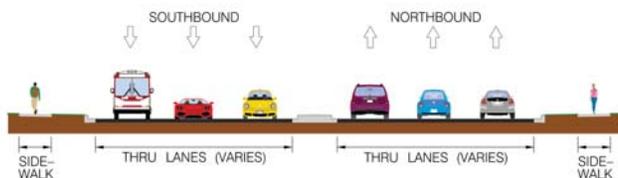
Specific locations where passengers can access the service and the service can support the local land uses (residential, commercial, etc.)

Service plan

The way in which BRT operates including service frequency, hours of service, routing and connecting services

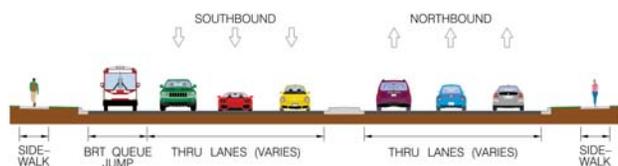
BRT Alternative Components – Running Way Options

Proposed running way options will be mixed and matched along different segments of the corridor



Mixed Traffic

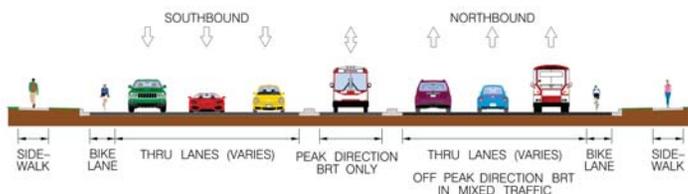
BRT operation would be in mixed traffic



Queue Jump

BRT operation would be in mixed traffic

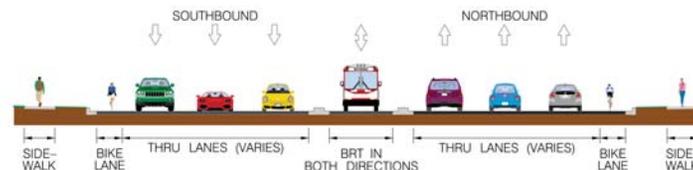
Queue jump provided at specific intersections for BRT to get ahead of traffic queue



Reversible Lane

BRT operation would occur in dedicated reversible lane for the peak direction

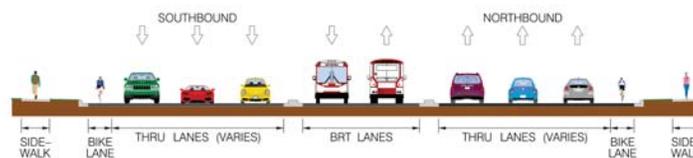
BRT in off-peak direction would be in mixed traffic



Bi-Directional Lane

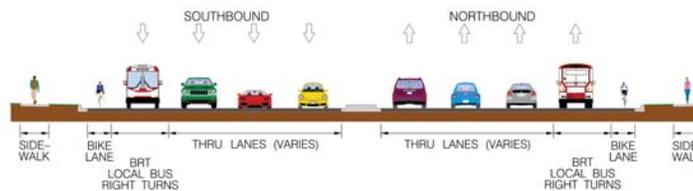
BRT operation in both directions would occur in dedicated bi-directional lane

Passing zones would be created to maintain necessary headway



Dedicated Median Lanes

BRT operation would occur in dedicated median lanes



Dedicated Curb Lanes

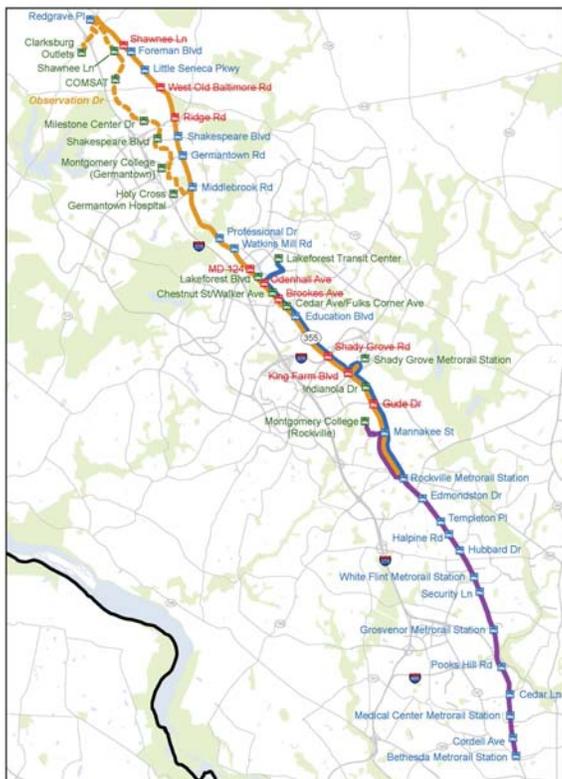
BRT operation would occur in dedicated curb lanes

Curb lanes will be shared with other local buses and right-turning traffic

BRT Alternative Components – Station Location

- Began with recommendations from Functional Master Plan
- Made adjustments based on coordination with the Cities of Rockville and Gaithersburg, M-NCPPC, MCDOT, and in response to CAC comments
- Station Planning Process:

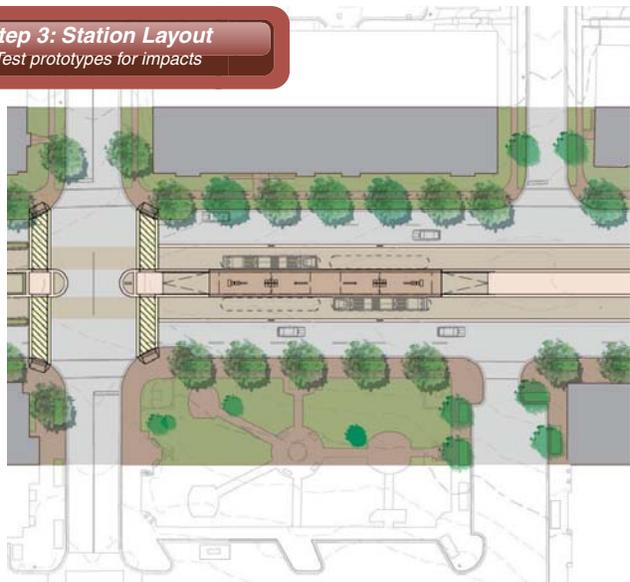
Step 1: Service Areas
Study service plan



Step 2: Station Area Analysis
Distinguish land use and pedestrian flows



Step 3: Station Layout
Test prototypes for impacts



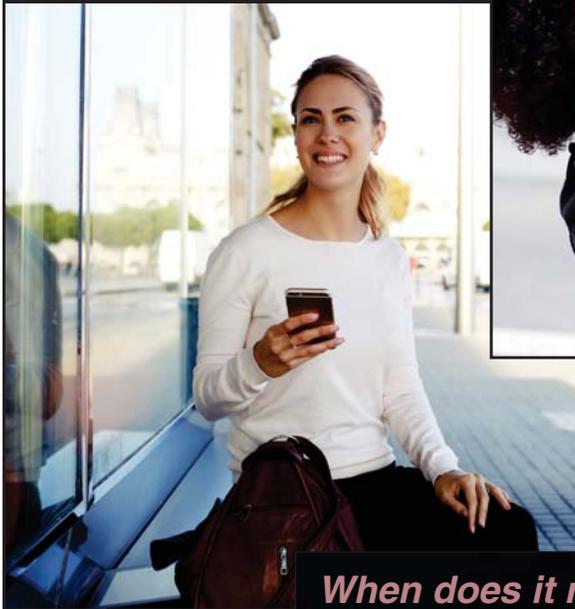
BRT Alternative Components – Service Plan

- Bus routes
- Headways/frequencies
- Hours of service

How often will the bus come?



Where does it run?

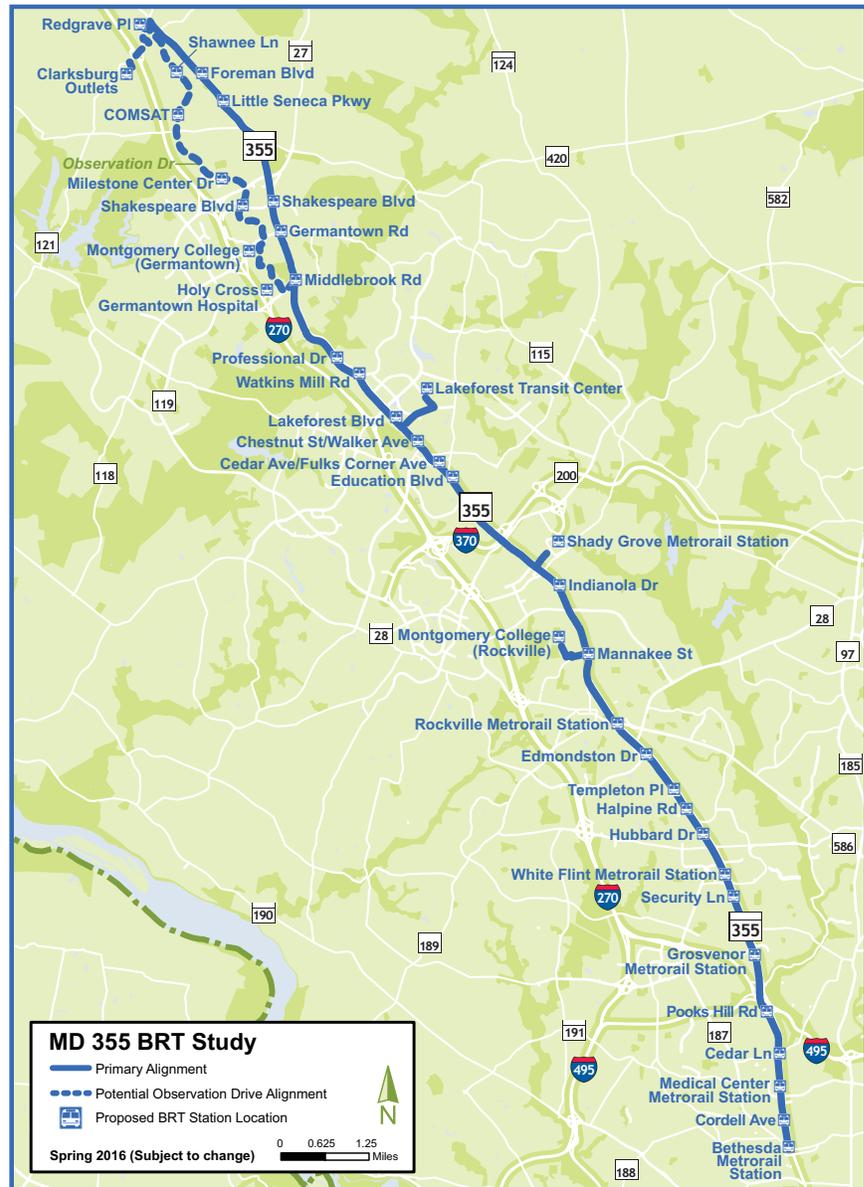


When does it run?



MD 355 BRT Study Overview

- Advance the Countywide Transit Corridors Functional Master Plan
- Propose service along MD 355 from Bethesda to Clarksburg
- Evaluate alternatives for accommodating BRT



MD 355 Public Involvement

- Two Corridor Advisory Committees (CAC)
 - Includes residents, business owners and interested stakeholders
 - Meets regularly with the project team to review information, ask questions, and provide feedback

- Additional public involvement - public workshops/open houses, community meetings, and the project website



Existing Transit Operations

While there are numerous transit routes that intersect or serve portions of the MD 355 corridor, only three Ride On routes run parallel to the proposed BRT alignment from Bethesda to Clarksburg

- Ride On services along MD 355
 - Route 46: Medical Center Metrorail Station to Shady Grove Metrorail Station
 - Route 55: Rockville Metrorail Station to Germantown Transit Center
 - Route 75: Germantown Transit Center to Montgomery County Correctional Facility
- Several Metrobus routes run along MD 355 for a short distance
- WMATA Metrorail Red Line runs parallel to MD 355 from Bethesda Metrorail Station to Shady Grove Metrorail Station



Existing Roadway Conditions

- Approximately 21-mile corridor from Bethesda to Clarksburg
- Posted speeds 30 to 50 mph
- Annual Average Daily Traffic ranges from 7,700 to 67,800 vehicles depending on location
- 85 signalized intersections
- 10 intersections failing in the AM peak and 17 failing in the PM peak
- Approximately 1,900 crashes between 2011 and 2013

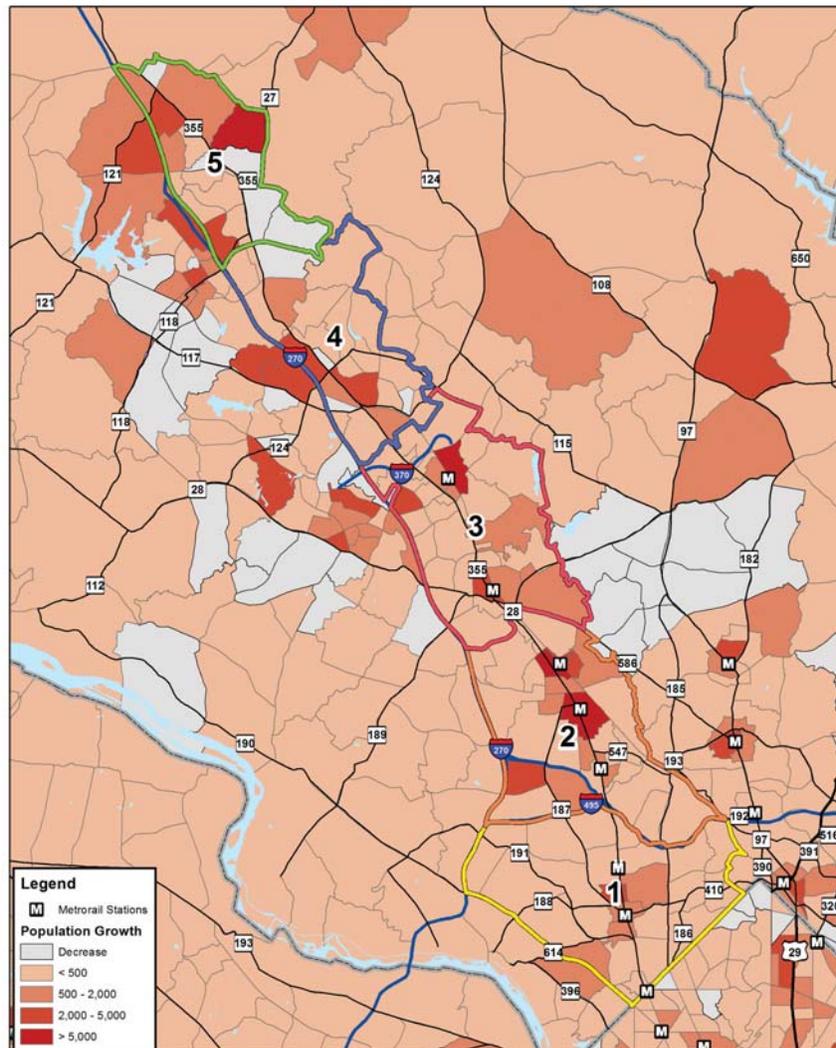


Existing Environmental Resources

- 17 public parks
- Five resources listed on the National Register of Historic Places (NRHP)
 - Bethesda Theatre
 - Bethesda Naval Hospital Tower
 - Bethesda Meeting House
 - Montrose Schoolhouse
 - Third Addition to Rockville and Old St. Mary's Church and Cemetery
- 18 resources eligible for listing on the NRHP
- Several stream crossings and wetlands
- 100-year floodplains within study corridor related to Great Seneca Creek, Muddy Branch and Rock Creek



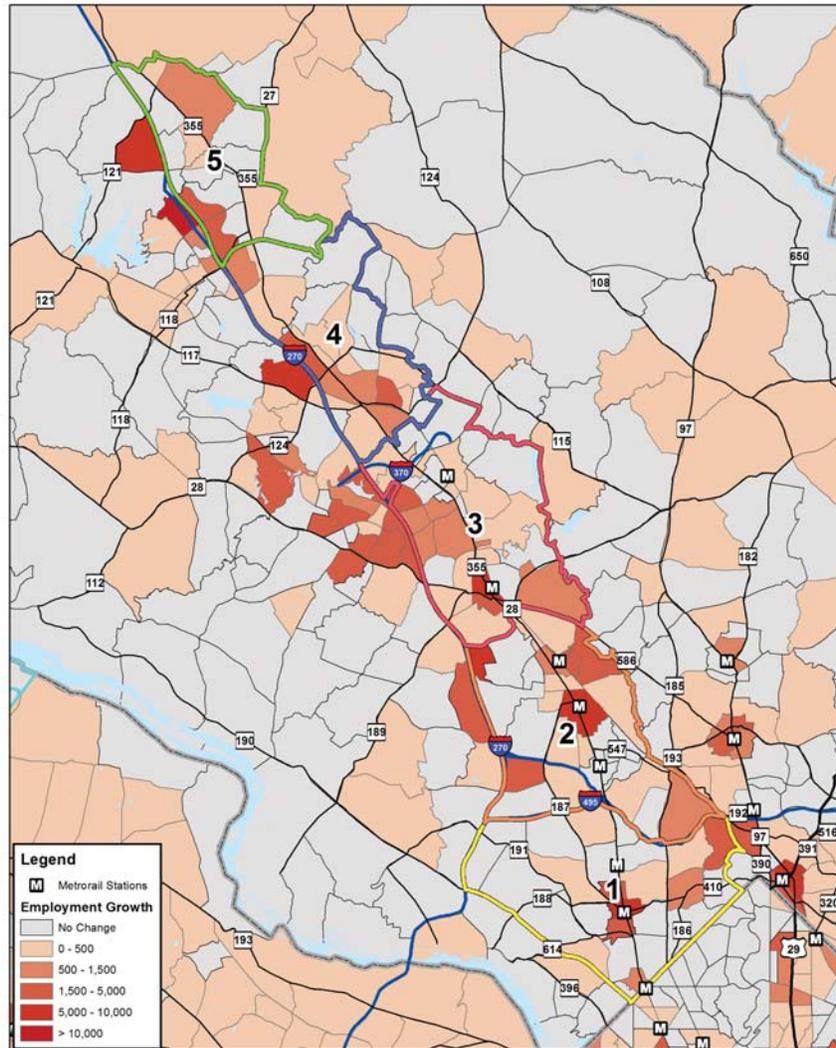
Population Growth in the Study Area



District	2014	2040	Growth	Percent Growth
1 - Bethesda	87,900	101,800	13,900	15.9%
2 - White Flint	80,200	122,700	42,500	53.0%
3 - Rockville	48,000	68,000	20,000	41.5%
4 - Gaithersburg/ Germantown	66,000	76,200	10,200	15.5%
5 - Clarksburg	26,000	40,600	14,600	56.2%
Total	308,100	409,300	101,200	32.9%
County Total	1,011,000	1,213,000	202,000	20.0%

Districts were established for analysis purposes only

Employment Growth in the Study Area



District	2014	2040	Growth	Percent Growth
1 - Bethesda	94,500	114,100	17,600	20.1%
2 - White Flint	84,600	122,100	37,500	46.7%
3 - Rockville	61,300	78,700	17,400	36.3%
4 - Gaithersburg/ Germantown	30,600	39,500	8,900	13.4%
5 - Clarksburg	9,800	14,800	5,000	19.4%
Total	282,800	369,200	86,300	31.0%
County Total	528,000	738,000	210,000	39.8%

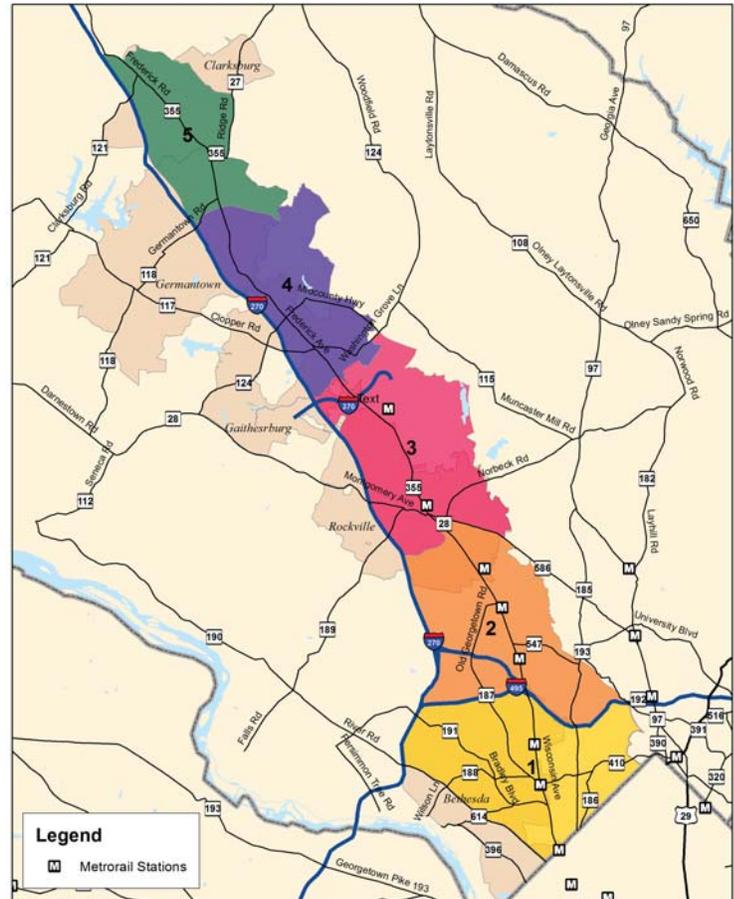
Districts were established for analysis purposes only

2040 Travel Patterns

Study Corridor

For the purposes of analysis, the corridor is divided into five districts:

- 1 – Bethesda
- 2 – White Flint
- 3 – Rockville
- 4 – Gaithersburg / Germantown
- 5 – Clarksburg



■ 639,000 daily trips within the study corridor (27% growth by 2040)

■ Non-work trips account for 87% of overall travel in the study corridor

● About 90% within the same or adjacent district

■ Work trips account for only 13% of overall travel in the study corridor

■ District 2 around White Flint is expected to experience the most growth in work trips

● The number of work trips from District 2 and to District 2 is expected to increase 70% and 65% respectively

MD 355 Corridor Needs

■ Growth in the study area

- MD 355 study area population and employment are forecasted to grow between 15%-56% and 13%-47% respectively
- Local plans call for growth in the corridor to be transit supportive

■ Roadway congestion

- Congested conditions will worsen, with traffic increasing by over 20% and peak period travel time increasing up to 30% by 2040
- Congested conditions already contribute to higher than average crash rates

■ Lack of competitive travel options

- 88% of all trips along MD 355 are short non-work trips
 - Over 90% of non-work trips occur within adjacent districts

- Metro only serves a portion of potential transit market

■ Transit reliant passengers

- Demographics along MD 355 include transit reliant customers who use public transportation as a primary travel mode due to age, mobility impairments, economic level or lack of access to an automobile

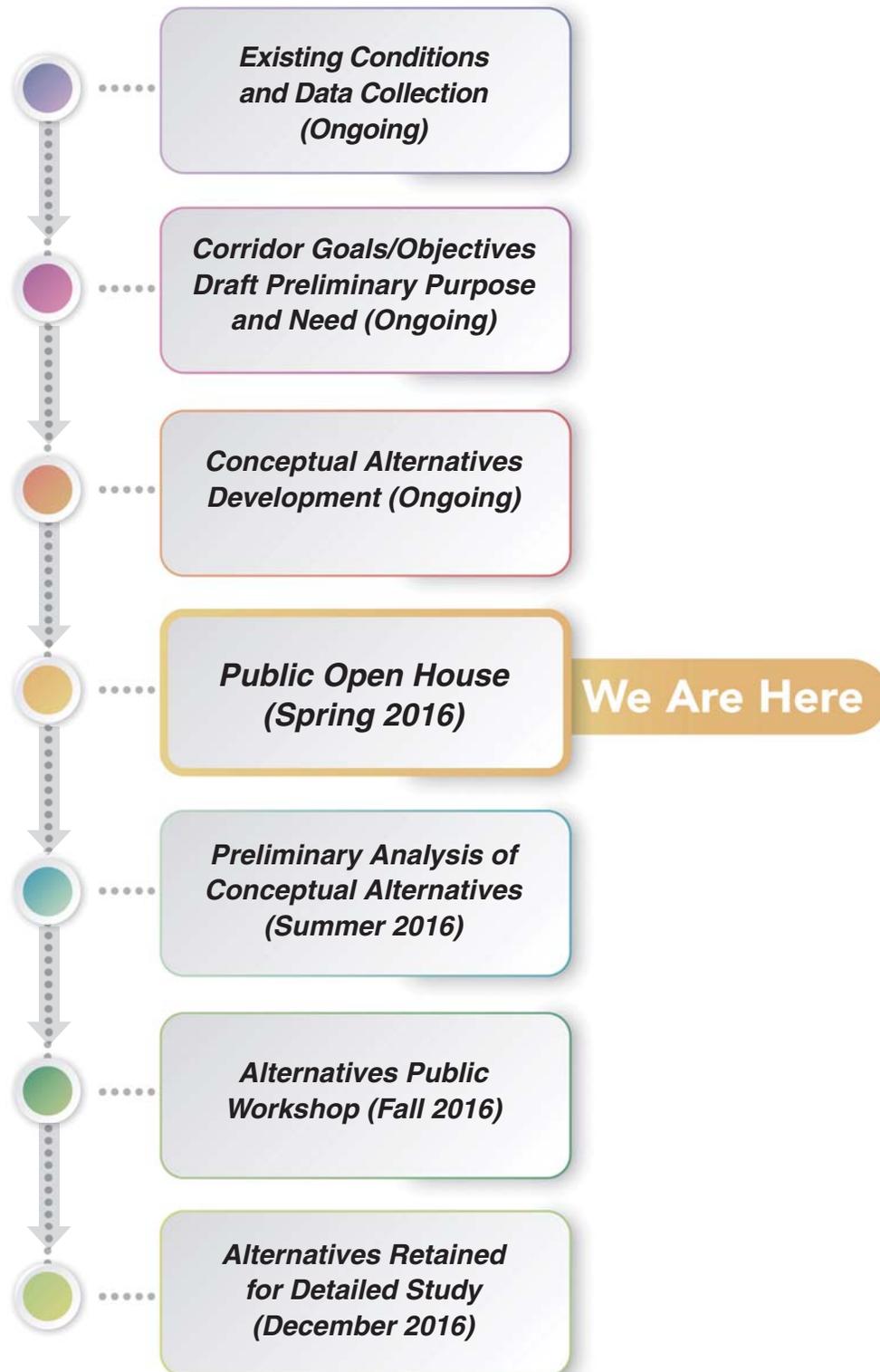


MD 355 BRT Purpose

- To provide a new higher speed, high frequency, premium transit service along MD 355 from Bethesda to Clarksburg that will:
 - Enhance transit connectivity and multimodal integration along the corridor as a part of a coordinated regional transit system
 - Improve the ability for buses to move along the corridor (bus mobility) with improved operational efficiency, on-time performance / reliability and travel times
 - Address current and future bus ridership demands
 - Attract new riders and provide improved service options for existing riders as an alternative to congested automobile travel through the corridor
 - Support approved Master Planned residential and commercial growth along the corridor
 - Improve transit access to major employment and activity centers
 - Achieve Master Planned non-auto driver modal share
 - Provide sustainable and cost effective transit service
 - Improve the safety of travel for all modes along the corridor

**Your comments on the project
purpose are welcomed.**

Study Timeline



Get Connected

Your comments and suggestions are very important to us.

- Please provide us with your ideas, opinions, and questions
- Sign up for project updates and/or request a presentation to your community or organization
 - Fill out a comment card today
 - Send an e-mail to: md355brt@mta.maryland.gov
 - Mail information to:

MD 355 BRT Project Manager
Maryland Transit Administration
6 St. Paul Street, Suite 902
Baltimore, MD 21202



For more information, go to the project website at
montgomerycountymd.gov/rts

MD 355 BRT Study

