Montgomery County Department of Transportation

Ride On Reimagined

Ride On Reimagined: Montgomery County's Comprehensive Bus Network Study

Service and Implementation Plan

FALL 2024

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Executive Summary

This report outlines the process of developing the service and implementation plan—an in-depth and comprehensive review of transit—for Ride On Reimagined in Montgomery County. Ride On currently operates over 80 routes, many of which have been unchanged since their implementation in the 1970's, making this redesign a vital process to better align with the current needs of Montgomery County's riders. The service and implementation plan is the product of several intermediate steps, including the development of the draft and final network, public review and input, and coordination with Washington Metropolitan Area Transit Authority (WMATA) on their redesign efforts impacting Montgomery County. The plan is divided into phases that align with benefit and cost scenarios. Implementation is dependent on numerous operational, financial, and market conditions.

The Ride On Reimagined Service and Implementation Plan is the culmination of over two years of research, planning, coordination, and development that examined the transit landscape of Montgomery County, Maryland, including Ride On and Metrobus service. The comprehensive and forward-looking study analyzed existing market conditions, transit use, and public feedback from various channels to best plan for a sustainable, equitable transit network to promote safe mobility and economic opportunities.

19
new Ride On Flex zones
These zones collectively serve over 85 square miles.

17
Flash Bus Rapid Transit (BRT) and Ride On extRa routes
covering over 21,000 miles travelled per weekday.

30
routes will have improved weekday frequencies.

26
routes will have new weekend service.

173,000
additional people will have access to Wheaton Station
Right now 130k people can access Wheaton Station within 30 minutes using transit at 8:00 a.m. on weekdays. The proposed network increases access to Wheaton Station to 303k people, a **142% increase.**

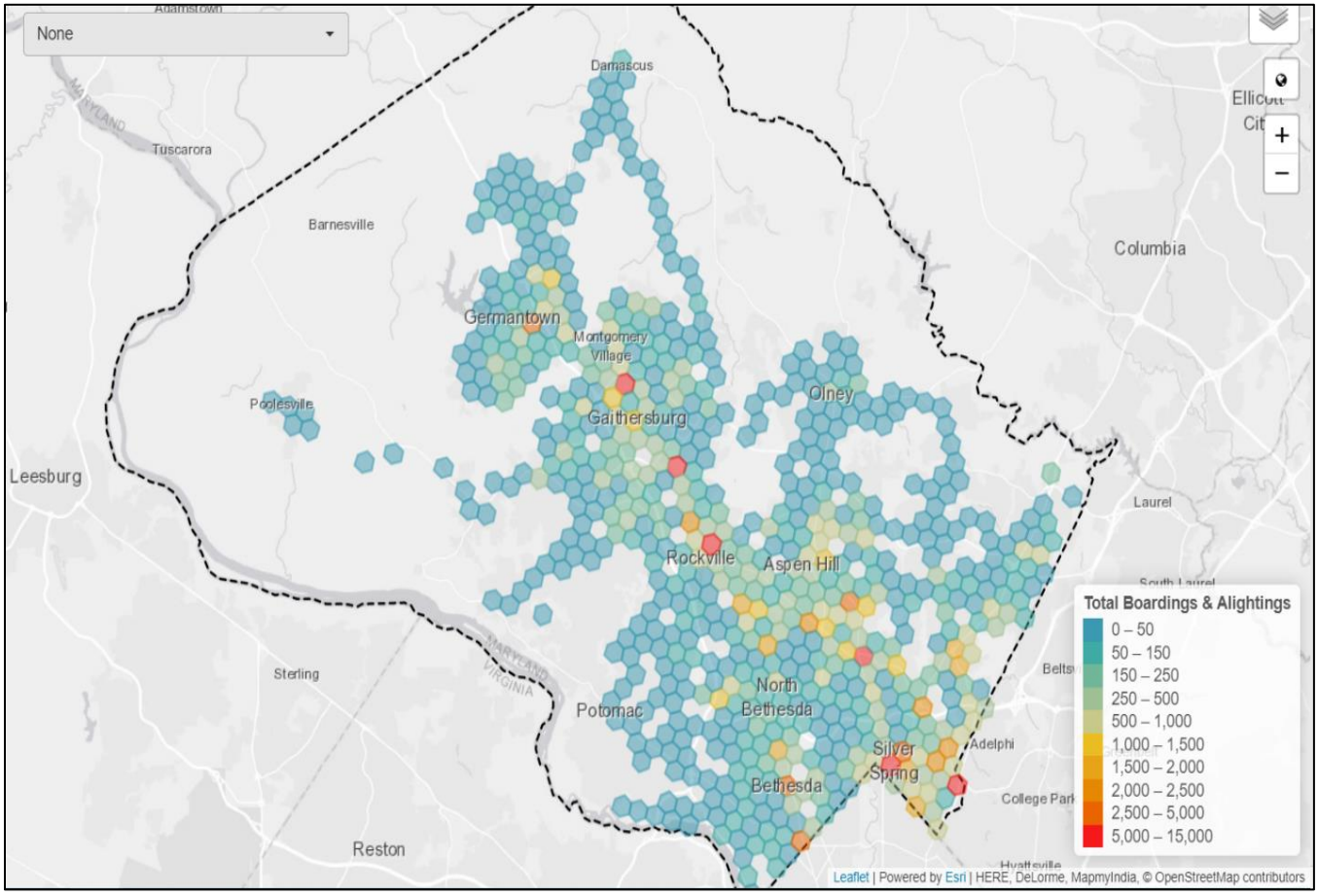
On weekdays during the morning rush hour, the average resident in Montgomery County can access
13,930
more jobs within 30 minutes using the proposed network – a 74% increase compared to the existing network.

Study Goals

Safety and Vision Zero	Environment and Climate Resiliency	Economic Development and Equitable Access
1-1: Enhance Pedestrian and Rider Safety	2-1: Shift Mode Share from Auto to Bus	3-1: Increase Access and Connections for All Users
	2-2: Position Transit as the First Choice in Montgomery County	3-2: Implement Targeted Equity Actions
1-2: Improve Bus Operations Safety	2-3: Plan Network to Meet Environmental Goals	3-3: Connect Transit with Economic Development
	2-4: Promote an Ongoing Evaluation of the Network	3-4: Improve Passenger Experience

The development of the final network was refined from the draft network, integrating missing and underutilized transit corridors and connections and identifying operational inefficiencies that prevented transit use. This corridor analysis was incorporated via a transit propensity index (TPI) that measured potential transit use. Mobility across the County was analyzed and compared with public feedback to provide desired new connections, service types, and policies. The network was designed to align with the stated goals of the study: safety and vision zero; environmental and climate resiliency; and economic development and equitable access.

Total Daily Boardings and Alightings



An existing conditions review included overall demographic data as well as transit usage statistics. Trip trends and route profiles were identified, and the County was divided into subareas. Boarding and alighting figures helped to highlight major hubs and corridors.

This boarding and alighting map shows hotspots that help guide where transit is being utilized and may merit further expansion. Conversely, lower usage areas may indicate transit is not being provided at adequate service levels. This showed potential areas where more transit is needed and is an active need for residents of the area. This type of analysis laid groundwork for the existing conditions reviews centered on transit needs and began the network development planning process.

The network development process can be distilled into four general areas:

- Identify key hubs and origin/destination (O/D) pairs
- Determine connectivity
- Identify gaps in service and coverage
- Develop new routing and operating patterns to address these gaps

A customer satisfaction survey was administered to provide qualitative evidence for the rider experience. The questionnaire asked riders about preferred destinations, areas for improvement, and general priorities for travel. This was an important aspect of identifying existing conditions because it filled in gaps that could not be discovered solely with data. Customer input lent anecdotal and personal touches to raw data and uncovered nuanced trends that might otherwise have been unnoticed even with extensive data analysis. This added an aspect to the evaluation of the system.

The top four areas to prioritize for improvement based on the survey are:

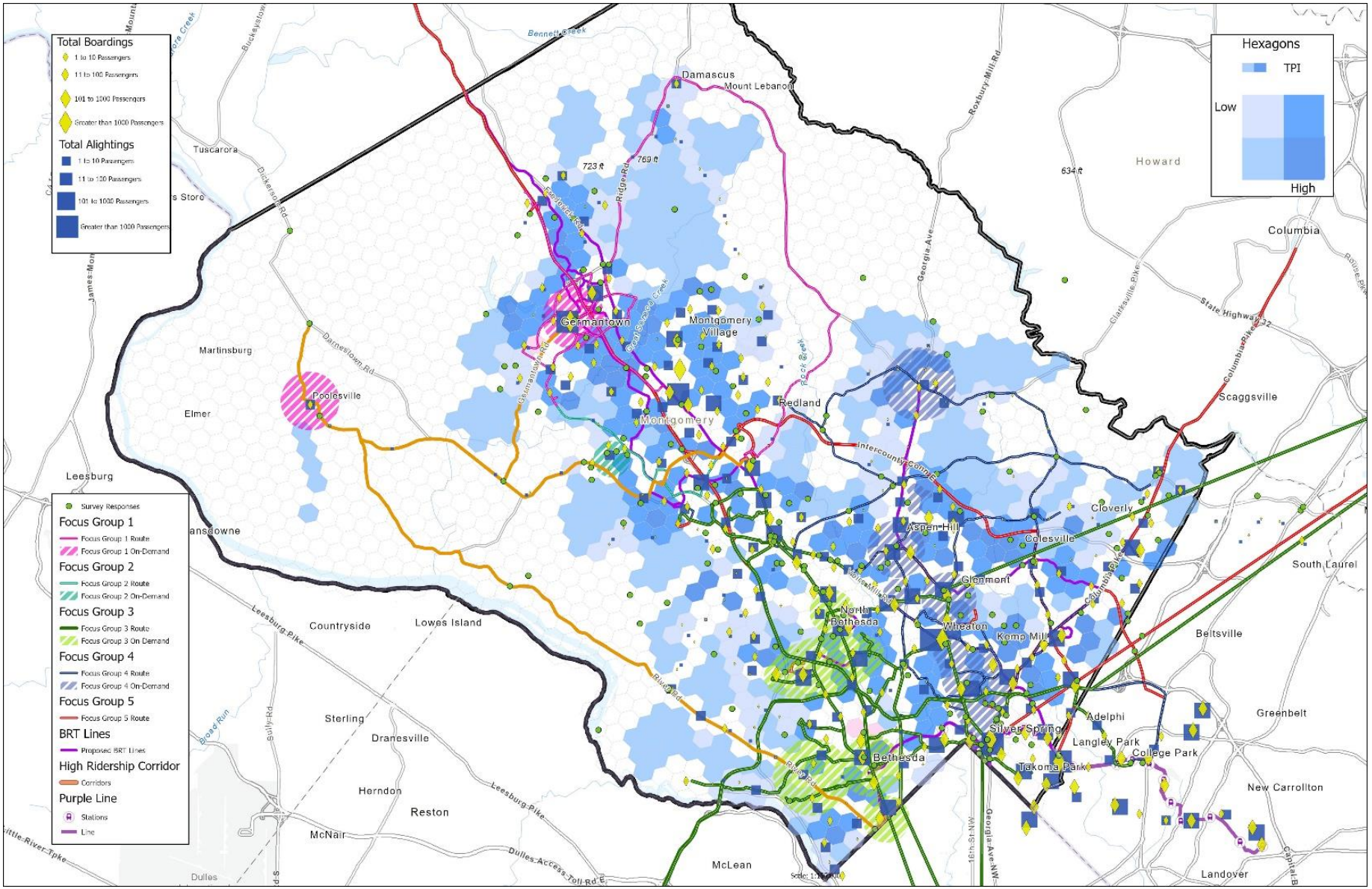
1. Accuracy of real-time bus arrival information and service updates
2. How often the bus comes (frequency)
3. Improved user interface and information while using the website or social media, or calling 311 or Metro Information
4. How late the last bus comes (span)

The top preferred destinations and trips were short trips, cross-County trips, and trips to access recreational and cultural centers. These trips were determined to be difficult to serve in the current network because of trip time or required transfers, which resulted in riders using a car or foregoing the trip altogether. What frustrated riders was the relatively short distance as the crow flies compared to the time-consuming journey required on transit. Addressing transit's competitivity directly aligns with the study's goal to make transit the first choice for mobility in Montgomery County.

Focus group meetings were held, with attendance divided into five subgroups of the County. These focus groups consisted of riders and nonriders to get a broad range of perspectives.

- Focus Group #1: Germantown
- Focus Group #2: Gaithersburg
- Focus Group #3: Bethesda/Rockville
- Focus Group #4: Glenmont/Wheaton
- Focus Group #5: Silver Spring

Focus Group Responses



These focus groups had similar views, requesting more travel time efficiency and east-west service. On-demand transit was a welcome idea. At the meetings, attendees were invited to mark up their own maps of preferences and illustrate their desires for the transit system. These maps highlighted locations where riders requested more service. Other exercises included assigning buses to meet preferred frequency and balancing overall rider preferences of frequency with buses available. The focus group responses are mapped below. There are clear focus group requests for east-west or cross-County service and service to parks and recreational spaces.

An operator review was another important piece of feedback, giving the study team the perspective of those who know the routes and operations best. Operators noted that the system was not designed to please all users and that Montgomery County has a disconnected geography, with several job hub centers separated by suburban and rural regions. Operators expressed concerns about the volatility in shifts and scheduling due to how interlining[1] may impact scheduling, with delays on one route impacting other interlined routes; this was a tradeoff for the benefits of interlining, namely fostering a varied and interesting day that can help make their job more engaging. It should be noted that the study seeks to reduce the length of routes to build in more recovery time.

Drafting the Final Network (Chapter 2)

The final network draft contained new routes based on rider inputs, route modifications for efficiency, and improved headways. Bus routes were analyzed for continuity with existing service, alignment with new services such as Flex and Bus Rapid Transit (BRT), and implementation with other service changes like transfers and deviations. The drafting process considered multiple phases and means of public engagement and input before ultimate revisions were made based on operator feedback, WMATA coordination, and the project team's own review. This review analyzed each route to determine hubs, areas of delay, and choke points.

The Vision Network (Chapter 3)

The framework for the Vision Network represents an idealized, unconstrained network that assumes implementation of all proposed improvements and a complete realization of the goals. It is a "best case scenario" whereby all funding needs are met, all capital improvements are installed, and services are implemented without constraint. The Vision Network sets the baseline for the other network scenarios that operate on more temporal and resource-based phasing.

As part of the Vision Network, service classes were developed to standardize operations and best classify bus routes to right-size service. The service class prescribes the frequency, span, stop spacing, and route number nomenclature. Route classifications are described below.

[1] Interlining is the practice of having a single bus work different routes; for example it can arrive at a terminal as one route, layover, and leave as a different route.

Route Classifications

Type	Description
Coverage/Local	Routes with service directly to neighborhoods from arterial corridors onto local streets with local stops focused on coverage.
High Capacity	Routes with frequent service of (every 15 minutes or less), limited stops, and designed for speed and efficiency, currently branded as extRa.
Express	Connect longer distances, such as cross-County, with few intermediate stops.
Commuter	Routes connecting longer distances with few intermediate stops and peak-only service that might only be in one direction.
BRT (Bus Rapid Transit)	Branded as the Flash, can include dedicated lanes, special stations, simplified routes, fewer stops, high-frequency service, and transit signal priority
Flex	Flex is on-demand service, where riders use a mobile app or phone number to request a ride when they choose. Does not operate with a fixed route and may not have a fixed schedule; operations take place within a defined zone; sometimes referred to as microtransit.

The Final Plan (Chapter 3)

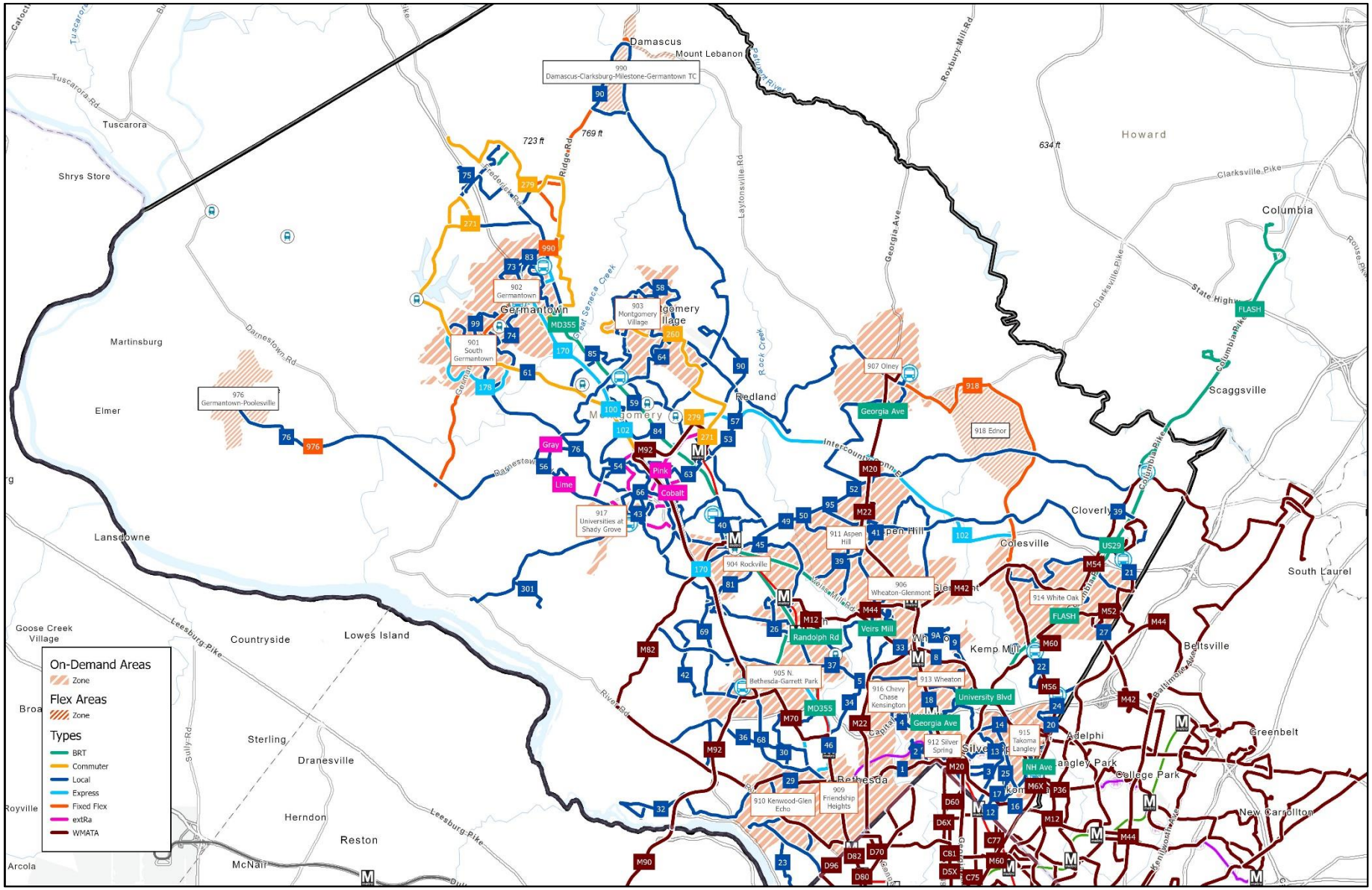
The final network is the consolidation of all routes envisioned for the future of bus transit in Montgomery County. This includes the planned expansions and modifications to coverage and local routes, high capacity routes, express routes, commuter routes, BRT, and Flex zones. It is important to understand that these services are on different implementation timelines and that their schedules are dependent on phasing considerations. Some initial steps are shown in the Year 1 and Year 5 horizons that may change in response to external network modifications, such as new BRT routes, the Purple Line inauguration, WMATA service modifications that are incorporated from their Better Bus Network Redesign that examines local service in Montgomery County, and other service needs. The transit network is a dynamic system that periodically undergoes operational alterations to optimize service, which will be seen between now and the implementation of the Vision Network.

Some of the key features of the Vision Network are summarized below:

- **Premium Rapid Transit Network:** The Vision Network includes eight new BRT lines and four new high-capacity Ride On extRa lines. These premium services will provide fast, frequent, and reliable service along key corridors across the County.
- **Expanded Service Coverage:** The Vision Network expands Ride On's service footprint across the County through 19 new Ride On Flex on-demand zones and hybrid fixed/on-demand areas. These zones collectively will serve over 91 square miles, reaching areas that currently do not have transit service and improving service quality and connectivity in lower-density neighborhoods.

- **Improved Cross-County Connections:** Several routes will offer new cross-County connections, enabling faster and more direct trips between key activity centers.
- **Upgraded Frequencies:** Over 30 routes will have improved weekday frequencies and 38 routes will have improved weekend frequencies.
- **New Weekend Service:** 26 routes will have new weekend service

Final Network: Proposed Routes Overview



Phasing and Implementation (Chapter 4)

The Vision Network represents a generational investment in mobility for Montgomery County. As this investment exceeds MCDOT's current funding availability, the plan will be implemented in phases as new funding sources become available. The timing of specific service improvements is also contingent on the completion of capital projects such as the Flash BRT, Purple Line, fleet electrification initiatives, and facility expansions. In the short term during the timeframe of their study, WMATA's Better Bus Network system redesign initiative will influence changes to the Ride On network to ensure service continuity throughout the system.

The Vision Network phasing process followed two key steps as outlined below:

1. **Identify service improvement packages:** Each route in the Vision Network was evaluated to identify sets of service changes that must be implemented concurrently to prevent loss of service or reduced service levels. For example, if a route is proposed to be discontinued and replaced with a new Flex zone, these service changes are bundled into a single implementation package. In some areas, such as Silver Spring, routes were bundled based on geographic proximity.
2. **Sequence and prioritize packages by planning horizon:** Service improvement packages tied to the implementation of capital projects and WMATA's Better Bus Network Redesign service changes were identified and sequenced into one of three planning horizons: Year 1, Year 5, and Vision. The remaining packages were prioritized based on an assessment of existing service productivity, equity, and assumptions regarding funding availability. Key assumptions related to the timing of capital projects and funding availability for each planning horizon include:

- **Year 1 Network:** The Year 1 Network is resource-constrained, meaning it only includes improvements that MCDOT can fund using its existing and planned operating budget and other existing resources such as vehicles. The service plan assumes WMATA's Year 1 plan is fully implemented along with MCDOT's Great Seneca Transit Network Pink and Lime routes.
- **Year 5 Network**: The Year 5 service plan assumes a moderate increase in operating resources over the first five years of the plan, equal to roughly 5% per year over 2024 service levels as measured by revenue hours. The service plan assumes WMATA's Vision Plan network is fully implemented along with MCDOT's Flash MD 355 (Phase 1 – Central Phase) and Veirs Mill Road BRT projects and MTA's Purple Line project. The Year 5 Network also assumes that MCDOT will be prepared to scale up its Ride On Flex program. Projects in the Year 5 plan could be implemented at any point within the next five years as resources become available and external drivers (such as completion of BRT lines) warrant.
- **Vision Network:** The Vision Plan is financially unconstrained and represents the full build-out of the future Montgomery County transit network. The service plan assumes implementation of MCDOT's Flash BRT program, introduction of new Ride On Flex zones, and full conformance with the Ride On Reimagined service standards.

Vision Network phasing was developed to align with planned capital projects and the implementation of Flex zones. As new BRT corridors come online, corresponding adjustments to underlying local services will be necessary to maximize the efficiency and effectiveness of the Ride On network. The proposed BRT routes will have fewer stops and simplified routings to achieve improved reliability, higher speeds, and shorter travel times. The typical stop spacing for a BRT route

will be half a mile to one mile which leave some segments outside of walking distance. Thus, BRT corridors require local "underlay" service to fill in gaps left by BRT routes to reduce capacity concerns and walk times. New Ride On Flex zones replace underperforming routes, or segments of routes, allowing fixed-route resources to be focused on corridors with higher ridership. Therefore, adjustments to these routes are contingent on MCDOT's ability to scale up the Ride On Flex program.

While the Service and Implementation Plan provides a roadmap for improvements to service in the coming years, it is also important to remember that travel patterns are not static. Rather than a prescriptive document, the Plan is envisioned as guideposts to identify preferred improvements and the priority of those improvements today. However, as ridership patterns or local demographics change, the specific routes and the priority of implementation will likely change in coming years.

Capital Components (Chapter 4)

An analysis was performed to determine which fleet requirements would require additional investment to align with the County's vision for a zero-emission bus fleet. This examined fleet and equipment needs for the on-demand and fixed routes served by cutaway shuttles, 30', 40', and 60' buses. The analysis concluded that there would not be significant fleet size increase for the routes served by 40' and 60' buses because of the availability of long-range fuel cell buses in these vehicle categories. However, due to the range limitations of battery electric buses and lack of fuel-cell vehicle currently on the market for the smaller zero-emission vehicles, there could be a noticeable increase in fleet size for routes operated by these vehicle types. As the fleet transition progresses and Flex routes are implemented, capital plan and service schedules should be closely aligned to ensure alignment of vehicle blocks and equipment. Vehicle requirements also tie into available space at bus depots and must be closely coordinated. Since demand for ZEVs is increasing throughout the transit industry, it is anticipated that additional improvements in vehicle technology and availability will continue to reduce operational restrictions.

In addition to vehicle analysis, the study team looked at terminal facility requirements to understand the overall implications of the new service patterns. The evaluations indicate that the routes may utilize new terminals and expand the needs at some existing terminals; other terminals will see reduced needs. As service is implemented, it will be important to ensure sufficient capacity for short- and long-term layovers at terminal facilities and appropriate operator facilities, such as restrooms.

Title VI (Chapter 4)

The team conducted an analysis of proposed service and route changes to examine any burdens and benefits to populations protected by Title VI of the Civil Rights Act of 1964. This required reviewing populations within ¼-mile of a route to determine if the percentage of minorities and persons below poverty threshold along routes were higher as compared to the Montgomery County average. This helped locate and size the environmental justice population in the route's shed and provided a baseline population to measure impacts against. The populations examined included:

- **Minority:** Persons who identify as being American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, Native Hawaiian and Other Pacific Islander

- **Low-income:** Persons whose household income is below the federal poverty level as determined by the United States Department of Health and Human Services

Using these lenses, the team analyzed potential impacts to these populations. Potential impacts are categorized as follows:

- A potential adverse effect is defined as a geographical or time-based addition or reduction in service which includes but is not limited to changes to span of service, changes to frequency of service, or elimination of routes or route segments.
- A disparate impact occurs when the minority percentage of the population adversely affected by a major service change is greater than the average minority percentage of the population of Ride On service area.
- A disproportionate burden occurs when the low-income percentage of the population adversely affected by a major service change is greater than the average low-income percentage of the population of Ride On service area.

The team determined that there would be no disparate or disproportionate impacts. Potential adverse effects include removal of existing stops, discontinuation of routes, and other impacts described in the implementation plan. Potential benefits included expansion of the percentage of the population that has access to jobs in a 30-and 60-minutes commute time, new service, east-west connectivity, Upcounty service in areas such as Gaithersburg and Germantown, and expanded service hours for example.

Other areas of consideration for Title VI include further exploration of potential impacts to environmental justice populations. These include:

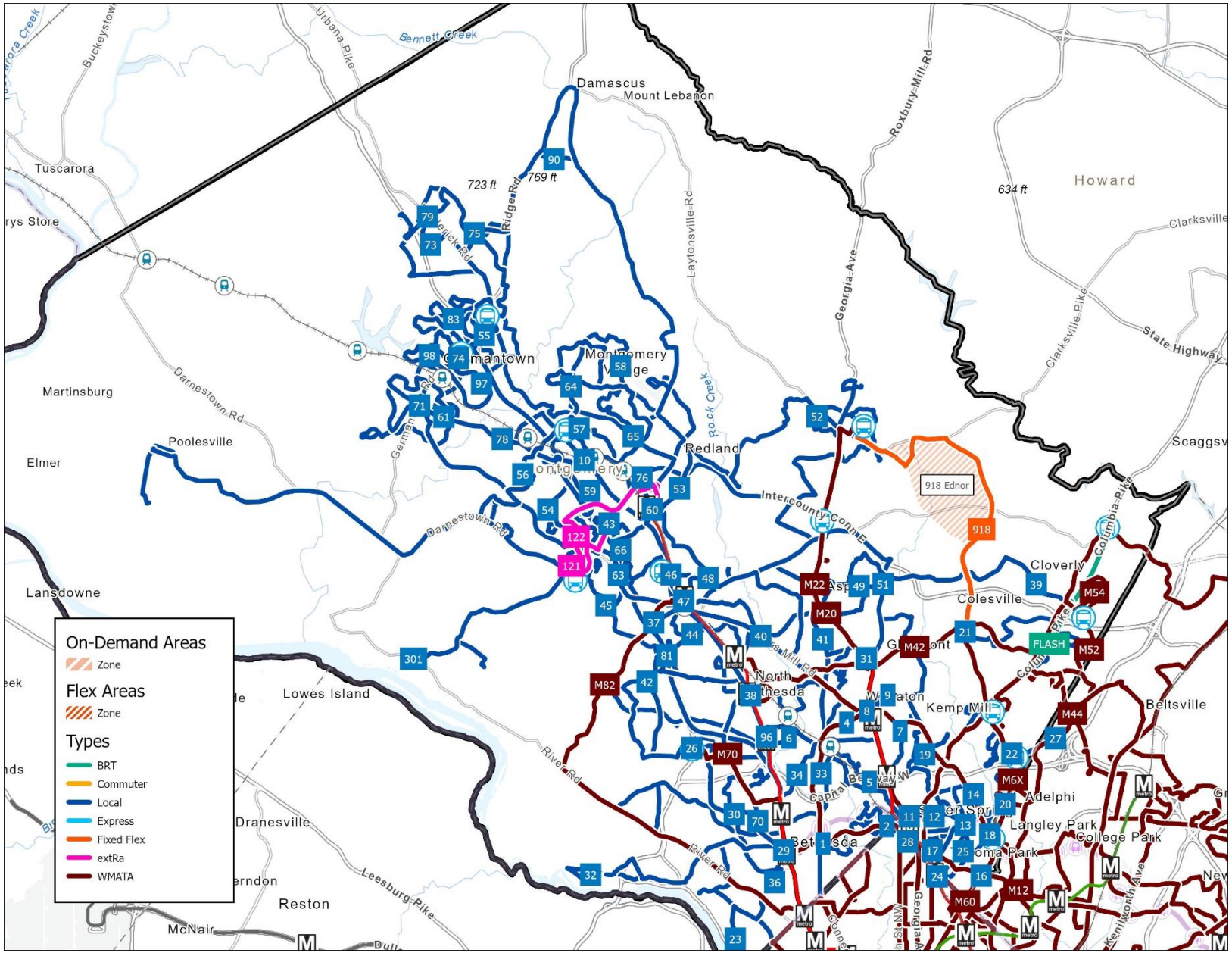
- Prioritize routes and segments identified as minority or low-income and identify potential to improve commute times for underserved populations, including an evaluation of service hours.
- Investigate alternative connections: impacts to walksheds and long-term needs for first-mile and last-mile connections are critical for communities that are underserved and who experience mobility challenges.

Marketing Strategy (Chapter 5)

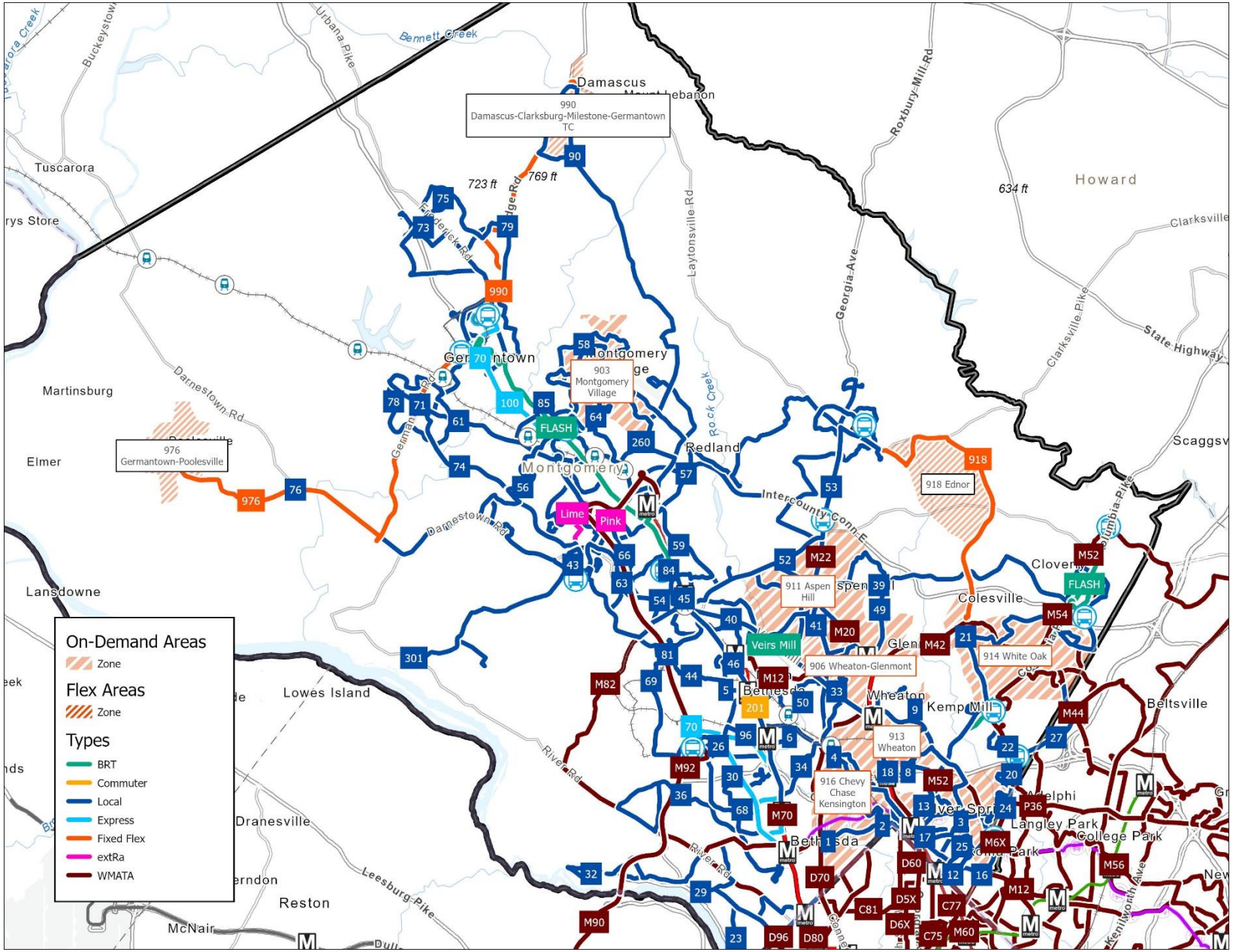
A marketing assessment outlines the way that MCDOT should properly disseminate information about Ride On Reimagined, its goals, and the changes to service. The marketing of the plan is almost as important as the plan itself, as riders can be naturally averse to change and wary of any alterations to the bus routes or mobility habits. Awareness of this plan is paramount to gain rider support and consensus on the overall system improvements. The plan identifies the audience, segmenting it by riders, non-riders, and those who bear the most impact from service changes or modifications. The strategy is based on a behavior-change campaign to inform riders and the community of changes to Ride On. Clarity of the plan, community partnerships, and relatable marketing materials are important aspects of the rollout.

Note about maps in this report: maps are shown for general illustrative purposes. More in-depth and interactive maps are available on the Ride On Reimagined dashboard site.

Year 1: Proposed Routes Overview



Year 5: Proposed Routes Overview



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Drafting the Final Network

The second phase of Ride On Reimagined, following the draft network, was the development of a Vision Network for bus transit service in the County. Developing the network was a multi-step process to translate the wide variety of public input into a draft network. This draft network went through multiple levels of review and then was published for broad-reaching public feedback. Public response and concern were incorporated to develop the final Vision Network. This chapter documents the process of developing the draft and final networks.

This continues the efforts of the first phase of Ride On Reimagined, which focused on examining and understanding existing conditions and gathering public input. The first phase entailed an in-depth analysis of the County's bus service, facilities, and operations, as well as a socioeconomic overview of the population to best contextualize transit propensity and dependence. Public outreach was multifaceted and wide-ranging to acquire varied perspectives from riders and nonriders throughout the County. This served as the baseline for the development of the Vision Network.

Process to Develop the Draft Network

The draft network represents a thorough analysis of the existing conditions, transit data, bus network analysis, service planning, operator feedback, and public input. These steps included:

- Existing and future demographics and other elements influencing transit ridership were reviewed to understand the likelihood of individuals using transit, referred to as transit propensity, and how the current network does or does not align. This network review also included connections to key destinations such as commercial centers, health care centers, and recreation.
- The study team reviewed current origin-destination (O/D) movement patterns, regardless of mode, to understand overall patterns within the County and between Montgomery County and neighboring jurisdictions.

- Current transit usage patterns, particularly Ride On data, were reviewed to understand areas of high and low ridership. This included boarding and alighting, transfers, and segment level ridership. Simultaneously, existing and proposed bus and rail services in the County were evaluated for needs and opportunities to improve connectivity.
- Public and stakeholder feedback were central to identification of new connections, service types, and proposed service policies. These included pop ups, focus-group comments, website feedback, rider surveys, and operator questionnaires.
- Current transit plans, including the Purple Line and the County's BRT network, were included as a framework and evaluated for the improved access they will provide as well as possible duplication with existing bus routes. Later in the process, this also included coordination with WMATA's proposed bus route changes.

Goals of the Study

The MCDOT Project Coordination Team, with input from key stakeholders, developed goals for the study. The intent of these goals is to guide the project principles, which are in alignment with the three priority areas of Moving Forward Together: The Vision for Transportation in Montgomery County, MD (MCDOT, 2021):

- Safety and Vision Zero
- Environment and Climate Resiliency
- Economic Development and Equitable Access

The study goals drove the project's direction, and evaluated how each service concept, action, and proposal would serve the ultimate vision of addressing the current and future transit needs of Montgomery County. With goals established, quantifiable outcomes were refined and developed. Outcomes were required to be tangible and were developed in concert with measures that would evaluate whether and to what extent the goal was accomplished and the outcome was achieved. Measures are based on data that would be available to form a quantitative metric of the outcome. The goals established are shown in Table 1.

Table 1: Goals of the Study

Safety and Vision Zero	Environment and Climate Resiliency	Economic Development and Equitable Access
1-1: Enhance Pedestrian and Rider Safety	2-1: Shift Mode Share from Auto to Bus	3-1: Increase Access and Connections for All Users
	2-2: Position Transit as the First Choice in Montgomery County	3-2: Implement Targeted Equity Actions
1-2: Improve Bus Operations Safety	2-3: Plan Network to Meet Environmental Goals	3-3: Connect Transit with Economic Development
	2-4: Promote an Ongoing Evaluation of the Network	3-4: Improve Passenger Experience

Delivering on these goals was a constant theme in the development of the draft network, feedback, and final network. Route modification and planning was undertaken with these goals as a lens to create a network in alignment with safety, sustainability, and economic equity.

Existing Conditions Review

The development of the draft network involved a comprehensive evaluation of travel and transit use in Montgomery County. Early in the study, an Existing Conditions analysis of Ride On's bus service was completed. Current ridership trends, bus stop facilities, trip planning, and route profiles were reviewed and analyzed in depth and documented in a memo. As part of this Existing Conditions review, several analyses were conducted to understand mobility trends, transit use, and hubs. Route profiles were analyzed for five separate subareas:

- Germantown-Damascus
- Gaithersburg-Laytonsville-North Potomac
- Bethesda-Potomac-Rockville
- Wheaton-Aspen Hill-Olney
- Silver Spring-Burtonsville

Analyses considered service levels (including service span and headways), key transit hubs and destinations, activity density and transit propensity, ridership (by community, corridor, hubs, routes), and route performance.

As part of the Bus Network Assessment, a transit propensity index (TPI) was developed using socioeconomic factors. The TPI accounted for transit use, car access, income, environmental justice factors, and employment rates to determine the likelihood of an area's dependence on transit. In most urban settings, potential ridership demand, or propensity, is often driven by population and employment density and socioeconomic characteristics such as household income and access to personal vehicles. The evaluation was broken down into roughly 0.5-mile-wide hexagonal sections divided equally throughout the County. This division allowed for an equitable analysis of the County and a more holistic reading of the numbers. The transit use input showed patterns of alighting and boarding by respective time period. Higher TPI scores showed which areas to focus on in the development of the draft network.

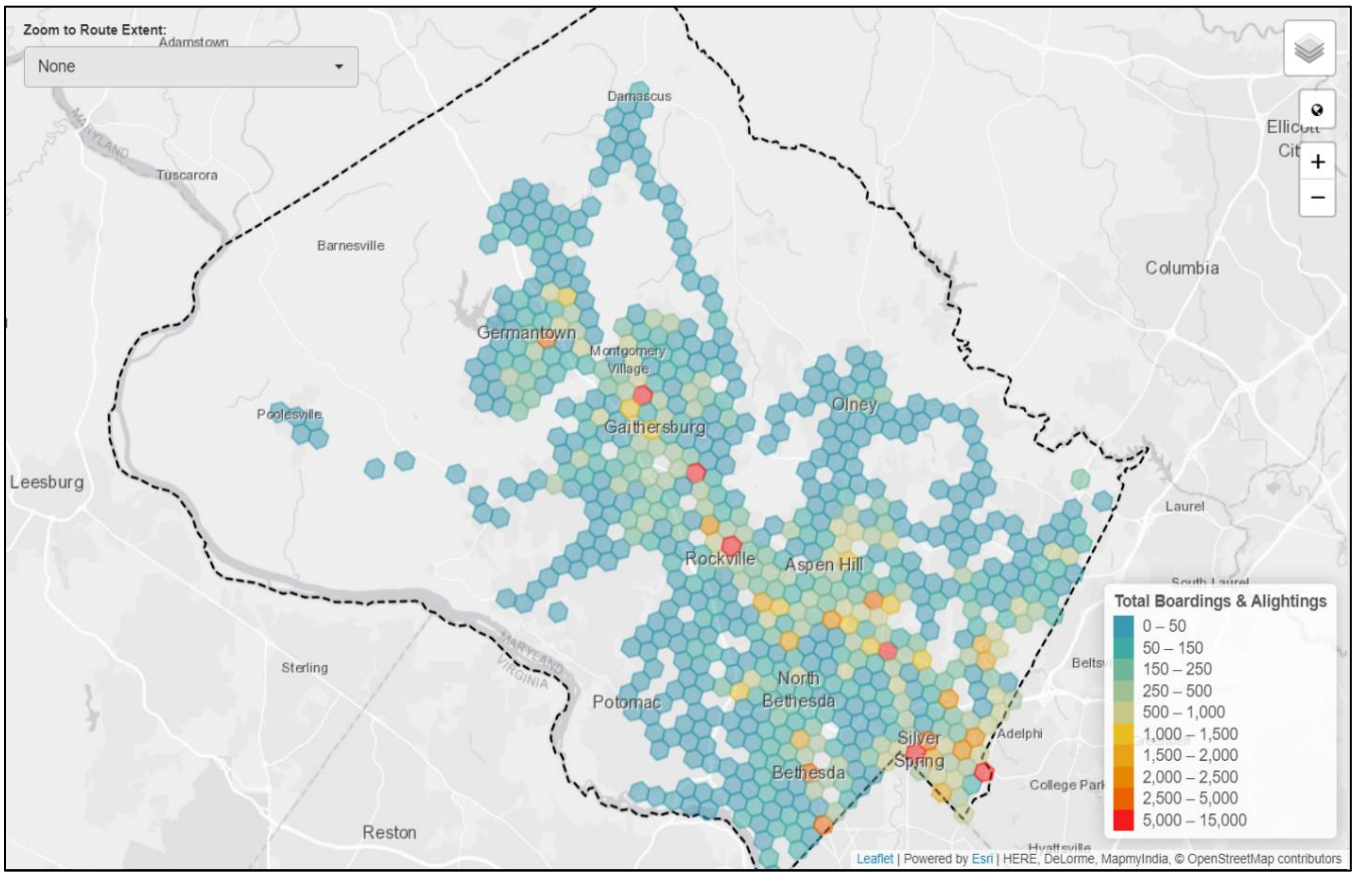
Commercially available travel pattern (origin/destination, or "O/D") data was collected to evaluate travel patterns in Montgomery County irrespective of mode. Movements were plotted between hubs and by neighborhood. Travel flows were examined to determine the top O/D pairs in the County. Transfer data provided by Ride On was evaluated to determine top transfer points for Metrobus and Ride On routes. These datasets provide insights into the existing service and travel patterns within the County. An important part of understanding potential future transit markets that are not currently served by bus routes is to look at O/D data to see counts of travelers between different pairs of geographic areas. This analysis also extended beyond the County to explore O/D pairs between Montgomery County and surrounding zones in Maryland, Virginia, and the District of Columbia.

There are several O/D pairs that show potential for increased bus service. The greatest number of O/D pairs involve travel within the boundaries of each jurisdiction and moreover within the boundary of each individual zone. This was the case for Silver Spring, the District of Columbia, Rockville, Gaithersburg, Twinbrook, and Bethesda. While short-distance trips within a zone may not be appropriate candidates for transit, some of these within-municipality trips could potentially be served by buses. Clarksburg, Olney, Potomac, and Damascus also represent communities with local trips that could be served by buses. External O/D pairs across municipal boundaries such as Rockville-Gaithersburg and Gaithersburg-Rockville also show potential for increased bus service. Several key

focus points for transit emerge at major multi-modal hubs and transit centers primarily through the central corridor of the County. Clear hotspots (with daily weekday boardings + alightings over 2,500 in 2019) noted in red and orange appear at the following locations, ordered from North to South:

- Germantown Transit Center (3,897 daily boardings + alightings)
- Lakeforest Transit Center (5,200)
- Shady Grove Station (9,140)
- Rockville Station (7,578)
- Glenmont Station (4,081)
- Wheaton Station (7,975)
- Silver Spring Station (14,304)
- Bethesda Station (3,712)
- Takoma-Langley Transit Center (5,195)
- Friendship Heights (2,629)

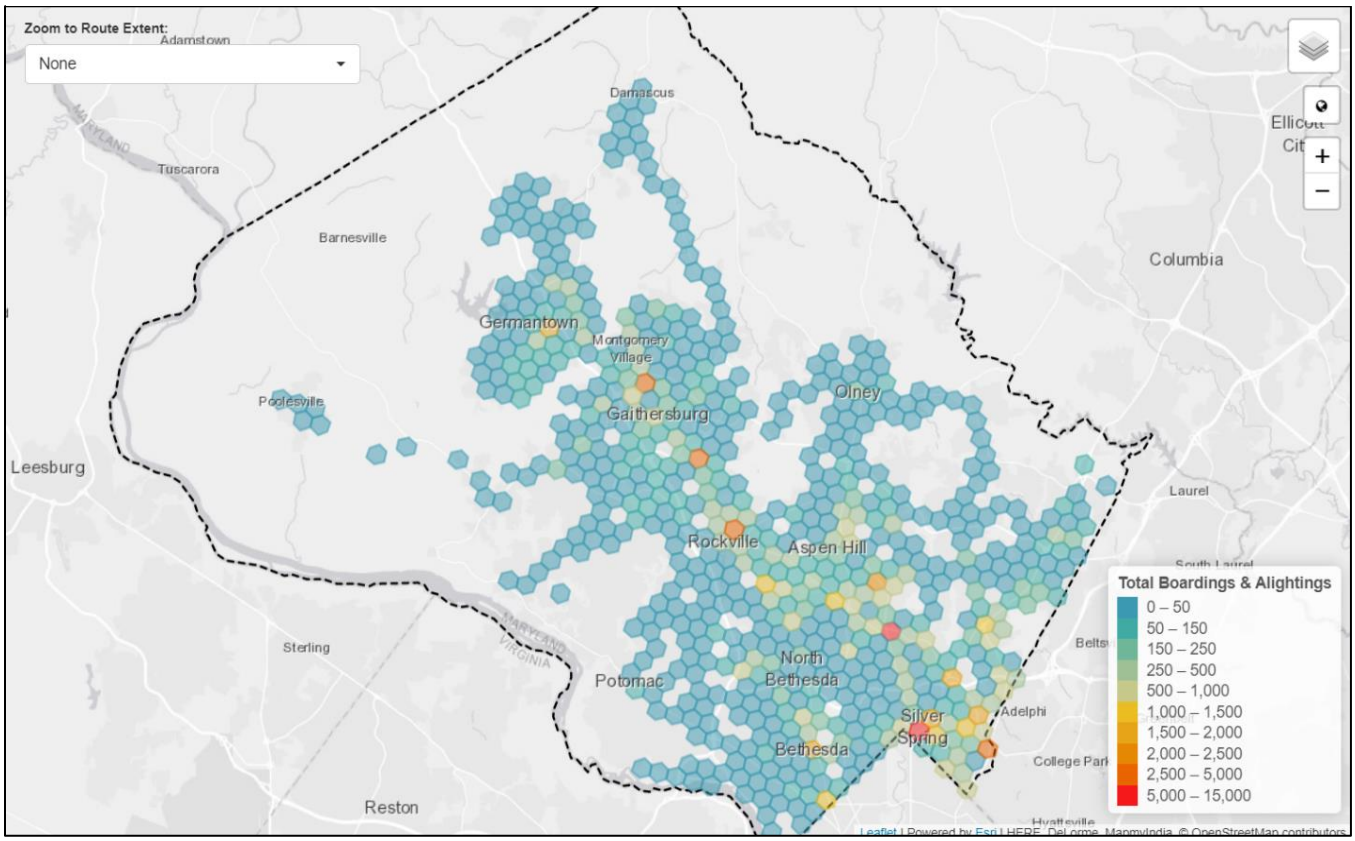
Figure 1: Weekday Boardings and Alightings Oct 2019



In 2021, the same hotspots appear with lower intensities due to lower ridership numbers during the pandemic. In many cases the number of boardings and alightings were about half the value in 2021 as they were in 2019.

- Germantown Transit Center (1,657 daily boardings + alightings)
- Lakeforest Transit Center (2,806)
- Shady Grove Station (3,477)
- Rockville Station (3,110)
- Glenmont Station (2,379)
- Wheaton Station (5,736)
- Silver Spring Station (7,577)
- Bethesda Station (1,626)
- Takoma-Langley Transit Center (4,483)
- Friendship Heights (1,489)

Figure 2: Weekday Boardings and Alightings Oct 2021



While these analyses helped set a baseline for how the draft network would take shape, public input was needed to define and refine the network. These findings were presented to the public for corroboration or refuting and a discussion of other trends and on-the-ground observations that were not evident from the high-level analysis.

Network Development: Addressing Baseline Issues

The existing conditions review discussed above provided the baseline for the draft network development. The underlying transit and mobility trends provided the guide for where improvements were needed and potential route realignments. Existing conditions provided the inputs to the process that defined the network development:

- Identify ridership trends and demands
- Identify key hubs and O-D pairs
- Determine connectivity
- Identify gaps in service and coverage
- Develop new routing and operating patterns to address these gaps

This streamlined process had additional analyses, but the above framework was completed as a general guide for network development.

Interagency Coordination

The project team had regular coordination with WMATA, who in addition to operating service in Montgomery County, are also undertaking a bus network redesign. The coordination meetings served as touchpoints for each agency to discuss issues and concerns in their redesigns, and where accommodations could be arranged to optimize service in shared jurisdictions and facilities.

Customer Survey

Early in the study, a customer satisfaction survey was completed to understand how riders use the system. The survey also asked questions about preferred destinations, areas for improvement, and general priorities for travel and Ride On. The key findings were as follows:

- Twenty-five percent of Ride On/Metrobus riders surveyed do not have a driver's license and 40 percent do not have a vehicle they can reliably use.
- Work is the main reason why respondents travel on Ride On or Metrobus as well as the top reason why some people ride more now than they did before the COVID-19 pandemic.
- Conversely, working from home part-time or full-time is one of the top reasons why some people ride Ride On/Metrobus less now.
- The top four areas to prioritize for improvement are:
  1. Accuracy of real-time bus arrival information and service updates
  2. How often the bus comes (frequency)
  3. Better accessibility and interface in using the website or social media, or calling 311 or Metro Information
  4. How late the last bus comes (span)
- When given the choice, most riders prefer shorter waits between buses over shorter walks to the bus stop.

Desired trips: Short trips, Cross-County, Access to Recreation

The ridership data illustrated the prevalence of short trips: most trips via transit were no more than a few miles long and were completed in adjacent neighborhoods. This propensity informed many riders' preference not to transfer, as transferring felt superfluous for short trips. Conversely, longer cross-County trips were often made by auto because of the lack of a viable transit option; trips like these either required many transfers or were too onerous timewise to make sense and forced riders to drive. Many riders identified the need for improved cross-County bus service. Another gap that was commonly identified was travel to and from recreation: parks, museums, and cultural institutions. Riders expressed their frustration with lack of reliable access to these facilities via transit, either directly or due to limited service. Many of these recreation spaces remained out of riders' reach because of these limitations. What made this an especially frustrating scenario was that these destinations were short distances as the crow flies, seemingly lending themselves to easy transit trips.

Focus Groups

Focus groups were divided into five subgroups of the County for riders and nonriders to provide insights on local transit issues and what needed to be addressed. The focus groups met twice each during the study, 5-10 participants at each meeting. Each focus group was based on geography of where the participants lived:

- Focus Group #1: Germantown
- Focus Group #2: Gaithersburg
- Focus Group #3: Bethesda/Rockville
- Focus Group #4: Glenmont/Wheaton
- Focus Group #5: Silver Spring

An additional focus group meeting was held at Poolesville by request but was not considered a separate focus group.

Meetings consisted of three exercises designed to gauge rider preferences and understanding of transit utilization:

- A connect-the-dots exercise allowed riders to plot where they desired better or new transit service; sample responses varied from improved service hours to access to parks and new shopping centers to better transit hub accessibility. These responses were plotted on maps and coded in a geographic analysis. The exercise provided the public with insight into the resource allocation associated with bus service.
- The audience was given a set number of buses to allocate and tasked with assigning them to routes and balancing headways within the fleet requirements. This enabled attendees to determine where they would prioritize service to fit the constraints of fleet, operators, and headways.
- A final exercise was a holistic look at rider preferences. Questions covered how frequent buses would need to be to encourage use, the maximum number of transfers riders would be willing to make, and preferences over stop features. These questions allowed a human element to illustrate the qualitative side of rider preferences, allowing for a more personal view of the bus system and how riders interact with it. A major implication was that, given the proclivity to utilize transit for shorter, intra-neighborhood trips, transfers were often seen as

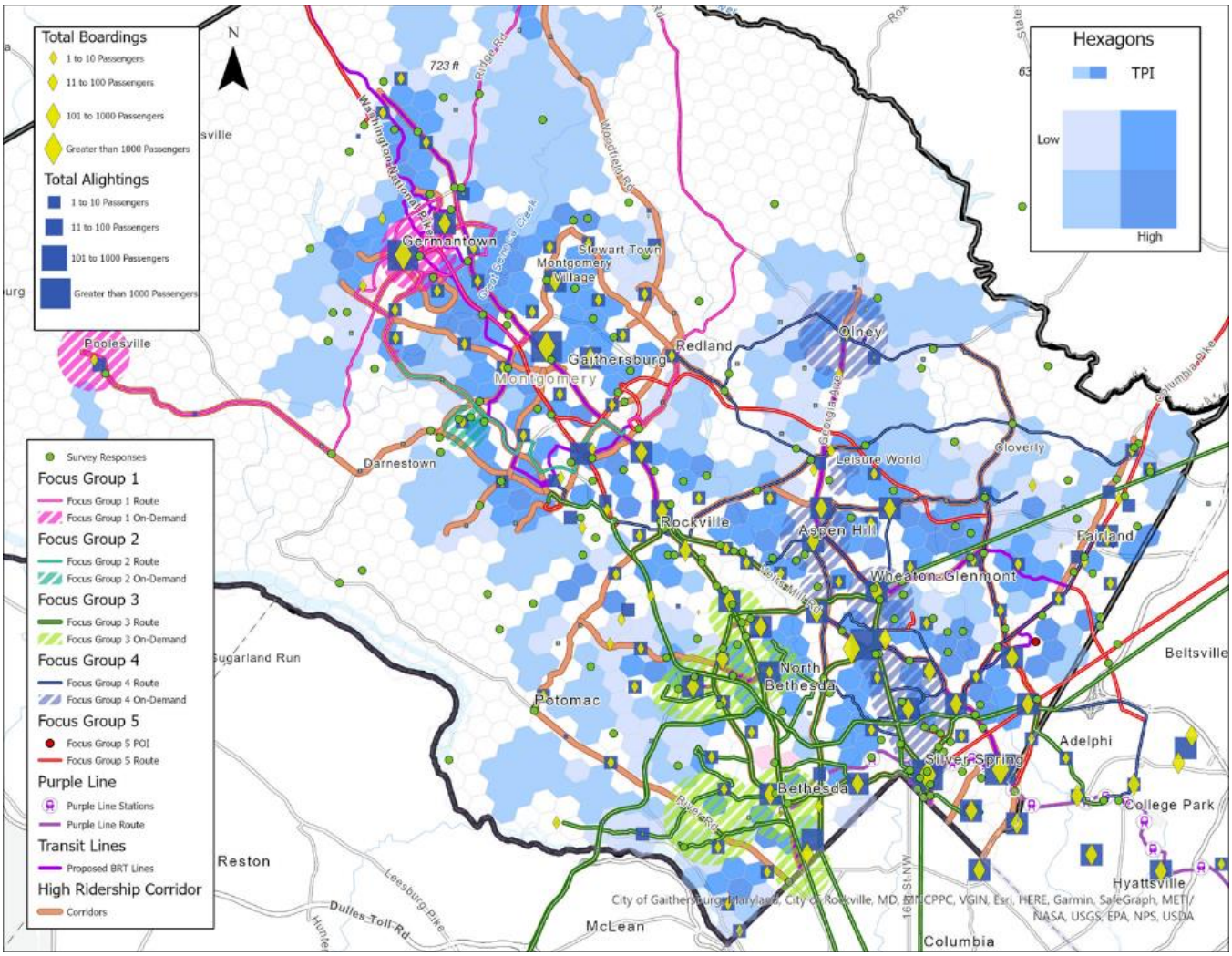
unnecessary and frustrating. Riders viewed local bus to local bus transfers as hindrances to regular transit use. This feedback was critical in developing the final network, where forced transfers were critically examined using this rider preference lens.

Riders commented on the need to go farther in a shorter period of time. Most notably, riders from the southeastern areas of the County such as Silver Spring or Bethesda, wanted to reach Germantown or Olney in a shorter time frame. One of the biggest complaints about current Ride On service is that it takes too long to travel Upcounty; riders also stated they wanted additional east-west connections across the County. Difficulties arose for riders traveling from areas such as Fairland to Rockville and wanting to avoid transferring at Silver Spring.

Participants also believed the on-demand systems proposed for certain areas was a promising idea and wanted to see additional zones added. Locations whose commenters believed the service would work well included Silver Spring, Bethesda, Olney, Poolesville, Germantown, Traville, Aspen Hill, and Leisure World.

Destinations outside Montgomery County, such as Baltimore Washington International Airport, Frederick, Tysons, and even Ocean City, Maryland, were also mentioned as desirable transit trips. Commenters also talked about better bus stop amenities such as benches or shelters for waiting at specific bus stops. Focus group responses, showing greater east-west connections, points of interest, and requested on-demand zones, are shown in Figure 3.

Figure 3: Focus Group Responses



Operator Review

An operator (bus driver) review during the initial stages of the service concepts and draft plan provided critical planning insights as only those driving the buses could provide. This was based on feedback received from an operator questionnaire, which had 121 respondents. As service was being planned, operators commented on the daily operations of buses, rider feedback they had received, system usage and transfers, and operator preferences. Operators commented on how the system is inherently limited and was not designed to please all users and suggested that the existing system may be optimized as a feeder to BRT, noting that the County is a large employment center with many living in the County also working there. They observed how fundamentally the system was planned to serve all areas of the County at the expense of speed and efficiency, and any reimagining would have to reckon with this fact. From an operator scheduling perspective, many expressed frustrations with longer weekend shift runs and how interlining trips may increase operational efficiency but open up scheduling concerns, with delays on one route impacting other interlined routes.

These workshops were instrumental in providing an oft-overlooked segment of the transit population — the operators — the opportunity to voice their comments and concerns. Operators indicated several turning issues with some routes in downtown Silver Spring, where the complex road network made for difficult operating conditions. Routes with these concerns (such as Route 18 and Route 20) were addressed through simplification and elimination of some deviations. Another specific intersection that was cited by operators and addressed was the narrow right turn on Crystal Rock Dr from Wisteria Dr in Germantown.

Development of New Routes

New routes, including modifications to existing ones and brand new ones, were the product of multiple layers of investigation and analysis. A new route was planned based on rider input from a qualitative standpoint, backed up with empirical quantitative evidence from O/D data, Automated Passenger Counter (APC) data, and mobility and movement data (known as Streetlight data). The 26 new routes needed to tie back into the study's goals of increasing access to transit through improved coverage in the County by making transit a viable and prime means of transportation. Economic and environmental equity lenses added depth to the need for new routes and how they would address existing inequities. The ideal new route satisfied a multi-prong test: aligning with the project team's goals; fulfilling a stated rider need; and optimizing or amending a mobility gap to improve the overall transit experience.

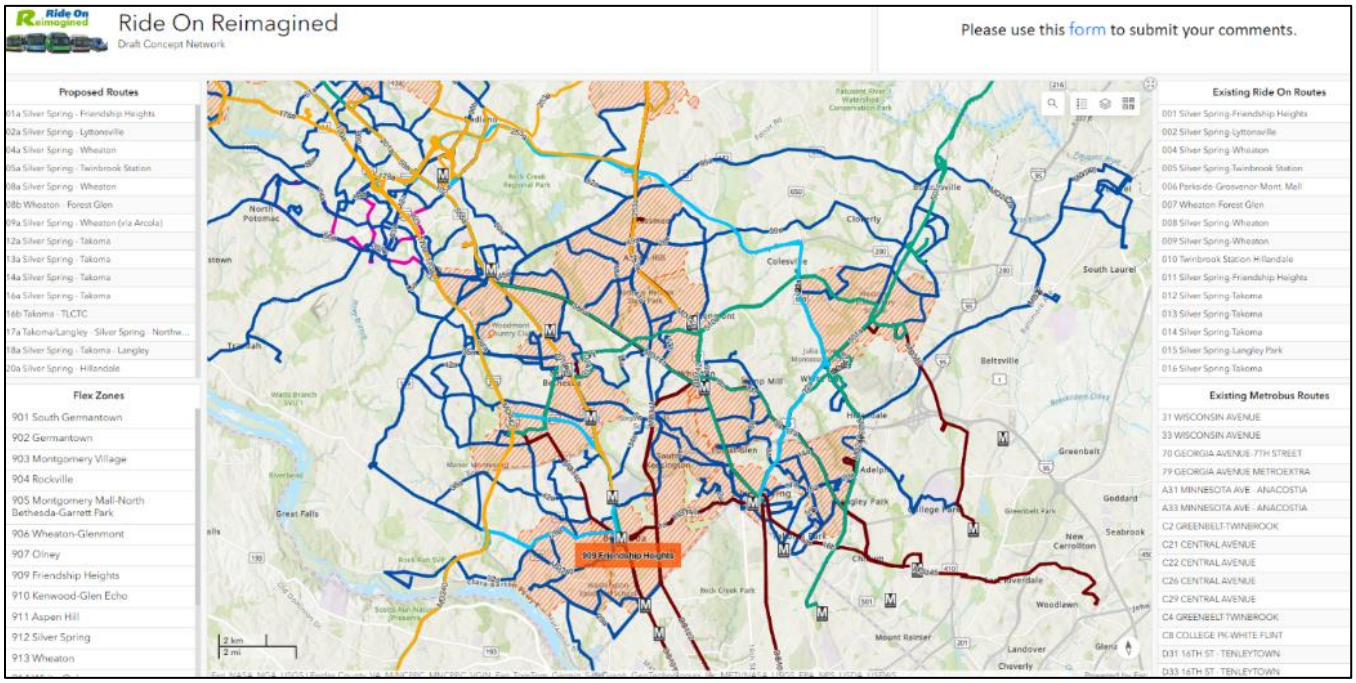
Final Draft Network Summary

The final draft network summary resulted in a redesigned Ride On network that considered public opinion, focus group comments, and operator meetings. The final draft network resulted in more commuter, express, and BRT service to address public comments about getting across the County faster with better headways. The elimination of certain route segments also occurred with some areas losing service due to low or non-existent ridership. Flex zones, where on-demand microtransit service operates using smaller cutaway vehicles, were also proposed around the County in various neighborhoods of both low and high density environments and helped replace eliminated route segments. The network was also altered slightly to address operator concerns regarding turns and stops.

Public Review of the Draft Network

When the draft network was finalized, it was made available to the public on the website for review and comment. This was part of an extensive outreach effort to solicit feedback and garner valuable input. The draft network's various routing modifications were laid out individually and within the network to enable clarity at both the route level and system level. The interactive map portal empowered users to thoroughly explore the network and see what impacts and improvements were planned. The multidisciplinary outreach initiative included a multilingual public comment portal that remained active throughout the review process and email notices for invitations to other events. In addition to the website, the project team held various meetings in the public space and with specific community organizations. The draft network map portal is seen in Figure 4.

Figure 4: Draft Network Map Portal



Total public outreach activities conducted by the project team for the draft network feedback are summarized below:

- One virtual public open house with 74 attendees
- 242 unique public comments received through the online comment form from September 28 to November 15, 2023
- Eight pop up events at bus transit centers from October 2 through October 19, 2023, with 241 engagements
- Four briefings to city and community organization meetings
- 3,858 visitors to the project website

Virtual Open House

On September 28, 2023, a Virtual Open House was held to invite the public to comment on elements of the Ride On Reimagined project as it progressed to Phase 2, Implementation. The meeting was held by eight staff members with 74 Montgomery County residents attending. The purpose of the open house was to introduce the study and its goals to the public, share an update on the Draft Network Concept, and provide information on future opportunities to view the Draft Concept at transit center pop-ups. Throughout the presentation, attendees were offered the chance to provide feedback and ask Project Team members questions.

The open house began with a presentation on the draft network, data collection methods, and past public engagement methods. There was also a short presentation that described the public's responses and concerns regarding various new routes such as East-West, links between the Metro Red Line, and the expansion of Flex services.

Following the presentation, a Q&A session was held for any outstanding questions from the audience. Questions involved the phasing of the routes, the timeline of the study, and potential new routes.

Pop Ups and Stakeholder Meetings

Pop up events to communicate with the public were planned across Montgomery County at key transit points that see higher ridership travel throughout the day. These locations included transit hubs, community centers, and Town Centers (Table 2).

Between August and October of 2023, the team held pop up events around the County. The goal of the pop up events was to showcase the Ride On Reimagined project and the efforts taken to redesign the transit network while gathering input and opinions from the public on changes to their buses. These pop up events helped in creating and altering Ride On routes from completed surveys received as a result of the effort. The primary intent of these events was to meet people where they live, work, and travel to receive robust feedback from various transit riders, including Limited English Proficiency (LEP) riders, the transit-reliant, and those with limited access to technology across the entire system. Location selection was based on key considerations such as population density, ridership volume, and percentage of people and organizations who may face systematic barriers, particularly Black, Indigenous, and people of color (BIPOC), low-income, transit-reliant, LEP, seniors, paratransit riders, and other populations that have historically been marginalized.

The Ride On Reimagined Project Team met with several stakeholder groups, including Montgomery County staff, a joint meeting of the County's five transportation management district advisory committees, the East County Citizens Advisory Board, and the Coalition for Smarter Growth to review and receive feedback on the various opportunities and challenges associated with the Countywide transit network. These conversations were instrumental in helping shape the study's structure and providing guidance at various stages throughout the process.

The public comment period was extended by over two weeks in response to comments that requested additional time for input from other community members and groups. These requests came from several interested parties, including community and civic associations, and individuals. To accommodate the requests, the comment form on the website remained active for an extended period. Stakeholders were satisfied with the extensive outreach but requested more time to further their efforts to gather additional input from riders and non-riders.

Table 2: Pop Up Locations

Location	Date	Number of People Engaged	Number of Comments Received
Germantown Transit Center	Monday, October 2, 2023	44	8
Rockville Metro Station	Thursday, October 5, 2023	64	8
Bethesda Metro Station	Tuesday, October 10, 2023	20	2
Shady Grove Metro Station	Wednesday, October 11, 2023	30	2
Silver Spring Transit Station	Tuesday, October 17, 2023	77	4
Lakeforest Transit Center	Monday, October 23, 2023	30	7
White Oak Transit Center	Wednesday, October 25, 2023	27	5
Wheaton Metro Station	Thursday, October 19, 2023	56	3

Table 3: Pop Up Sample Comments

Location	Notes/Sample Comments
Germantown Transit Center	• Service is generally very good. • One passionate rider spoke with the team for over an hour about several route identification issues he discovered on the online virtual map. • Many riders asked for more buses (increased frequency). • "Late night routes - drivers should have an alert system for when people on the bus are rowdy or causing trouble so police can meet at a stop to take someone off."
Rockville Metro Station	• Many riders asked for more buses (increased frequency). • "I think the [proposed WMATA bus route] MD340 bus should be extended to service to the Maryland side of Great Falls Park. There is currently no car-free way to visit Great Falls on either side of the river. Our County's fantastic recreational facilities should be available to all people, even if they do not have a car." • "The 102A is great--much better transit to Silver Spring! But an express bus is needed from Rockville to Clarksburg, which has long been promised transit. The flex bus needs fewer, larger zones. I'm in the current zone, which is too small to be useful at all, even to connect to other transit. A bigger zone would connect more destinations and be used by many more."
Bethesda Metro Station	• Customer glad one of the routes was leaving his neighborhood and going to the main road

Location	Notes/Sample Comments
Shady Grove Metro Station	• Route not changing

Silver Spring Transit Station	• Most riders, generally, had a positive opinion about both Metro and Ride On services.
	• "Really like route 20 - it's nice that it goes down to Thayer and that it will continue to."
	• "15a is great - always on time."
	• There were also comments reflecting a negative experience:
	  ○ "I used to take route 21 but the bus was so consistently late, and they kept changing drivers, and the route is so complicated it takes forever. I now have to take a metro bus that picks up a lot further from my house."
	  ○ "Flash card money reloading machines are not working at Silver Spring Station."
	  ○ "Route 17 is inconsistent, not always on time."
	  ○ "J2 is inconsistent in the evenings, but great and fast in the mornings."

Lakeforest Transit Center	• Happy that the current 54 Route isn't going away.
White Oak Transit Center	• Like having more Flex zones for people to get to local shops and doctors.
Wheaton Metro Station	• Interest was high, and most riders expressed positive opinions about their transit experiences. • A group of high school students who have formed a transit club, paid a visit to share their thoughts on the bus service. Their enthusiastic engagement attracted a lot of other people to come over and ask us about Ride On. • Many inquiries about the 34 route. • Several individuals requested higher bus service frequency, generally. • One person was particularly passionate about making sure there were multiple options throughout the business district of Wheaton. • Several requested more service in Kensington.

Common Public Concerns

Public feedback was solicited throughout the project timeline. A specific public review period was open from September 6 through November 20, 2023, following the presentation of the draft network and a virtual open house on September 28, 2023. Additional feedback in the leadup to the development of the draft network was revisited here: this input included overall concerns about frequency, transfer and scheduling issues, system integration with other modes, and off-peak and weekend service. The original survey responses received before this draft network were invaluable in evaluating how public concerns throughout the duration of the study were addressed.

Frequency/Headways

The most common topics were related to service frequency and headways. Nearly all comments on this topic supported frequent service or requested that frequency be increased regardless of route. Many commenters stated that they believed increased frequency would be the most effective way to draw riders away from private vehicle usage by ensuring short wait times, increasing commute flexibility, and reducing bus crowding at peak times.

Route/Stops

Specific comments on bus routing or stop locations were the second most frequent topic. Many of these comments suggested specific locations (shopping centers/schools/workplaces) where riders would like to see a stop, or minor routing changes which riders would prefer. While this type of comment was a theme, no consistent locations were found within these comments regarding specific routes or stops, indicating strong demand for transit service throughout the County.

Connectivity

Many commenters expressed a strong desire for Ride On to improve connections between services (namely Metrobus and other Ride On routes). Some riders acknowledged transfers as a trade-off of an extensive service network; however, they stressed that frequency and well-timed connections can significantly reduce travel times and further increase the attractiveness of transit.

Reliability

Commenters hoped for greater service reliability, especially on less frequent routes. Many commenters stated that they can understand how routes may occasionally fall behind schedule, but also that consistent unreliability can be a barrier to regularly choosing transit. Some commenters hoped to see improvements like priority lanes or signals, streamlined routing, and improved real-time arrival information, as ways to bolster consistent reliability for riders in addition to increased frequency (see theme above).

Off-Peak Service

Commenters wished that more routes and services ran all day, every day or ran more frequently at off-peak times (mid-day, late-evenings, and weekends). Some noted that this shift would allow them to become full-time transit riders. Off-peak service was particularly important for shift workers, including those in the medical field, who work odd hours and weekends. Their irregular schedules made utilizing transit challenging.

Summary of Public Comments

Response from the public outreach was robust and provided substantial feedback on the Ride On network. The general response of many of the commenters was that the network is adequate for its overall coverage, though many requested more frequent service, better bus stop amenities, and additional connections.

Riders stated that they felt they could go where they needed but that buses were not coming frequently enough. Many Ride On routes decreased to 30-minute headways during the pandemic and had yet to return to pre-pandemic levels. During focus group comment periods, some riders discussed shorter headways between 10 to 15 minutes for certain routes.

Process to Develop the Final Network

The process to develop the final network included multiple stages of review and stakeholder engagement. The multifaceted public outreach effort produced critical rider perspectives and comments that touched upon nearly all aspects of the transit network. The community input into what worked and what needed improvement in the network was the central focus of any revisions from the draft to final network. Drawing on the public feedback, as discussed above, several potential modifications to the draft network were identified. In some cases, these "undid" proposed changes; in others, it resulted in additional route modifications or recommendations for new or revised services.

While public feedback was the driving force in developing the final network, there were other influencing elements. Operators have the unique role of actually operating the routes, seeing driving operations others do not, recognizing inefficiencies, and examining service shortcomings that can only be seen from the windshield perspective. Additional perspectives were articulated through regular coordination with WMATA, another transit provider in Montgomery County. WMATA provided feedback as a co-tenant or owner of key transit facilities and illustrated the need for collaboration between agencies who share a footprint. This common regional transportation network is the product of these agencies and requires constructive collaboration between the two. Incorporating feedback and comments from these user groups helped to transform the draft network into the final network.

Operations and Operator Meetings

The project team met with operators and operations staff at various points during the final network's development. These workshops provided valuable insights into the daily operations of the bus services being planned, what issues on specific routes operators must contend with, and other inefficiencies to address as part of a comprehensive redesign. Operations staff were able to comment on routing and planning from an administrative perspective, raising scheduling issues like headways and layovers. These meetings involved visual markups of the network and where potential trouble spots existed.

WMATA Coordination

The project team coordinated extensively with WMATA in conjunction with their Better Bus Network Redesign (BBNR). This process included discussions of where service in the County would be

modified due to BBNR, routes that could be swapped between the agencies, and coordination of service platform hours so that no service was lost. Corridor planning was an important aspect of the service planning, as each planning team aimed to maintain service levels on key corridors while accounting for new services, BRT implementation, and route restructuring. Ride On's goal to implement a more seamless, connected network with integrated transfers Countywide between operators was a central part of this coordination. Transfers at popular locations were maintained, while proposals that significantly altered these connections were reconsidered. Where WMATA service was eliminated, MCDOT explored options to maintain or extend service.

Internal Service Planning Work Sessions

The project team met to review the draft network, route by route. This analysis entailed a comprehensive evaluation of each route, including the termini, routing, branches, transfers, and locations served. Discussions centered on unresolved issues and rider and operator comments that may have been overlooked. The project team took a holistic, long-term approach on many of the routing plans, which had issues not based on the routing itself, but on how and when they would be implemented within other widespread changes.

Local service underlays with BRT implementation were an example where the message of the local service modification needed to be refined to clarify its alteration in conjunction with other service alternatives. BRT was a major factor in these discussions because of the numerous BRT routes planned in the short- and long-term. These BRT routes will have transformative impacts on riders, in both improved service and local service changes. It is critical to properly, clearly disseminate BRT's impacts on existing local service to ensure customer needs are met. The work sessions focused on the implementation plan for that reason. Another broader focus point for review was public comment: the team analyzed rider comments on each route and examined the utility and feasibility of incorporating rider suggestions. Some comments were route- or area-specific, while others addressed more global systemwide issues. The extended period of public input spoke to a passionate and involved riders, requiring a thorough examination of comments.

On a more micro level, these work sessions analyzed turning movements and variations: these hyperlocal discussions examined issues including service and ridership to schools, stop placement outside apartment complexes, and service to unique locations like federal institutions, regional park entrances, and airports. Each of these work sessions produced detailed explanations of what was changing from the draft network to the final network and why for input in the route sheet appendix. These explanations summarized what would need to be monitored in the future and other intermediate steps that would be required for the seamless integration of new services and elimination or modification of the route in question.

Final Network Review

The ultimate step in the development of the final network was a route-by-route review that examined the operations, routing, and service characteristics of each route on an individual level and within the transit network. Each review incorporated inputs from each stakeholder group (i.e., riders, operators, community members) and examined how comments were addressed and if the bus operations were feasible and optimized. Bus routes were analyzed for continuity with existing service, sequencing with new service such as Flex and BRT, and implementation with other service changes such as forced transfers or new transfer opportunities. This wholesale evaluation enabled a thorough

understanding of each route's operation to ensure all avenues were explored in presenting a final network.

Examples of Issues

A sampling of route comments and analysis illustrates the discussions surrounding the planning and operations issues. The Project Team considered rider and operator comments in recommending the final plan and added specific modifications for use during implementation phases and ongoing monitoring and evaluation. Route discussions and comments are shown in Table 4.

Table 4: Workshop Comment Examples

Route	Workshop Discussion and Comments
074a	Right turn on Crystal Rock from Wisteria is a narrow road. Northbound will turn left on Wisteria and right on Crystal Rock past High School; southbound reverses
170a	Upgrade on current peak direction only service Will use Wisconsin instead of Old Georgetown Rd. Old Georgetown Rd would be served by WMATA MD140/J line consolidation Rockville Pike may not be the best option- we only have 2 stops here Will have BRT on Rockville Pike Stops south of Cedar Lane are important because it is not just for Metro access Not for circulation, for Germantown to Bethesda- can transfer at Metro for another bus. Look at the importance of Germantown to Suburban Hospital connection This is a one seat ride from Germantown to Bethesda rather than forcing a metro transfer Bidirectional needs Wisconsin Ave. doesn't matter for express portion
201a	Continues from Medical Center to Montgomery College transit center. Once 355 Central BRT opens, this gets shortened. Eliminate when 355 south opens
253a	Alleviates some concern of the Y route truncation Very complicated route- different in morning and afternoon May drop service between Olney and Glenmont May get rid of ICC and make it a linear route for hospital to Shady Grove Only service lost is express service from Glenmont to ICC Must determine peak direction for optimal operations
510a	Flex zone covers the White Oak transit center so high-density areas don't have to traverse dangerous road conditions

Examples of Changes in Responses

The work sessions prompted changes and reversions to original service patterns in some routes. A major theme of these changes was routing simplification in response to common complaints about confusing or complex service from both riders and operators. Riders requested better service in the Takoma-Langley-Silver Spring corridor; the variation on Route 18 was eliminated for simplified, more direct service to connect these nodes while maintaining original routing. Silver Spring's transit center and winding downtown roads were a frequent source of frustration for operators, who noted the challenges in turning issues and movements in the congested core. As a result, the Route 20's movements were simplified to eliminate these turning constraints, providing more seamless route operations with direct input from the operators contending with the issues.

3

The Vision Network

Framework for the Vision Network

The Vision Network represents an idealized, unconstrained network with all possible proposed improvements implemented and a complete realization of the goals. A major factor in the implementation of the Vision Network is the availability of funding and appropriate levels of capital and operating resources. The Vision Network makes full use of all existing bus infrastructure and is developed with the installation of other planned facilities. The network represents a full integration of services across the footprint, without unplanned eliminations or shortfalls. The service classes and network improvements adhere to the standards and services laid out by the project team. This framework looks at aspirational goals to define the network as the priority for mobility in Montgomery County. The Vision Network is analogous to WMATA's Better Bus Network Redesign's Unconstrained (or Visionary) Network.

Summary of Service Classes and Nomenclature

Service classes were developed to set a standard level of service and operations for each route. This universal level of service sets a baseline for how the route will be planned, its headways and service span, and any bus and passenger features. A service class also helps prescribe the ideal stop spacing for a route, which varies by neighborhoods, commercial corridor, or other land use. The overarching theme of the service classes is to right-size stop spacing and have a uniform level of service for each class of bus routes across the County.

To provide clarity to the rider, the service classes and its associated characteristics should be readily identifiable. To that end, the Vision Network includes a route renumbering proposal that intends to

use the number to communicate the route's place in the network. Specifically, all routes should be three digits with the first digit (the hundreds place) indicating the service class, with the second two numbers reflecting the route numbering. Where routes are functionally similar to existing routes, the route number should be retained; where new routes are proposed or substantial changes suggested for existing routes, these were generally renumbered to reduce confusion.

Route classifications are described below. Route series are described by their first digit: for example Local routes will be 001 to 099 and express routes will be numbered 100-199.

Coverage/Local (0xx)

More circuitous routes with service directly to neighborhoods from arterial corridors onto local streets, such as the Route 1 and Route 8. These routes might go through lower density neighborhoods or serve local shopping centers. Service will be every 15-30 minutes depending upon demand. Service would be seven days a week. High-demand services may be classified as "trunk" services and should have higher frequencies.

High Capacity (1xx)

These routes operate frequent service every 15 minutes or less and are designed for speed and efficiency with limited stops. The service should be similar to current Ride On extRa such as the Route 101 and the Great Seneca Transit Network (GSTN). High-capacity routes are structured to be less circuitous than coverage/local routes. Preferable settings for high-capacity service include mixed-use, more populated corridors with high demand for transit.

Express (1xx)

Express routes connect longer distances, such as cross-County, with few intermediate stops, which currently include the Route 100. They may offer closely-spaced stops at one or both ends of the routes for rider convenience. Express routes run all day in both directions with headways every 10-15 minutes Monday through Saturday and lower frequencies on Sundays.

Commuter (2xx)

Commuter service typically includes an express portion, like Express routes, but is focused on commuter needs, such as the Route 71 and Route 78. The service is peak-period only and might only be in one direction. Like express routes, commuter routes have high stop density in at least at one end of the route in outer neighborhoods before heading towards activity centers or transit nodes where there may again be closely spaced stops.

BRT (5xx)

Bus Rapid Transit (BRT), branded by Ride On as "Flash", can include dedicated lanes, clean-fuel vehicles, special stations, simplified routes, fewer stops, and high-frequency service. The Countywide Transit Corridors Functional Master Plan identifies BRT corridors, one of which, the US 29 Corridor from Burtonsville to Silver Spring, is in operation and three of which are in active design. BRT routes' public-facing naming convention is currently by color which may continue to evolve as additional lines are brought into service.

Flex (9xx)

Flex vehicles typically do not operate with a fixed route or schedule; service (sometimes referred to as microtransit or on-demand) operates within a defined zone, currently in use in Rockville and Glenmont/Wheaton. To utilize Flex, riders request pick up through an application on their phone or by calling a phone number. Operating using smaller vehicles, the service provides corner-to-corner connectivity for single riders or multiple users that may have a common or multiple destinations. The software automatically determines the most efficient route depending on where the vehicles are and the rides that have been requested, much like other ride-hailing companies. Each zone has specified boundaries, with the zones averaging 4.36 square miles. Flex service typically is anchored around a Metrorail station or other transit center to allow first-mile/last-mile connections.

In some cases, Flex acts as a hybrid of fixed and flexible service. In that case, the vehicle will operate a portion of the route along a fixed route with a scheduled departure. A portion of the route, however, will be covered by a Flex zone to provide better connectivity in a low-density area. These areas are typically situated beyond a walking distance from Metro or fixed route service. Pick-up and drop-off times in these areas will be more predictable; however, riders may experience longer wait times because the routes will serve scheduled timepoints like regular fixed-route services.

Service Class Characteristics

Key minimum standards were defined for each class of services that set the baseline for the rider experience. Appropriate headways and spans of service address the goals of positioning transit as the first choice for transportation in Montgomery County and shifting mode share from auto to bus by making bus service a reliable, predictable, and dependable means of travel. These are guidelines and generally considered minimum standards; expanded service can be provided if demand warrants.

It is also important to understand that while these are new service standards, they represent a considerable improvement over current service levels for many routes. Achieving these standards will require a significant investment in the system. Thus, achievement of the standards will likely take time and occur in a phased way. This is discussed more in the Implementation section (Chapter 4).

In developing BRT guidelines, the project team worked with the County's BRT implementation team. These guidelines align with the Montgomery County's BRT design guidelines.

Headways

Headways for the proposed services range from 8 minutes to 60 minutes in some cases depending on the class and route. For BRT services, buses will have minimum headways of every 8 minutes during weekday peaks and maximum headways of 15 minutes during weekday off-peak weekdays or weekend time periods. High capacity and express routes both have maximum weekday headways of 15 minutes each way. Commuter routes have a headway of 30 minutes. For Flex service, it is defined in terms of average wait times rather than a fixed schedule.

Table 5: Service Class Headways

Service	Weekday Peak	Weekday Off-peak	Saturday	Sunday
BRT	8 (min)	15 (max)	15 (max)	15 (max)[2]
High Capacity	10-15	15	30	30
Express	15	15	15	30
Commuter	30	-	-	-
Coverage-Trunk	15	30	30	30
Coverage-Local	30	30	30-60	30-60
Flex	7 (average wait time)	7	7	7

Span of Service

Services begin between 5 AM and 6 AM and end between 10 PM and 1 AM. Later service was added to address public comments regarding late-night service workers not being able to utilize public transportation to get home.

Table 6: Span of Service

Service	Weekday	Saturday	Sunday
BRT	5 AM – 1 AM	5 AM – 1 AM	5 AM – 1 AM
High Capacity	5:30 AM-11:00 PM	5:30 AM-11:00 PM	5:30 AM-11:00 PM
Express	5:00 AM-12:00 AM	5:00 AM-12:00 AM	6:00 AM-10:00 PM
Commuter	6 AM-9 AM, 3 PM- 7 PM	-	-
Coverage-Trunk	5:30 AM-11:00 PM	6 AM-11:00 PM	6 AM-11:00 PM
Coverage-Local	5:30 AM-11:00 PM	6 AM-11:00 PM	6 AM-11:00 PM
Flex	6:00 AM-7:30 PM	6:30 AM-7:30 PM	As justified by demand

Stop Spacing

The stop spacing of routes will vary depending on service type. BRT and high capacity routes have longer stop spacing while coverage, express, and commuter routes have shorter stop spacing where riders are being picked up or dropped off. Stop spacing balances transit access with operating speeds. Closer stops reduce the distance pedestrians must walk or roll to access service but increase the frequency of buses needing to stop, which slows travel times for through riders on the bus. A 1/4-mile distance is the general threshold for riders' willingness to walk or roll to access local service, with higher thresholds for BRT or high-capacity services.

[2] BRT Guidelines allow for longer headways in certain locations

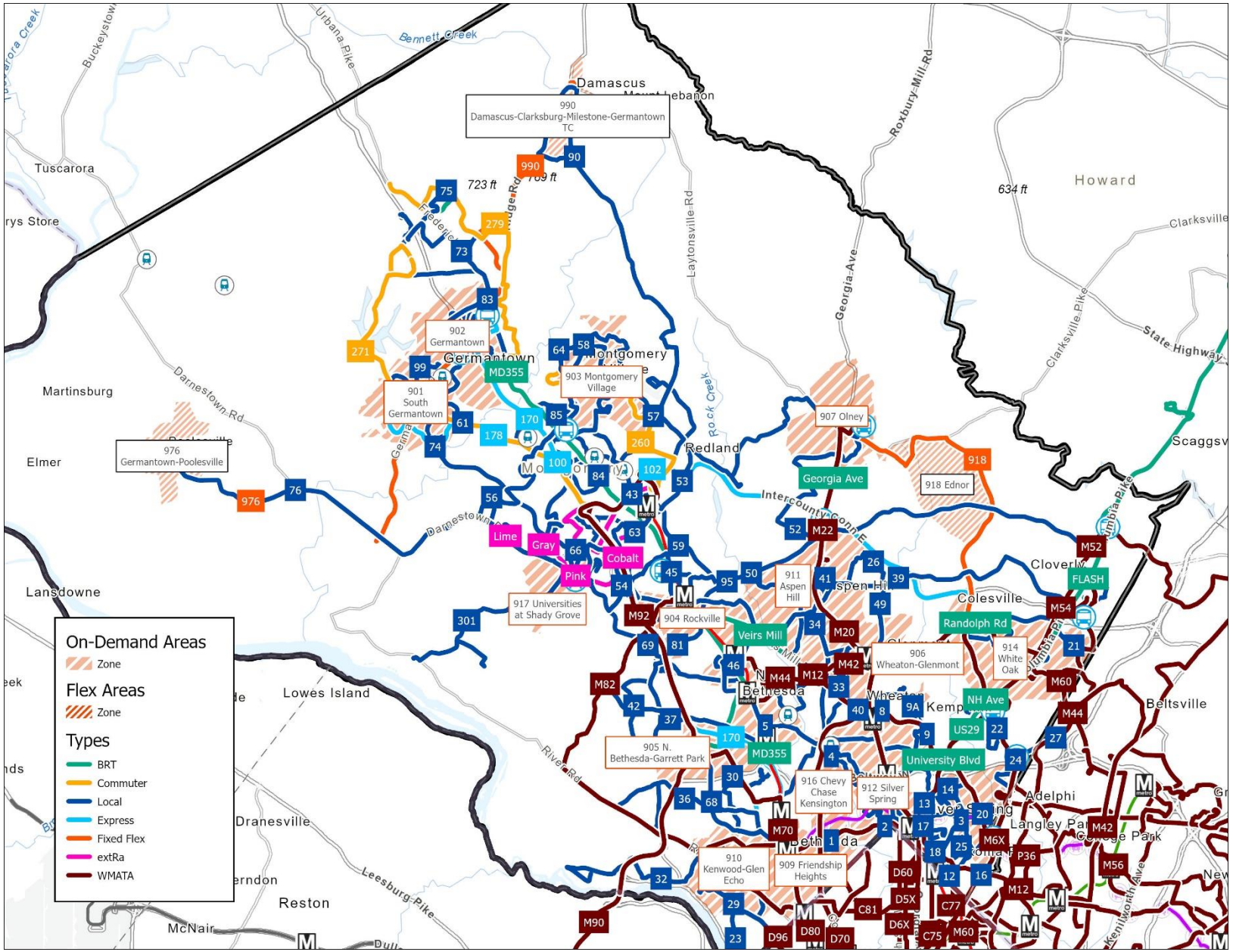
Table 7: Stop Spacing

Service	Typical Stop Spacing
BRT	1/2 mile to 1 mile
High Capacity	1/2 mile to 1 mile
Express	1/8 to 1/4 mile/ 2+ miles, greater for non-stop and limited portions/drop-offs
Commuter	1/8 to 1/4 mile/ 2+ miles, greater for non-stop and limited portions/drop-offs
Coverage-Trunk	1/8 to 1/4 mile
Coverage-Local	1/8 to 1/4 mile
Flex	Corner-to-corner

The Final Network

The final network is a concept of transit in Montgomery County once the plan has been fully implemented. It is important to understand that there are specific sequencing and implementation plans that require gradual changes and stages over multiple years for a full, final network. Some initial steps are shown in Year 1 and Year 5 that may change multiple times in response to external network modifications, such as new BRT routes, the Purple Line inauguration, WMATA service modifications, and other service needs. The transit system is a dynamic system that regularly undergoes operational alterations to optimize service, which will be seen between now and the full implementation of the Vision Network.

Figure 5: Proposed Routes Overview



Overview

The resulting network for Ride On covers most residential areas of the County and is tied to WMATA's Better Bus Network Redesign. The recommended Ride On Vision Network will improve mobility in Montgomery County by simplifying alignments, upgrading frequencies, improving connections, and reducing travel times. Some of the key features of the Vision Network are summarized below:

- **Premium Rapid Transit Network:** The Vision Network includes eight BRT lines and four new Ride On extRa lines. These premium services will provide fast, frequent, and reliable service along key corridors across the County.
- **Expanded Service Coverage:** The Vision Network expands Ride On's service footprint across the County through 19 new Ride On Flex zones. These zones collectively serve over 85 square miles, reaching areas that currently do not have transit service and improving service quality and connectivity in lower density neighborhoods.
- **Improved Cross-County Connections:** Several routes will offer new cross-County connections, enabling faster and more direct trips between key activity centers.
- **Increased Frequencies:** Over 30 routes will have improved weekday frequencies and 38 routes will have improved weekend frequencies.
- **New Weekend Service:** 26 routes will have new weekend service.

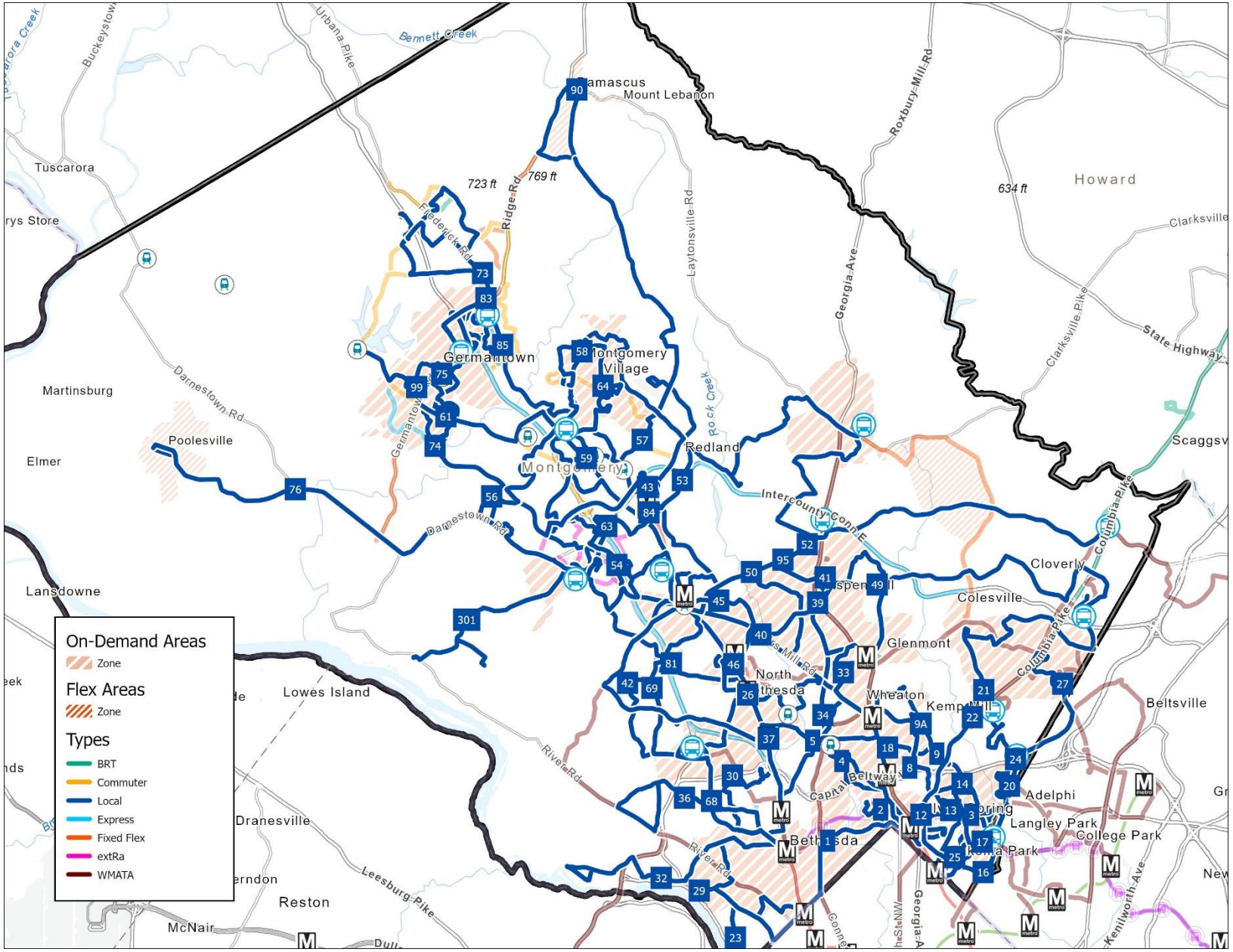
Maps by Class of Service

In order to provide a more comprehensive understanding of the proposed network, the following pages contain a series of maps which break down the network by service class.

Local (0xx)

Local routes in Ride On Reimagined were redesigned one by one with additions, modifications, or complete eliminations. Route eliminations were limited to low-ridership routes and those where service could be much improved with a Flex zone. Additionally, some routes were streamlined by the elimination of variations or deviations deep into neighborhoods. Local routes are designed to provide coverage, serving more areas and neighborhood locations than other classes. There are two classifications of local routes, coverage and trunk, the latter of which has increased frequency.

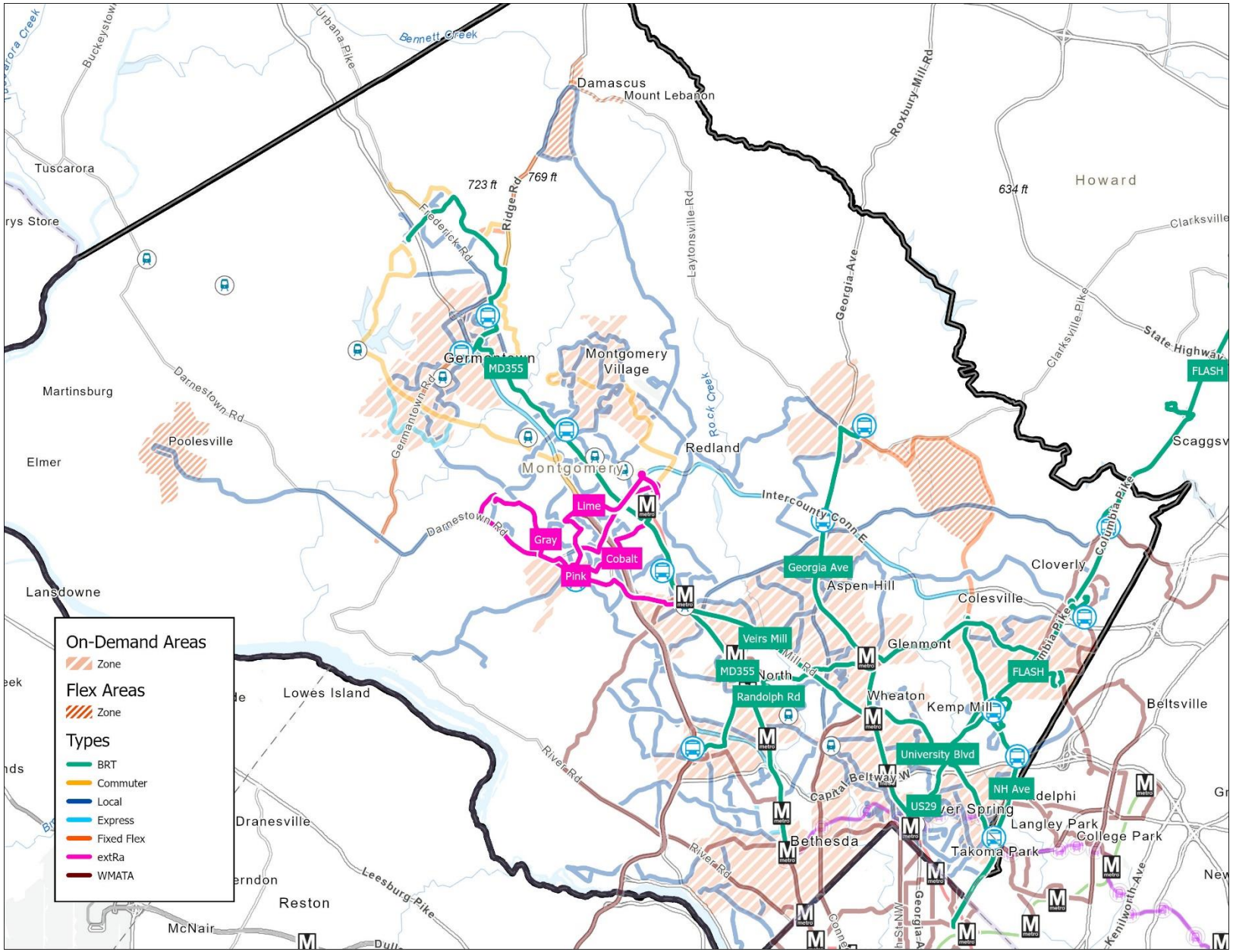
Figure 6: Proposed Local Routes



High Capacity (1xx)

The Great Seneca Transit Network (GSTN) will run from Shady Grove to the Traville Transit Center, as part of a network of four new Ride On extRa routes. The 121 and 122 (Pink and Lime) routes were launched in 2024 with the Gray and Cobalt (123 and 124) lines planned for the future as well as an extension of the Route 122.

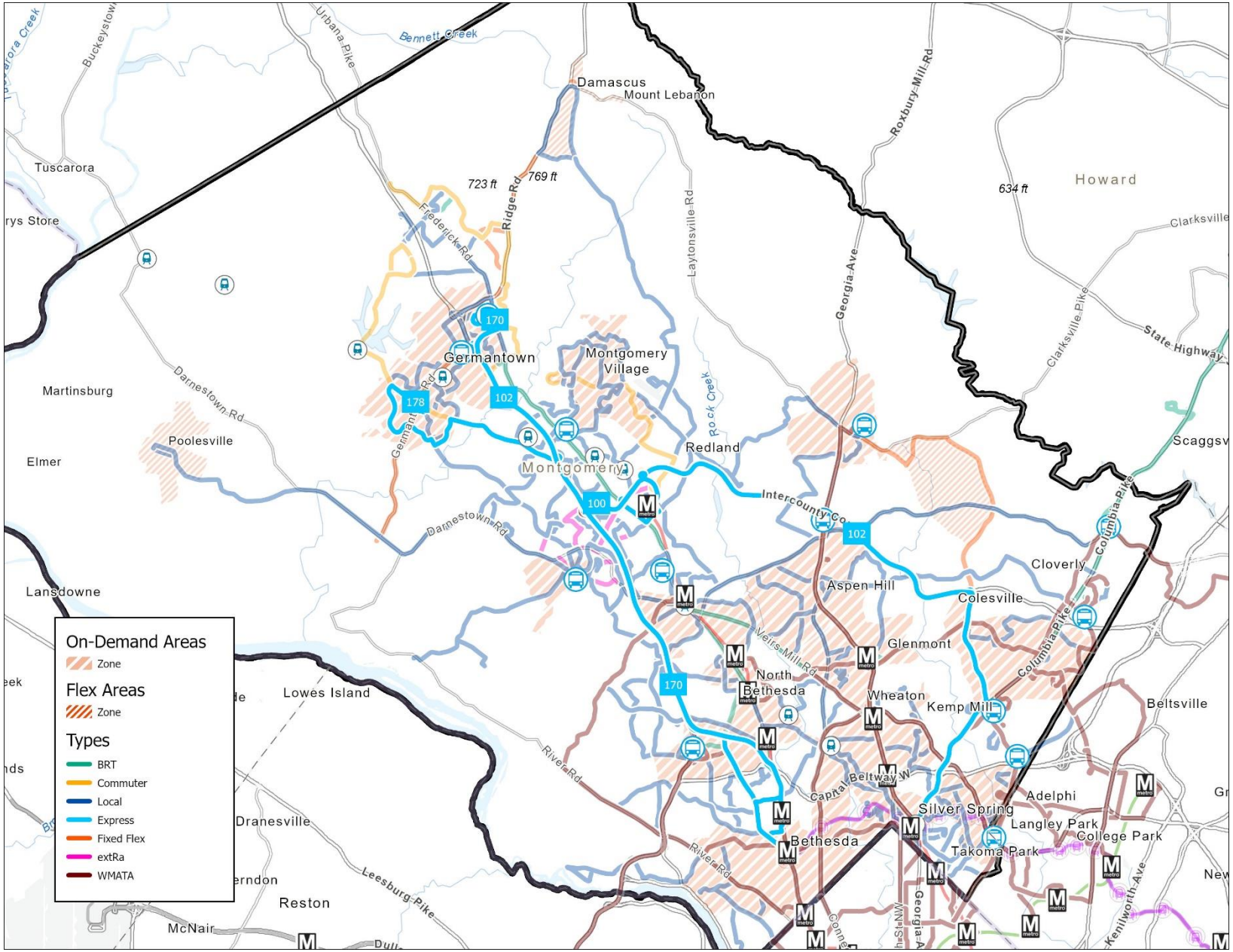
Figure 7: Proposed BRT and High Capacity Routes



Express (1xx)

Proposed express routes begin Upcounty in areas such as Germantown and Gaithersburg and travel south along either I-270 or the Intercounty Connector (ICC) to Silver Spring or Bethesda. Riders stated during the comment period that they desired to travel Upcounty more frequently and asked for faster routes to get there. Express routes 100, 102, and 170 were proposed to achieve this goal.

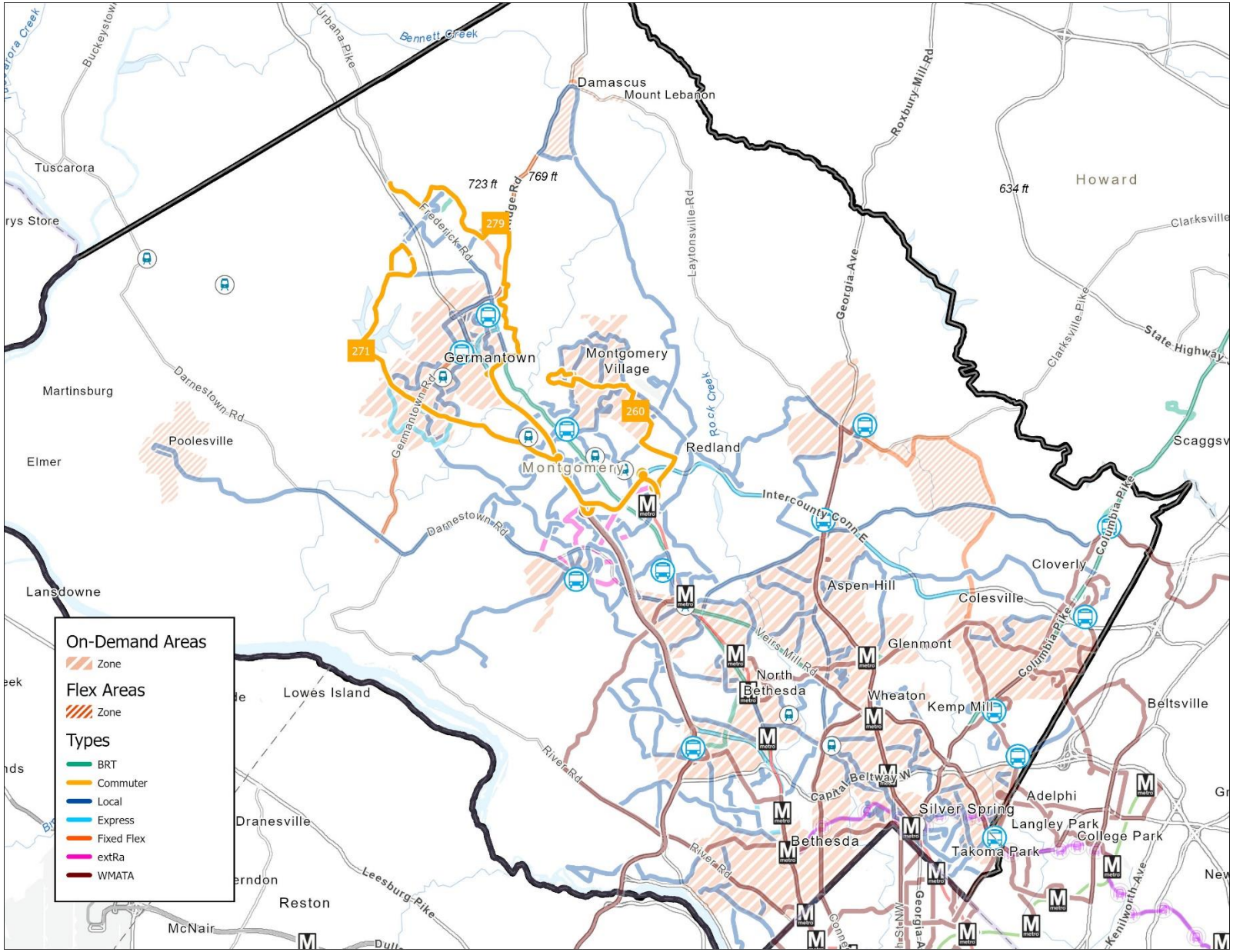
Figure 8: Proposed Express Routes



Commuter (2xx)

Proposed commuter routes originate Upcounty in Clarksburg, Germantown, and Gaithersburg and terminate at Shady Grove. Commuter routes were designed to maximize ridership in residential neighborhoods and provide higher-speed connections to the Red Line and BRT. Commuter routes 260, 271, 278, and 279 are proposed to achieve this goal.

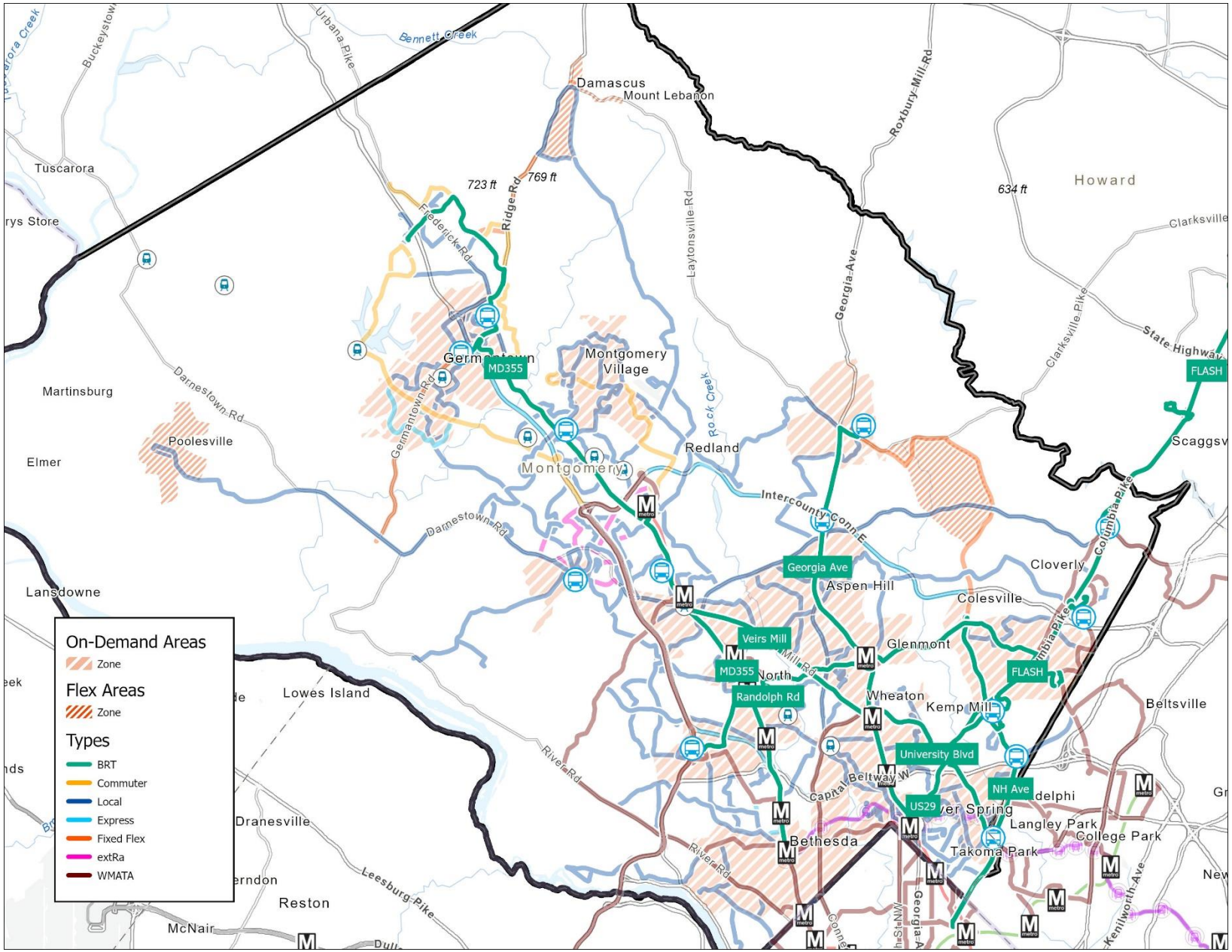
Figure 9: Proposed Commuter Routes



BRT (5xx)

The BRT system in development (with route numbers used for operational purposes only) includes the 501 from Columbia to Silver Spring, 586 from Wheaton to Montgomery College Rockville, 355 from Clarksburg to Bethesda, and the 597 from Olney to Silver Spring. The 550 travels along New Hampshire Avenue connecting Fort Totten to Colesville, and the 593 connects the Takoma Langley Transit Center to Wheaton. The 510 is an east-west route, primarily along Randolph Road, connecting Montgomery Mall to Hillandale on the other side of the County as requested by public comments. Note that extension of US 29 service (Route 501) to Columbia will be coordinated with Howard County, and New Hampshire Avenue Service (Route 550) will be coordinated with Prince George's County, the District of Columbia, and WMATA. Some additional phases and segments are depicted, which will be deployed as part of a phased implementation. When implemented, there may be different public-facing route names.

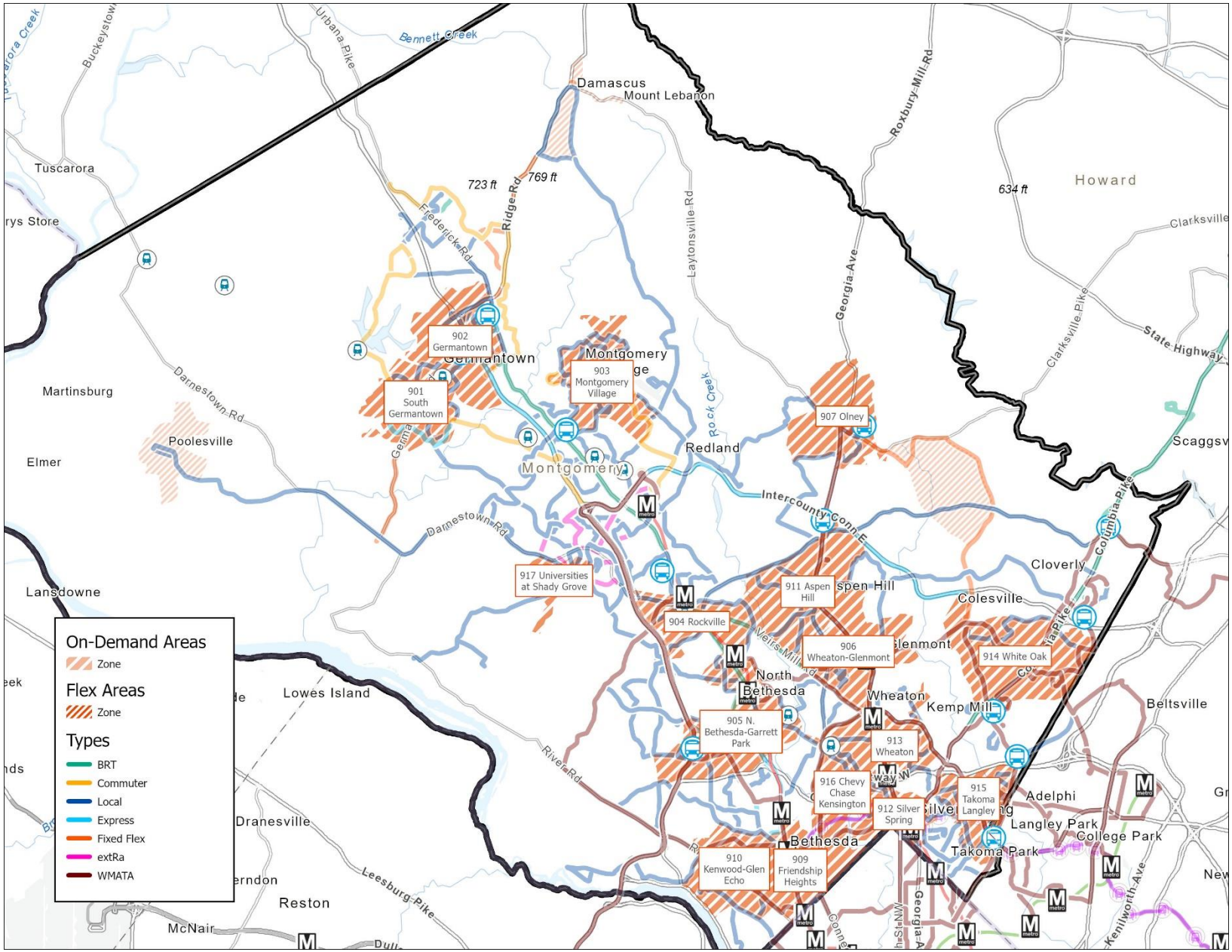
Figure 10: Proposed BRT Routes



Flex (9xx)

The proposed Flex zones are the result of feedback from focus groups stating that riders would like to see more microtransit service across the County. This feedback was supported by the travel analysis, which showed that the vast majority of trips County residents make are a short distance. These "within zone" trips are ideally suited for Flex zones. The service already exists in two areas, but feedback was so positive that even more have been proposed. The 914 White Oak zone is also recommended to be expanded east to I-95 subject to future coordination with Prince George's County. Other new zones include lower-density areas such as Damascus, Poolesville, and southern Olney and provide service where fixed-route service is less productive.

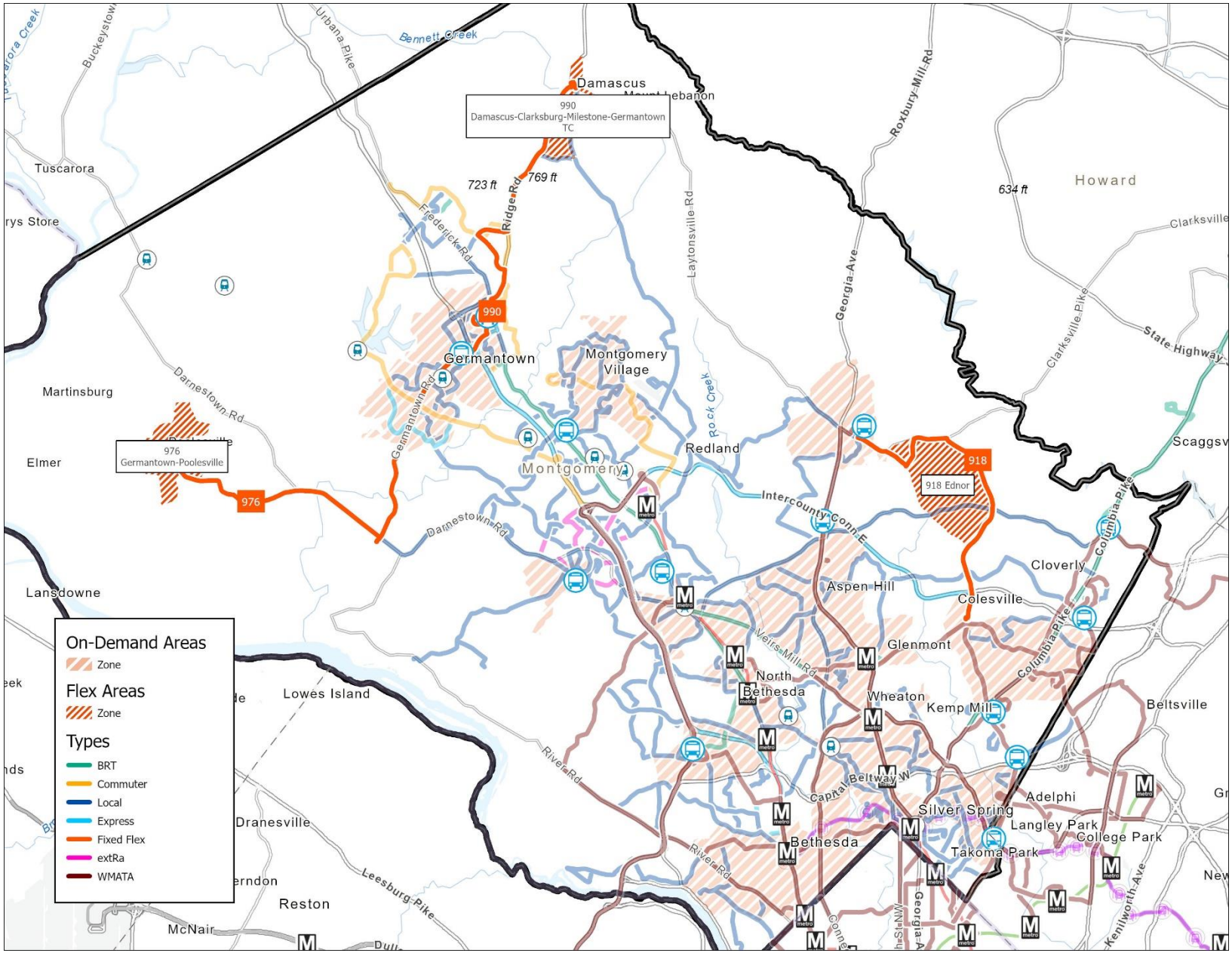
Figure 11: Proposed Flex Zones



Fixed Flex (9xx)

The fixed flex zones are new proposals that would let riders begin at a set location such as the Germantown Transit Center, and ride to the destination of their choosing at an end zone. Riders can go shopping in Germantown and then take the flex bus directly to their home in Damascus or Poolesville. The South Olney zone connects from Montgomery Medical Center and finishes at the Colesville Park & Ride; note that this may be altered to serve the White Oak Transit Center.

Figure 12: Proposed Fixed-Flex Routes & Zones



Key Metrics

Through consultation with MCDOT staff and stakeholders, the project team established goals and objectives that guided the development of the Vision Network. Several of these goals and objectives are related to "access to opportunity", or the ability to travel safely, quickly, and reliably throughout the community using transit. The project team evaluated two key metrics to determine the success of the Vision Network in meeting these goals:

- **Coverage** relates to the availability of transit and is measured in terms of people and jobs located within a defined distance of bus stops (e.g. ¼ mile, or a typical 5-minute walk). Since service levels change throughout the day, coverage is measured by time of day and day of week.
- **Access** relates to the usefulness of transit, or how quickly a person can access important destinations and opportunities throughout the County using transit. Access is measured in terms of the number of people and jobs that are reachable within defined travel time thresholds (e.g. 15, 30, 45, and 60 minutes) to and from specific locations. Accessibility metrics account for travel speed and frequency of service. Since service levels change throughout the day, accessibility is measured by time of day and day of week.

Access

Vision Network access benefits were obtained from Remix's Jane Analysis feature, which is a transit-shed that models access at single or multiple locations using pedestrian networks, on-demand trip average wait times, fixed-route frequency and routings, and transit stops. The proposed Ride On Vision Network increases access and improves travel times to key destinations throughout the County. For example, today 130,000 people can access Wheaton Station within 30 minutes using transit at 8:00 a.m. on weekdays. The proposed network as seen in Figure 13 increases access to Wheaton Station to 303,000 people – a 142% increase. Table 8 summarizes access improvements for other key activity and transfer centers throughout Montgomery County. The map shows how far a rider can get from a fixed point (Wheaton Station) via the bus, in 15-minute increments. Access improvement is measured by how much further one can go and the population in reach of transit.

Figure 13: Future Access

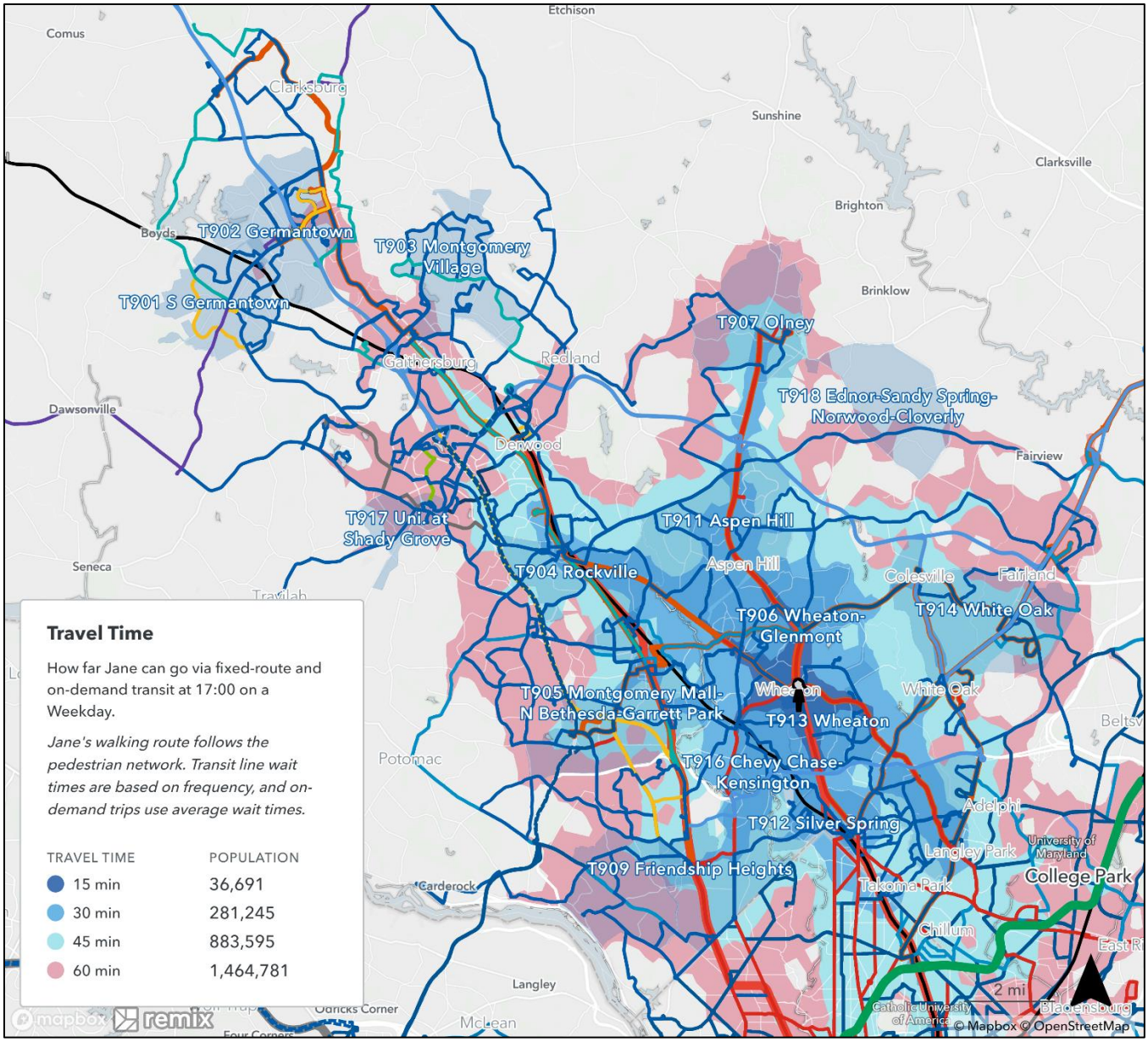


Table 8: Future Access Improvements

Location	Percent change in population within 30-minute travel time by time of day				Percent change in population within 60-minute travel time by time of day			
	Weekday 8:00 AM	Weekday Noon	Saturday Noon	Sunday Noon	Weekday 8:00 AM	Weekday Noon	Saturday Noon	Sunday Noon
Silver Spring Metro	19%	8%	8%	3%	10%	12%	12%	13%
Friendship Heights Metro	21%	6%	12%	12%	17%	12%	16%	16%
Takoma-Langley Transit Center	135%	62%	70%	57%	61%	45%	49%	45%
Bethesda Metro	54%	35%	32%	30%	16%	13%	15%	15%
Montgomery Mall Transit Center	260%	193%	221%	218%	223%	148%	127%	118%
Wheaton Metro	142%	108%	123%	94%	26%	27%	30%	30%
Rockville Metro	85%	20%	34%	30%	35%	27%	32%	26%
Shady Grove Metro	50%	7%	34%	32%	50%	48%	57%	50%
Lakeforest Transit Center	84%	47%	66%	76%	101%	78%	90%	73%
Germantown Transit Center	95%	91%	109%	186%	78%	69%	108%	152%
Glenmont Metro	101%	41%	57%	66%	21%	18%	19%	23%

Using a similar approach, access to jobs within 30 minutes was measured for all of Montgomery County by simultaneously conducting a Jane analysis on thousands of points (hexagons) across the County for both the existing and proposed Ride On and WMATA Vision Networks. The difference in accessible jobs between the existing and proposed systems for every point in the County was calculated. Areas with the highest increase in transit access are largely due to the expansion of Flex coverage and include western Germantown, northern Olney, Leisure World, Springbrook, and Glen Echo.

By compiling the change in access for every hexagon in the entire County, average access benefits across Montgomery County were calculated, as seen in Table 9. Key findings include:

On weekdays during the morning rush hour, the average resident in Montgomery County can access

13,930 more jobs

within 30 minutes using the proposed network – a 74% increase compared to the existing network.

On Saturdays at noon, the average resident can access

7,580 more jobs

within 30 minutes using the proposed network – a 47% increase.

On Sundays at noon, the average resident can access

8,190 more jobs

within 30 minutes using the proposed network – a 43% increase.

Table 9: Increase in Future Job Accessibility

Metric	Weekday at 8AM	Weekday at Noon	Saturday at Noon	Sunday at Noon
General population	13,930	7,520	7,580	8,190
	74%	41%	47%	43%
Population in poverty	14,860	7,300	7,550	8,150
	74%	38%	44%	40%
Minority population	13,700	7,070	7,100	7,740
	81%	44%	50%	45%
Households with No Cars	16,900	7,970	7,670	8,630
	45%	22%	24%	21%

Vision Network coverage benefits were obtained from Remix's coverage stats feature, using U.S. Census American Community Survey 5-year (2018 – 2022) data. Statistics are calculated by creating a 0.25-mile buffer around bus stops into a single geographic unit, overlaying it with demographic and employment data at the Census block group level, and calculating populations and jobs based on the percentage of the area of the block group being overlayed, assuming equal spatial distribution of population and jobs.

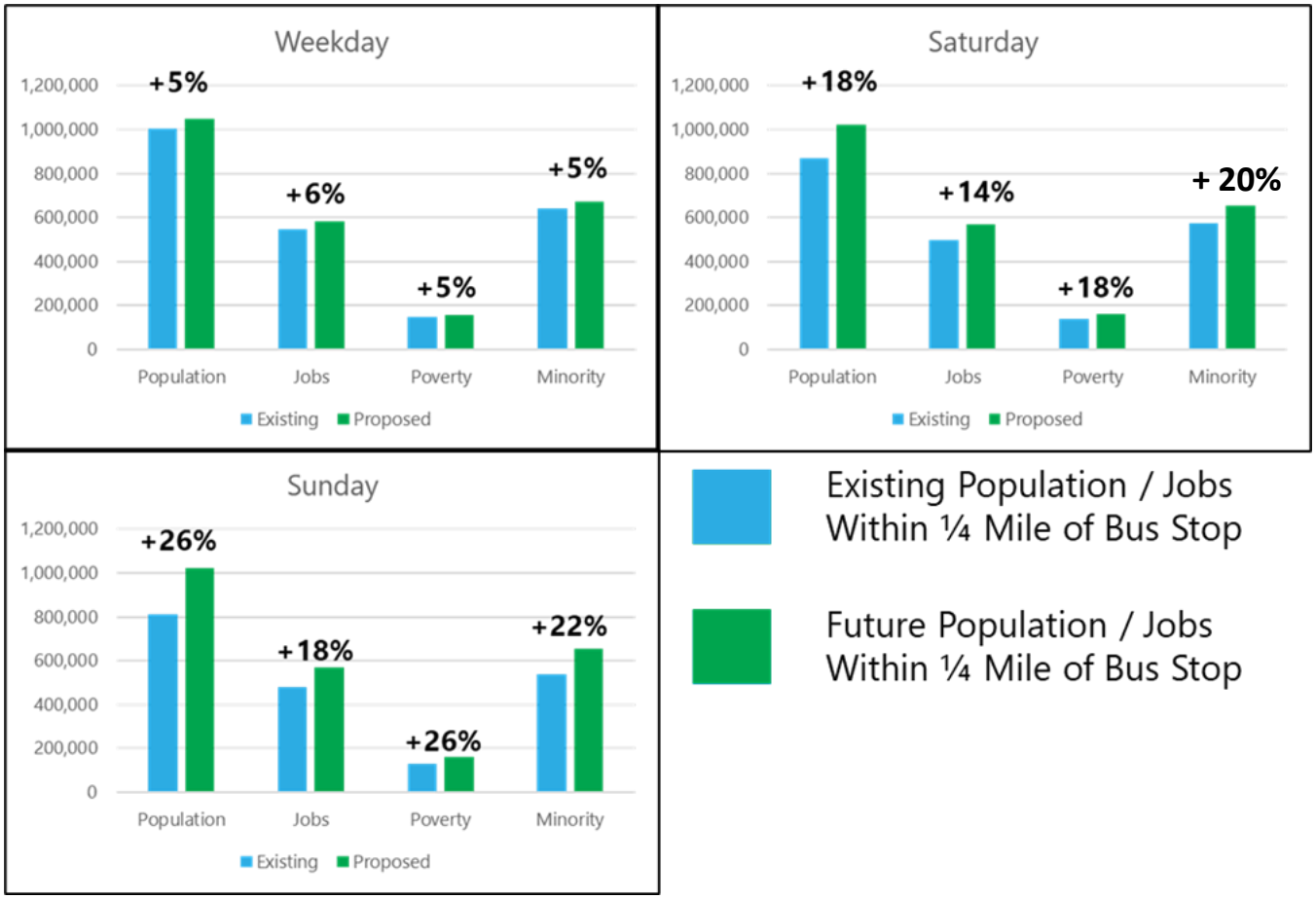
Figure 14 illustrates the increase in coverage between the existing and proposed transit service in Montgomery County. Compared to the existing Ride On network, the Ride On Vision Network:

- Increases weekday population coverage by 5% and job coverage by 6%
- Increases Saturday population coverage by 18% and job coverage by 14%

› Increases Sunday population coverage by 26% and job coverage by 18%

› Improves coverage for minority and low-income populations

Figure 14: Vision Network Increase in Coverage



The largest increases in coverage come on weekends, when the service increase is greatest. Sundays have the greatest increase in all categories because of this factor, with population and poverty increasing 26%, followed by minority population at 22%. Weekdays see increases of 5-6% for each segment.

Increases in coverage for each planning horizon are shown in the figures below:

Figure 15: Year 1 Network Job Access

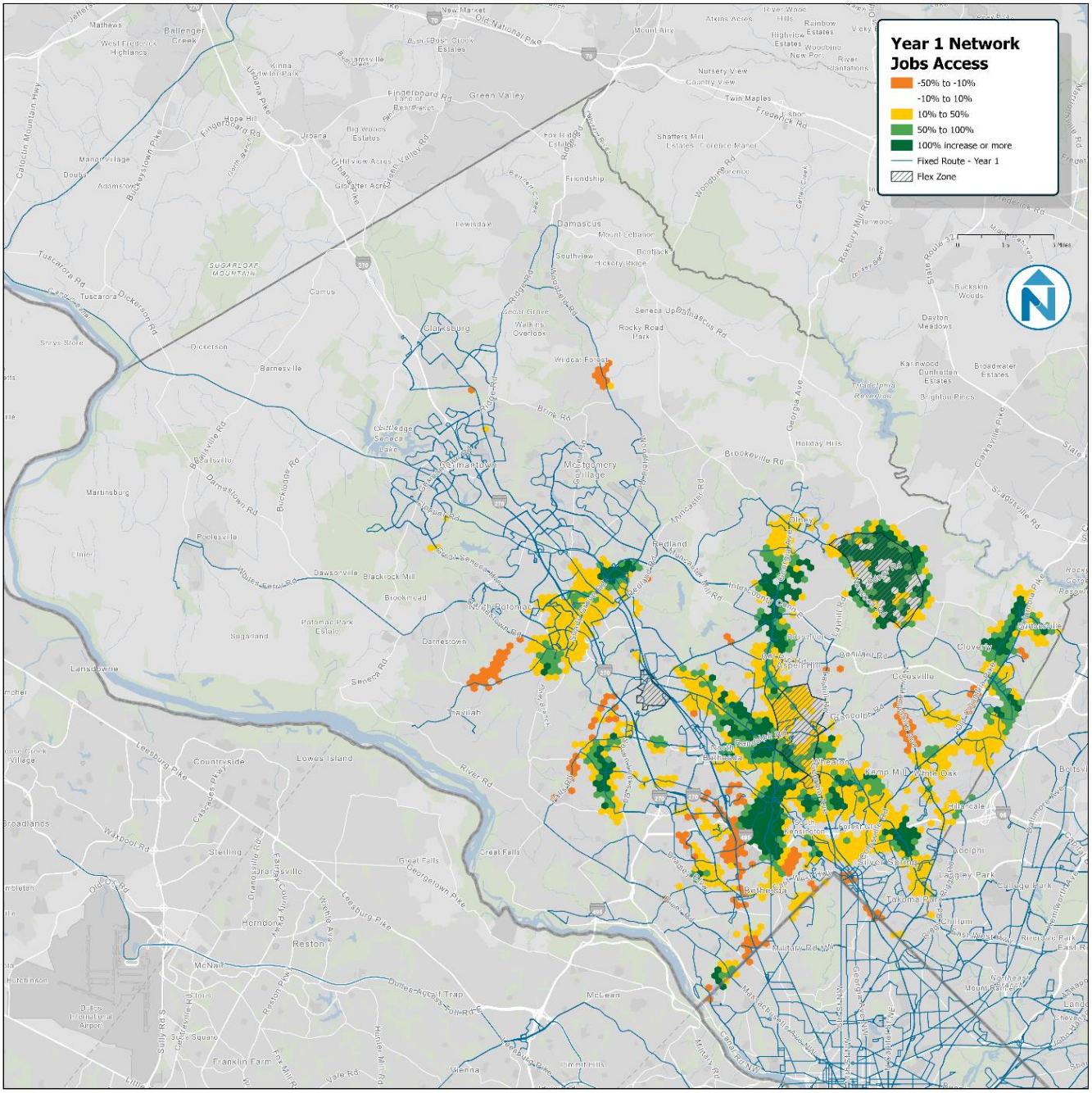


Figure 16: Year 5 Network Job Access

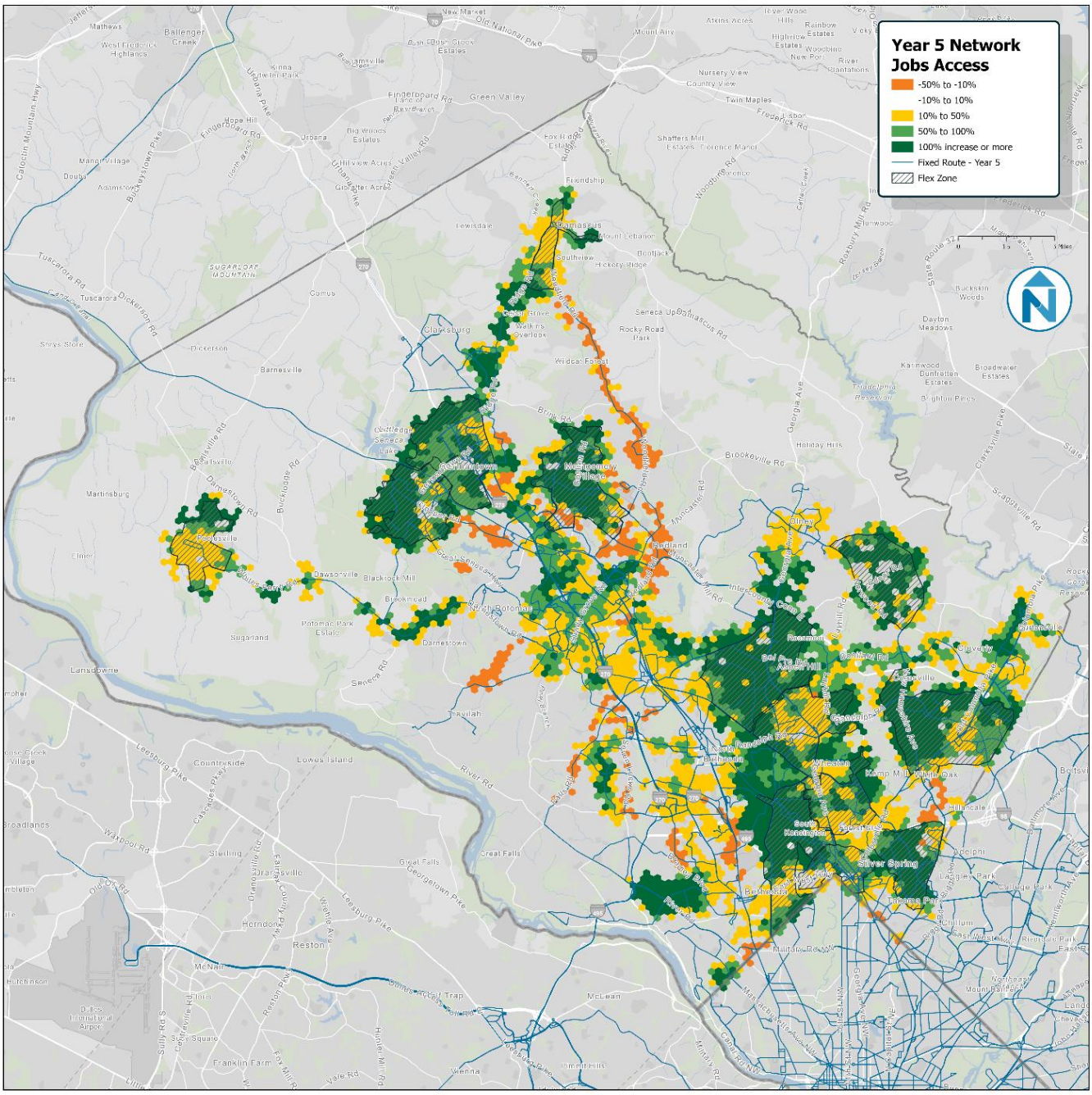


Figure 17: Vision Network Job Access

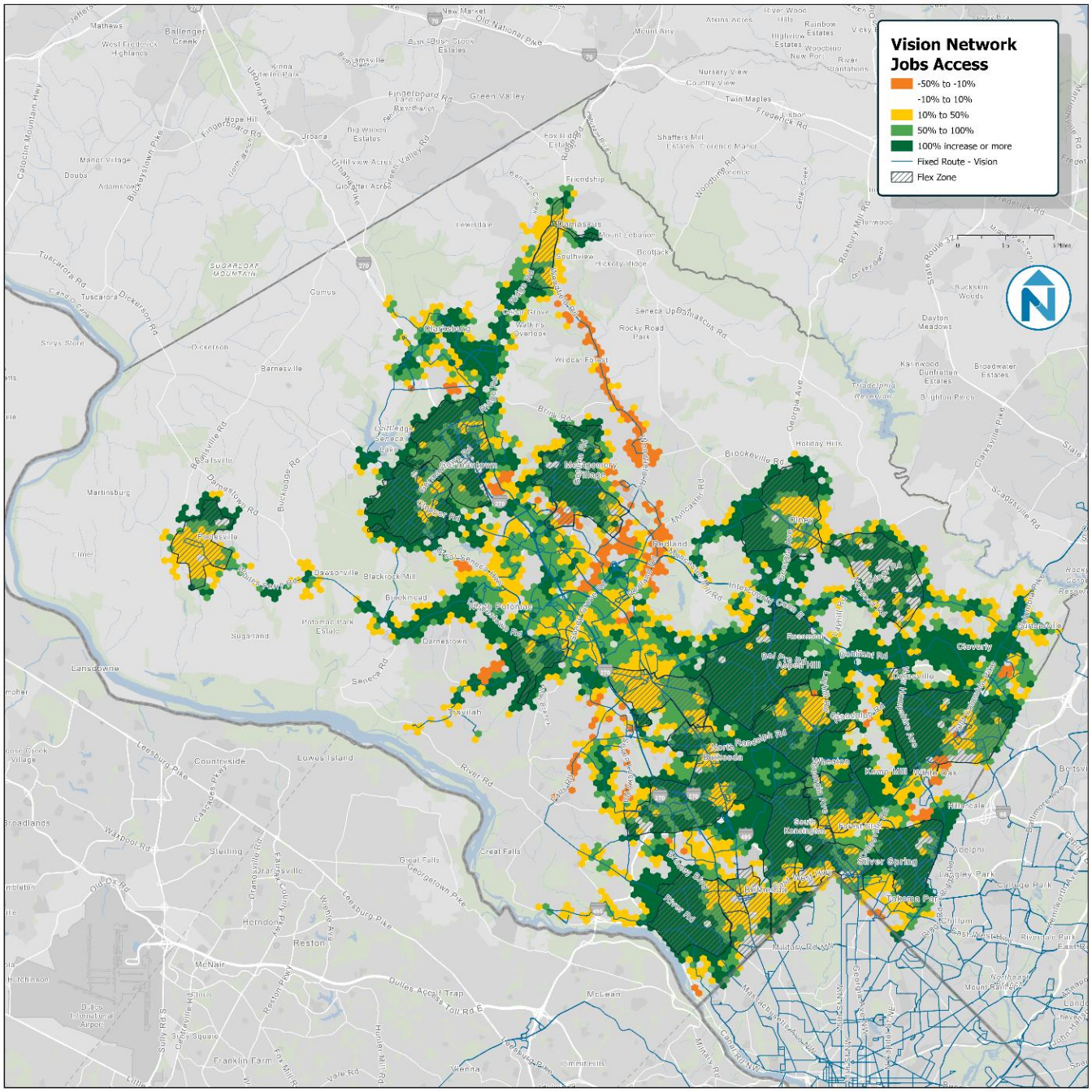
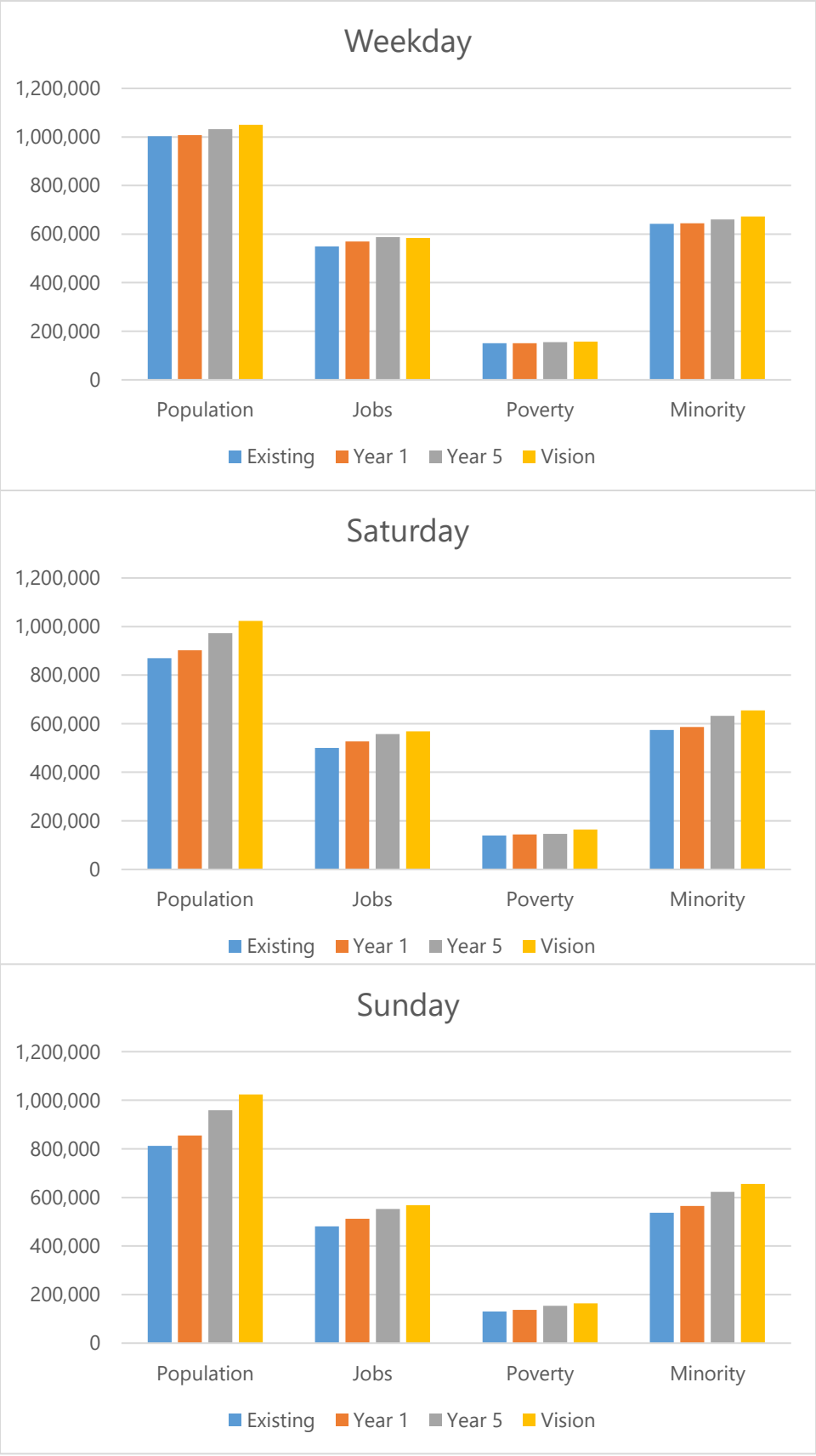


Figure 18 shows the population, jobs, population in poverty, and minority population that will be covered in each phase. Each category shows an increase in coverage compared to existing coverage, with some increases more marked than others.

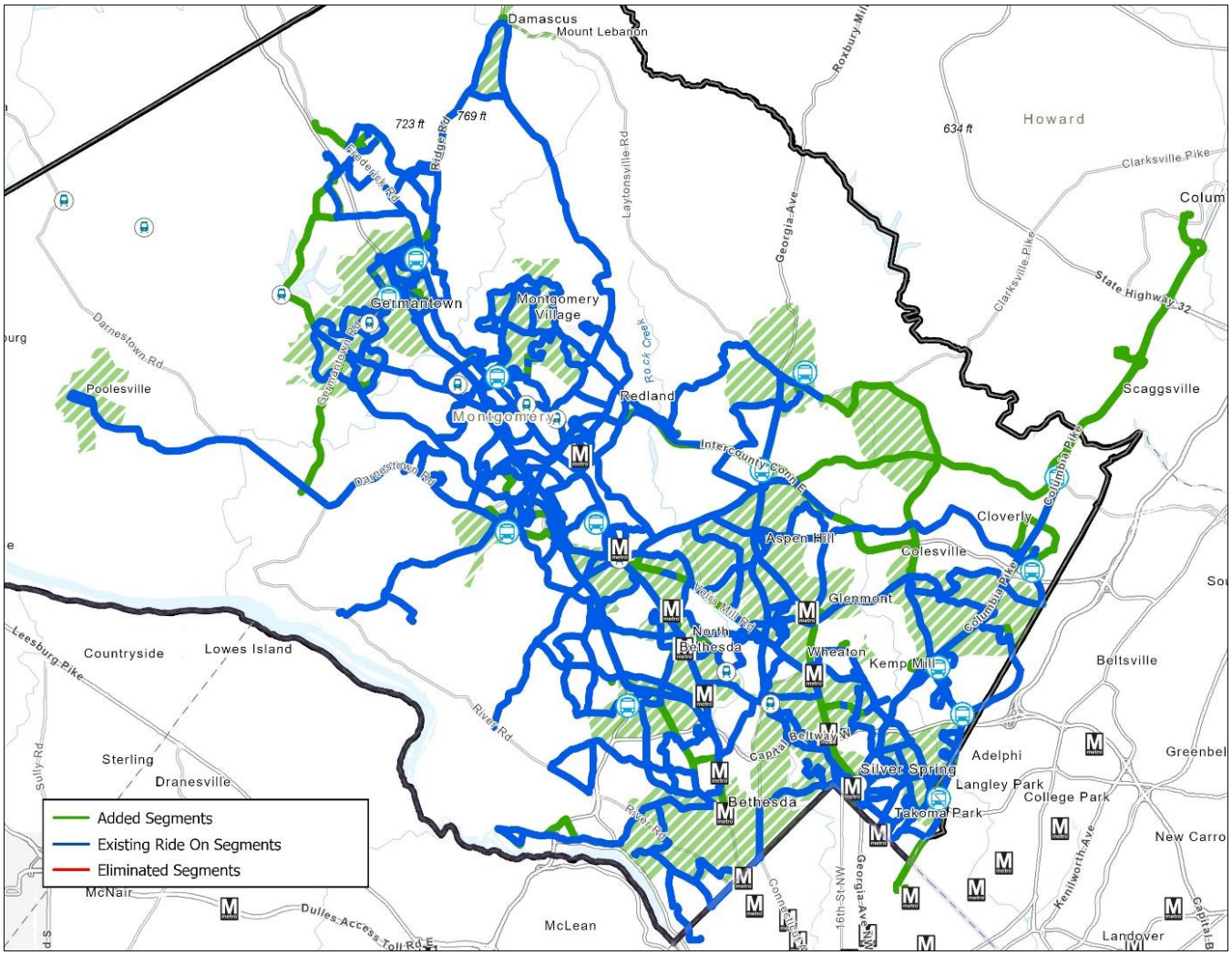
Figure 18: Coverage Results for All Routes



Coverage

Added and eliminated routes are shown in the figures below. As noted above, overall coverage increases noticeably through the introduction of some routes as well as a number of Flex zones. Some routes are recommended to be replaced with flex service and some segments of routes with low ridership are also recommended for eliminations.

Figure 19: Added Route Segments



As part of the comprehensive redesign, some routes segments have been eliminated or diverted elsewhere. In many cases, proposed on-demand zones have replaced those areas of service. Usual areas of local bus service such as residential neighborhoods are now covered by on-demand buses that only come when requested by riders.

Figure 20: Eliminated Route Segments

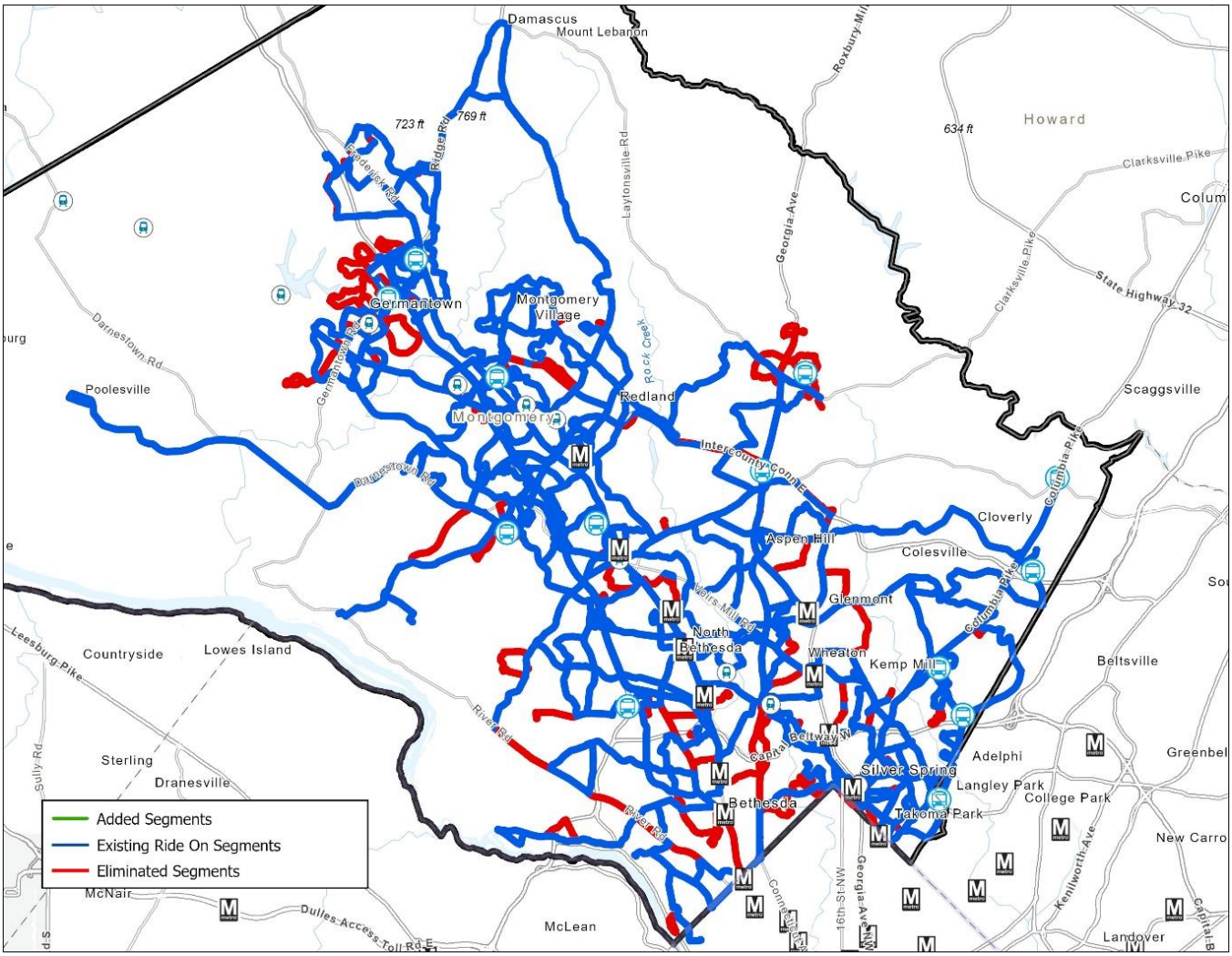
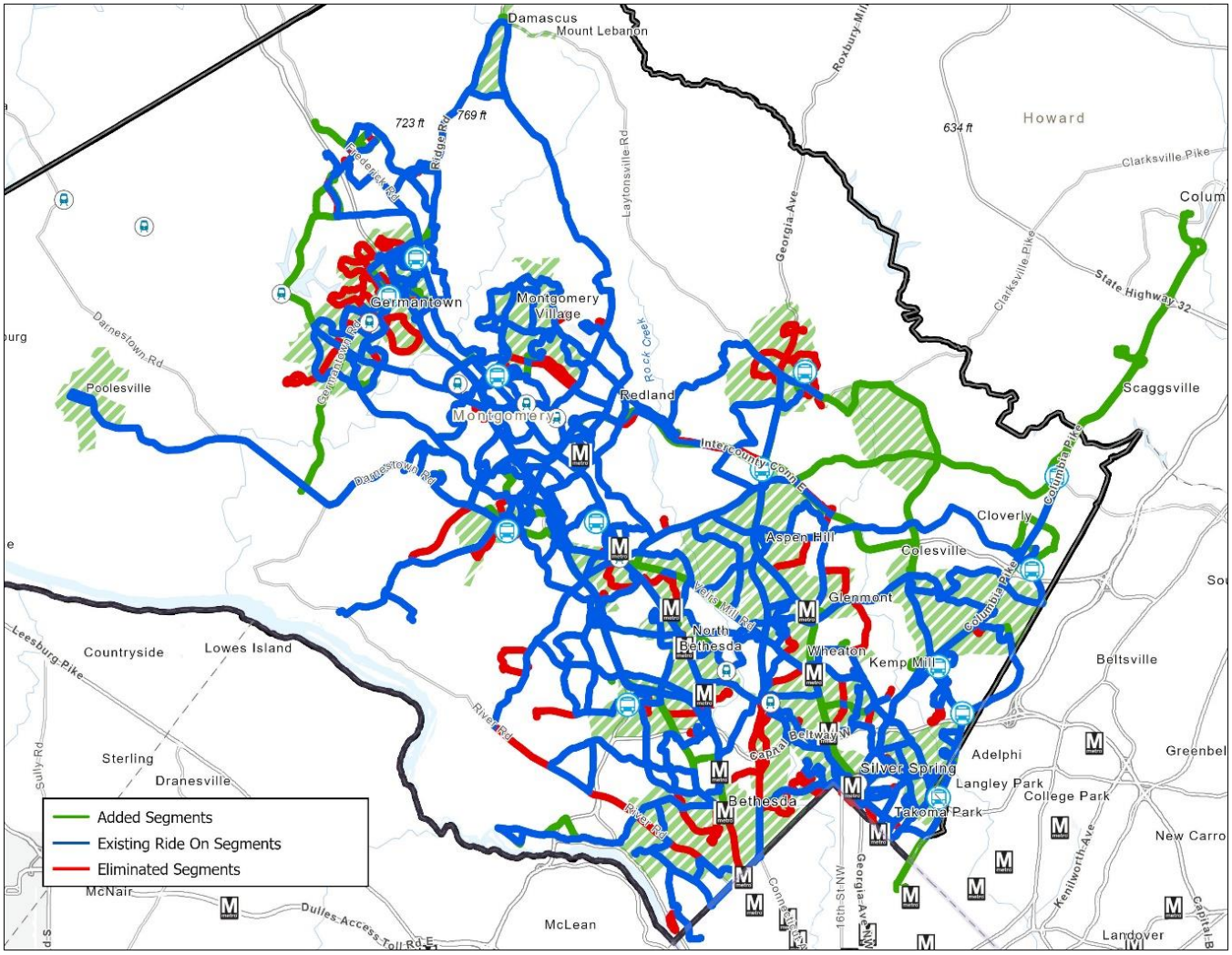


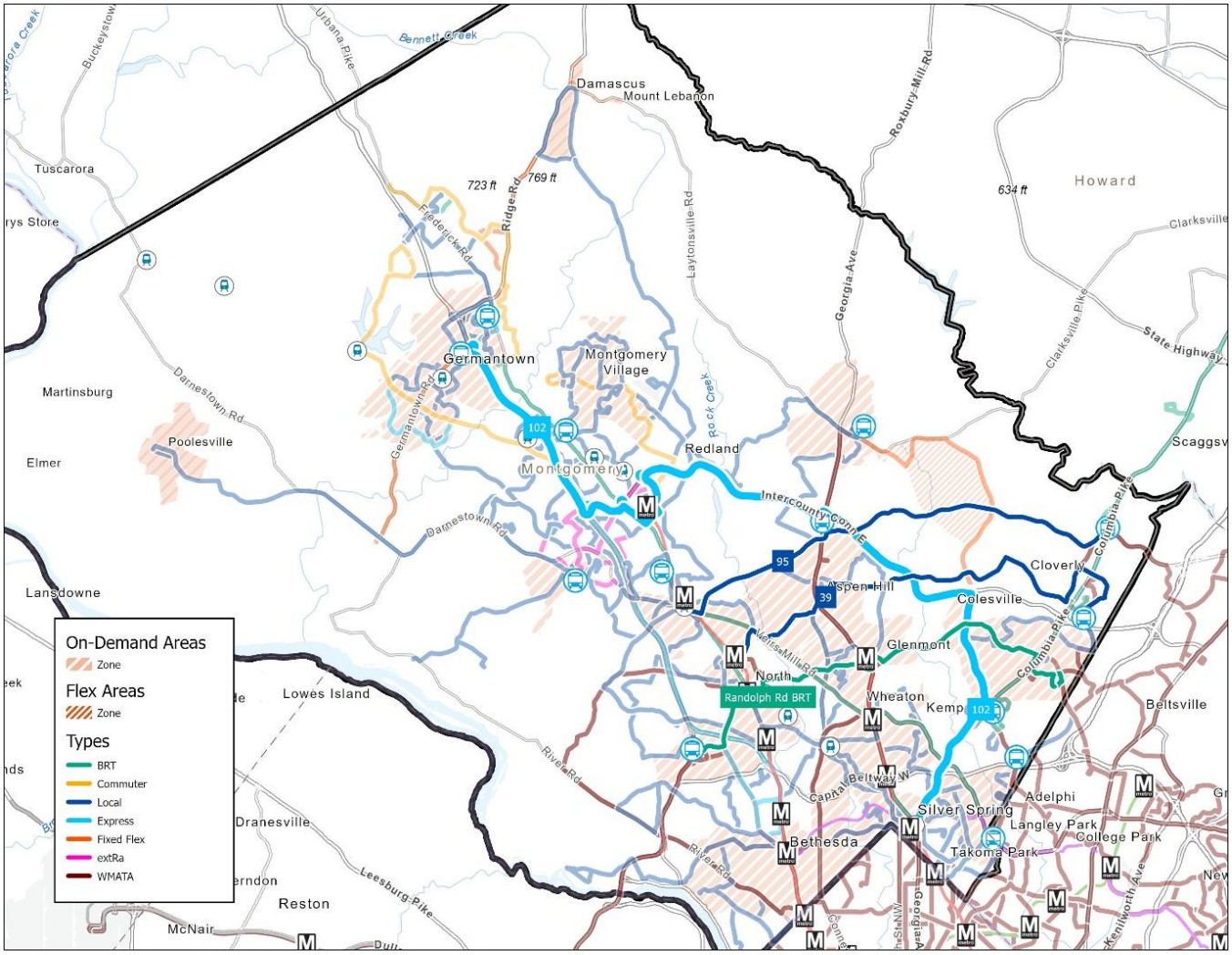
Figure 21: Added and Eliminated Routes Segments



East-West Connectivity

Many of the comments received during the public outreach phase of the project concerned the connections between east and west in the County and how difficult it could be. As a response, there are now four new proposed east-west routes (seen in Figure 22). Two local routes, the 95 and the 39, connect from Columbia Pike to Rockville and North Bethesda, respectively. Similarly, the Randolph Road/North Bethesda Transitway BRT (Route 510) connects Hillandale to Montgomery Mall. The 102 is a new express route that travels from Germantown, through Aspen Hill and Colesville, to Silver Spring.

Figure 22: Proposed East-West Routes

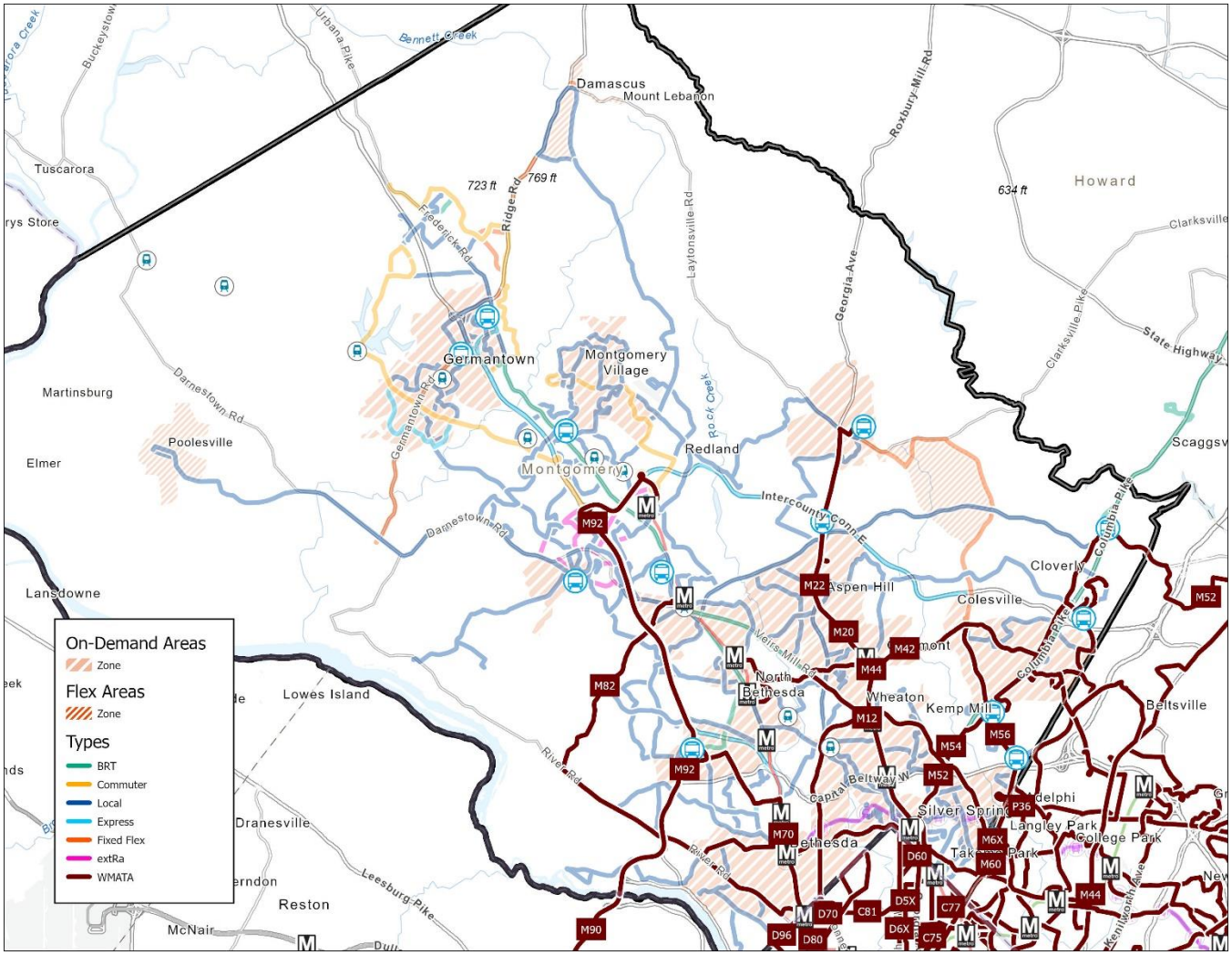


WMATA Vision Network

The Ride On Vision network is closely aligned with WMATA's proposed Vision network (as depicted in Figure 23). While most of the proposed routes will be implemented in the first year, some are anticipated in future years with the goal being that most being implemented within five years. WMATA's proposed Vision Network continues to include service along several key corridors within Montgomery County. A majority of the routes operate within the southern areas of the County with

Bethesda and Silver Spring being two key transfer stations. Routes like the M92 operate in Gaithersburg and Rockville. The plan includes two direct routes to Tysons, Virginia.

Figure 23: Proposed WMATA Vision Network Routes



4

Phasing and Implementation

The Vision Network represents a generational investment in mobility for Montgomery County. As this investment exceeds MCDOT's current funding availability, the plan will be implemented in phases as new funding sources become available. The timing of specific service improvements is also contingent on the completion of capital projects such as the Flash BRT, Purple Line, fleet electrification initiatives, and facility expansions. While there are long-term implications as well, in the short term, WMATA's Better Bus Network system redesign initiative will necessitate changes to the Ride On network to ensure service continuity throughout the County.

This section presents a recommended phasing plan to achieve the long-term vision articulated through the Ride On Reimagined study.

Phasing Process & Considerations

The Vision Network phasing process followed two key steps as outlined below:

1. **Identify service improvement packages:** Each route in the Vision Network was evaluated to identify sets of service changes that must be implemented concurrently to prevent overall loss of service. For example, if a route is proposed to be discontinued and replaced with a new Flex zone, these service changes are bundled into a single implementation package. Similarly, some changes are tied to the implementation of new services such as BRT corridors or the Purple Line. In some areas, such as Silver Spring, routes were bundled based on geographic proximity.
2. **Sequence and prioritize packages by planning horizon:** Service improvement packages tied to the implementation of capital projects or WMATA's Better Bus Network service changes were identified and sequenced into one of three planning horizons: Year 1, Year 5, and Vision (see Appendix 1). The remaining packages were prioritized based on an assessment of service productivity and equity and the following assumptions regarding funding availability and the timing of capital projects:
    - **Year 1 Network:** The Year 1 Network is cost-constrained, meaning it only includes improvements that MCDOT can fund using its existing and planned operating budget. The service plan assumes WMATA's Year 1 plan is fully implemented along with MCDOT's Great Seneca Transit Network Pink and Lime routes.
    - **Year 5 Network:** The Year 5 Network assumes a moderate increase in operating resources over the first five years of the plan, equal to roughly 5% per year over 2024 service levels as measured by revenue hours. The service plan assumes WMATA's Vision Plan network is fully implemented along with MCDOT's Flash MD 355 (Phase 1 – central) and Veirs Mill Road BRT projects and MTA's Purple Line project. The Year 5 Network also assumes that MCDOT will be prepared to scale up its Ride On Flex program.
    - **Vision Network:** The Vision Plan is financially unconstrained and represents the full build-out of the future Montgomery County transit network. The service plan assumes implementation of MCDOT's BRT program, introduction of new Ride On Flex zones, and full conformance with the Ride On Reimagined service standards.

The phasing recommendations presented in this chapter are an initial starting point based on a current assessment of needs, service productivity, capital project development timelines, facility capacity, and funding availability. As such, this plan should be considered a living document and periodically reviewed and updated as part of MCDOT's regular service monitoring program. Elements of the Vision Network can be accelerated as conditions change or new funding becomes available.

Alignment with Capital Projects and Flex Program Expansion

As noted above, much of the Vision Network phasing is tied to the implementation of capital projects such as BRT corridors and new Ride On Flex zones. This section documents assumptions regarding the timing of these investments and their impact on the phasing of the Vision Network.

Flash BRT and Local Underlay Modifications

The introduction of new BRT service in Montgomery County is a key driver of the Vision Network phasing plan. The Flash BRT program envisions new premium, limited-stop services along eight corridors throughout Montgomery County. The first Flash corridor along US 29 is currently in operation and two new corridors, MD 355 (Central phase) and Veirs Mill Road, are planned for implementation by Year 5 of this plan. The remaining corridors are currently in earlier phases of planning, and design and implementation are assumed as part of the Vision Network.

As new BRT corridors come online, corresponding adjustments to underlying local services will be necessary to maximize the efficiency and effectiveness of the Ride On network. The proposed BRT routes will have fewer stops and simplified routing to achieve improved reliability, higher speeds, and shorter travel times. The typical stop spacing for a BRT route will be half a mile to one mile. However, the wider stop spacing would leave some segments outside of walking distance. Thus, BRT corridors require local "underlay" service to fill in gaps left by BRT routes to reduce capacity concerns and walk times.

For example, the Veirs Mill Road corridor is anchored by strong ridership at key nodes (e.g. Rockville and Wheaton Metrorail stations and intersections at Randolph Rd and Twinbrook Pkwy). While the proposed Veirs Mill Road BRT route would improve travel times for riders between these key nodes, the corridor also features high ridership at many local stops that will not be served by BRT. Riders near these existing local stops might have long walks or difficulty accessing BRT stops, resulting in longer travel times and potentially dangerous or inaccessible pedestrian conditions. Furthermore, the volume of ridership along the corridor might require higher BRT frequencies to provide sufficient capacity. Thus, it is important to consider the balance between local and limited-stop BRT service along the entire corridor.

Local underlay routes generally have lower frequencies compared to BRT routes to supplement it. Ride On's Vision Network service plan assumes 30-minute frequencies for all local underlay routes. Table 10 summarizes the assumed BRT phasing plan and associated local underlay routes for each corridor. The current operator of the local underlay service is shown with the future operator yet to be determined.

Table 10: BRT Phasing Plan

BRT Corridor Name	Route ID	Phase	WMATA Local Underlay Route(s)	Ride On Local Underlay Route(s)
US 29	501	Existing	Route M52 & M54	--
MD 355 (Central)	555	Year 5	--	Route 84 & 85
Veirs Mill Rd	586	Year 5	--	Route 40
US 29 (Phase 2)	502	Vision	--	--
Randolph Road (includes North Bethesda BRT)	510	Vision	Route M42 & M44	Route 26
New Hampshire Ave	550	Vision	Route M60	Route 21
MD 355 (South)	554	Vision	--	Route 46
MD 355 (North)	559	Vision	--	Route 75
University Blvd	593	Vision	Route M12	--
Georgia Ave (South)	597	Vision	Route M20	--
Georgia Ave (North)	598	Vision	Route M20 & M22	--

Flex Zone Implementation with Modification of Local Service

The Vision Network proposes a significant expansion of Ride On Flex service across Montgomery County. MCDOT currently operates two Ride On Flex zones in the Rockville and Glenmont/Wheaton communities. The recommended Vision Network proposes to expand Ride On Flex with 19 new zones covering 85 square miles. These new zones are intended to expand service coverage, improve first-/last-mile connections to rail and BRT stations, and improve service quality in lower-density areas that are oftentimes difficult to efficiently serve with fixed-route buses.

In many cases, new Ride On Flex zones replace underperforming routes, or segments of routes, allowing fixed-route resources to be focused on primary corridors with higher ridership. Therefore, adjustments to these routes are contingent on MCDOT's ability to scale up the Ride On Flex program. Implementation of the full Ride On Flex program as established in the Vision Network will require that MCDOT:

- Establish a long-term service directly operated delivery model
- Establish operating models and policies
- Identify operating and maintenance facility requirements and expand or construct new O&M facilities
- Procure vehicles
- Procure a service contractor (if applicable)

Given the timeframe required to complete these activities, it is assumed that any significant expansion of Ride On Flex will not occur before Year 5.

Service Recommendations by Phase

Using the framework described above, each route was placed into an implementation package and phase. The final Vision Network service plans assume conformance with the service level policies described in Section 3. In some cases, interim service plans are assumed for several routes in Years 1 and 5 to balance short-term resource requirements with budget targets for those planning horizons. In most cases, these interim service plans involve route modifications to accommodate structural changes to the network but retain existing service frequencies and spans.

The following sections provide a summary of recommended service changes for the Year 1, Year 5, and Vision Networks. Appendix 2 provides detailed change summaries for each route.

Year 1 Network

The Year 1 network proposes modest changes to Ride On service. The service modifications are primarily intended to address gaps in the network resulting from WMATA's Better Bus Network Redesign (BBNR) proposed Year 1 service changes. The Year 1 network is depicted in Figure 24 and can be viewed in detail here. Below is a summary of key changes that will be implemented as part of the Year 1 network and they are shown in Figure 25.

- **Veirs Mill Road service changes**: In anticipation of the Veirs Mill Road BRT, Ride On will introduce the new Route 40, previously referred to as the M10 in WMATA's Bus Network Redesign materials. Route 40 will replace WMATA's Q2/Q4/Q6 service, operating between Wheaton and Montgomery College Rockville.
- **WMATA T2 service changes:** The existing WMATA T2 line will be replaced with the M82 line in WMATA's Year 1 network. While no alignment changes are proposed, WMATA will operate the service seven days a week whereas currently Ride On operates the weekend T2 service. As part of this package of changes, Route 42 is also modified to serve the Twinbrook Metrorail station and adjacent retail centers.
- **WMATA L8 service changes:** The existing WMATA L8 line will be replaced with the new M22 line via Wheaton Metrorail station. Route 34 is streamlined to remain on Connecticut Avenue between Veirs Mill Road and University Boulevard as a replacement for the L8 along this corridor.
- **WMATA Z2 service changes:** The existing WMATA Z2 will be eliminated in WMATA's Year 1 network. The new Flex 918 Ednor - Sandy Spring - Norwood – Cloverland service will replace service along New Hampshire Avenue. The implementation of the flex portion of the route may come in a future year depending on resource availability.
- **Great Seneca Transit Network Lime and Pink implementation:** The GSTN Lime and Pink routes will began service in fall of 2024, providing new limited stop service between Shady Grove Metrorail station and Traville Gateway Transit Center (TC). As part of these changes, Route 67 will be discontinued, and Route 42 will be streamlined through Shady Grove Medical Center enroute to Traville Gateway TC.

Figure 24: Year 1 Network

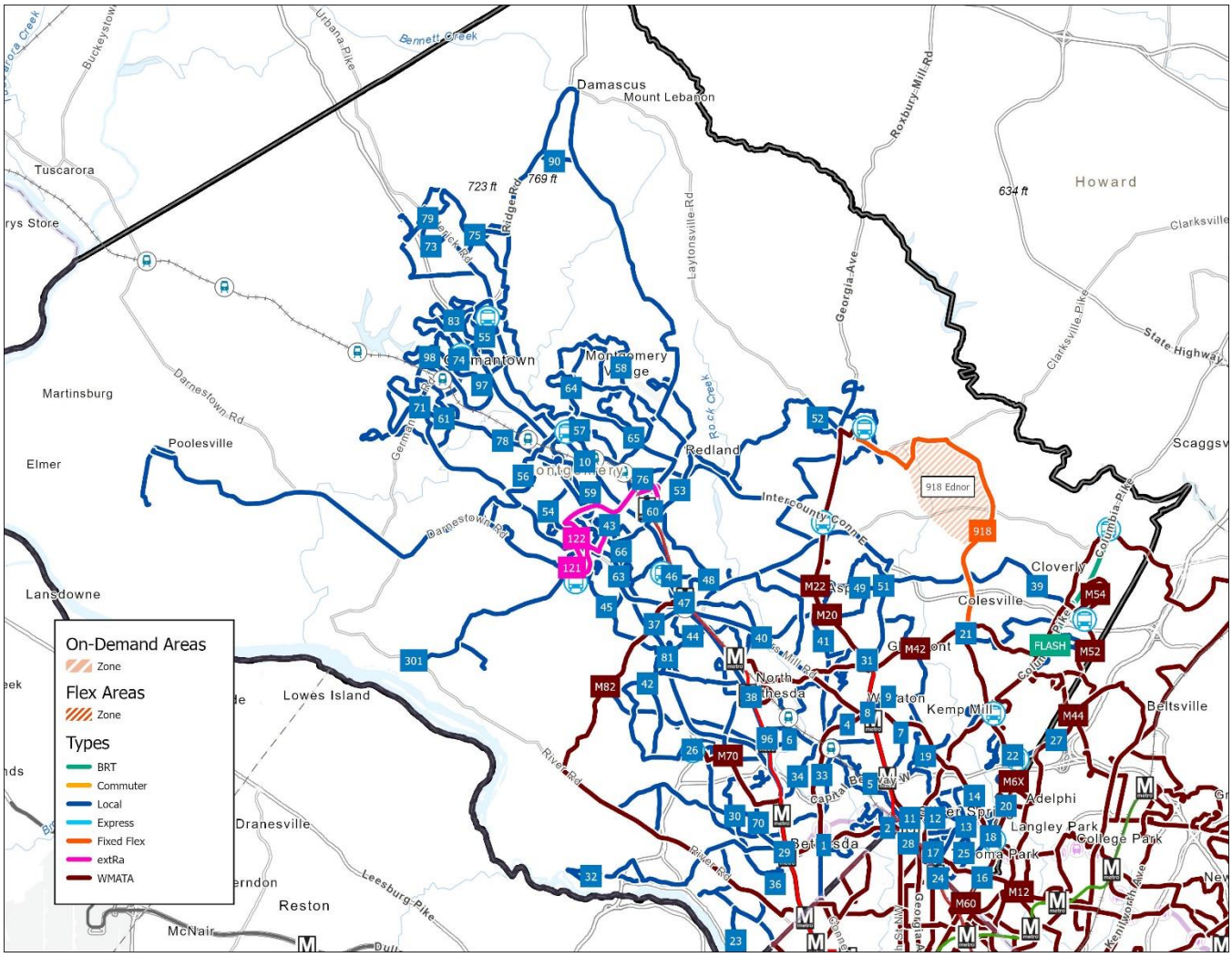
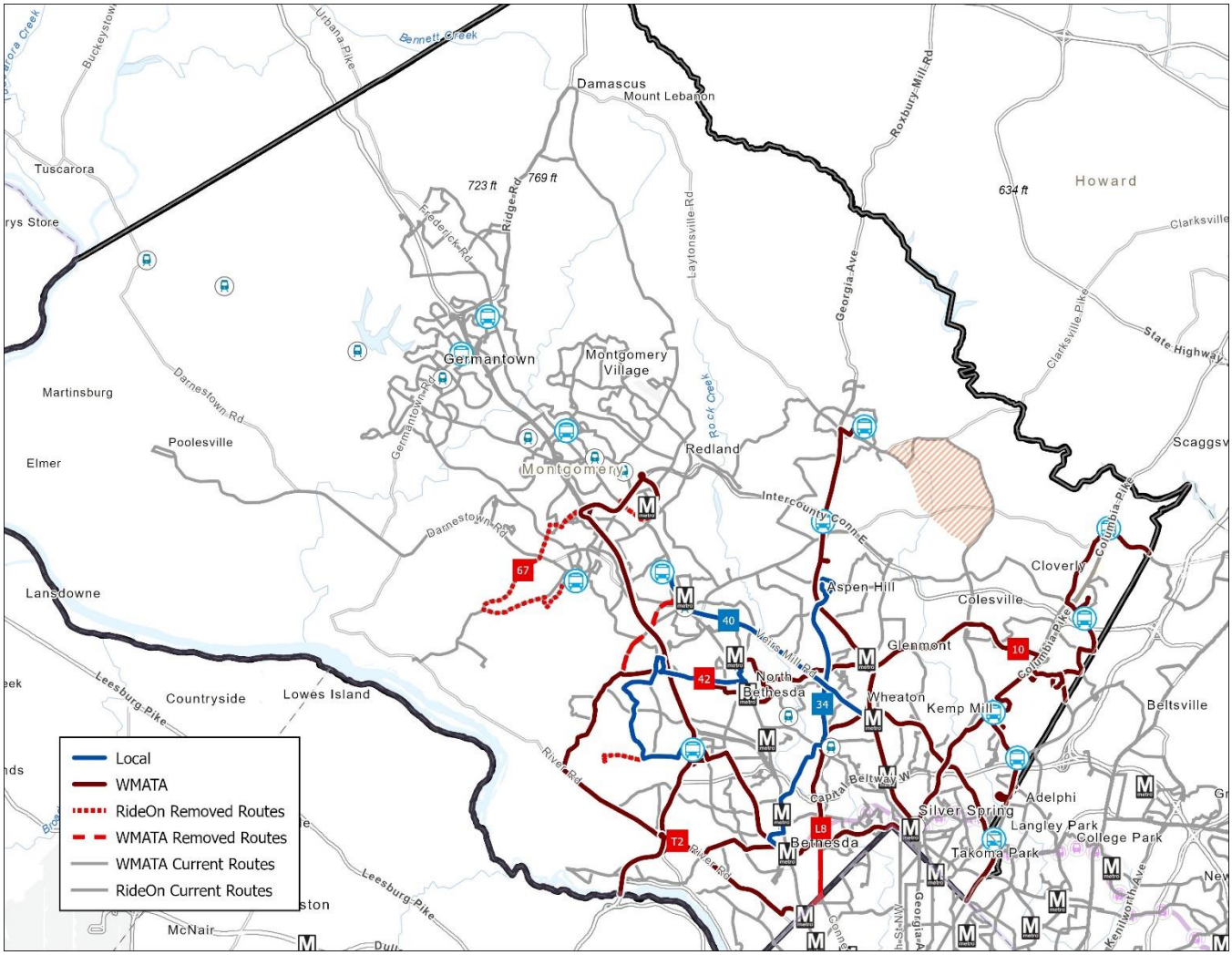


Figure 25: Year 1 Network Changes



Year 5 Network

The Year 5 network proposes a substantial service increase across the County. When fully implemented, the Year 5 network will encompass changes to 70 routes and increase MCDOT's transit operating investment by 30% compared to the existing network. Below is a summary of the key features of the Year 5 service plan. The Year 5 network is depicted in Figure 26 and can be viewed here. Below is a summary of key changes that will be implemented as part of the Year 5 network and they are shown in Figure 27.

- **MD 355 Flash BRT (Central segment):** The implementation of the MD 355 Flash BRT will correspond with headway reductions on local underlay route 55 and inform the rerouting at the terminal for commuter route 201 (formerly the 101), to Montgomery College Rockville before its discontinuation with the implementation of the southern segment of the MD 355 Flash BRT.
- **Veirs Mill Road Flash BRT:** The implementation of the Veirs Mill Flash BRT will correspond with local underlay service provided by WMATA and existing Ride On service and the repurposing of duplicative local Ride On service (formerly the 48) with local underlaying service headways being scaled back.
- **Purple Line:** The implementation of the Purple Line will correspond with several alignment changes and new Ride On Flex zones in the Silver Spring-Takoma-Langley area.
- **Ride On Flex expansion:** The implementation of eight new Ride On Flex zones will allow for routes to be streamlined on main corridors to improve travel speed and on-time performance.

Figure 26: Year 5 Network

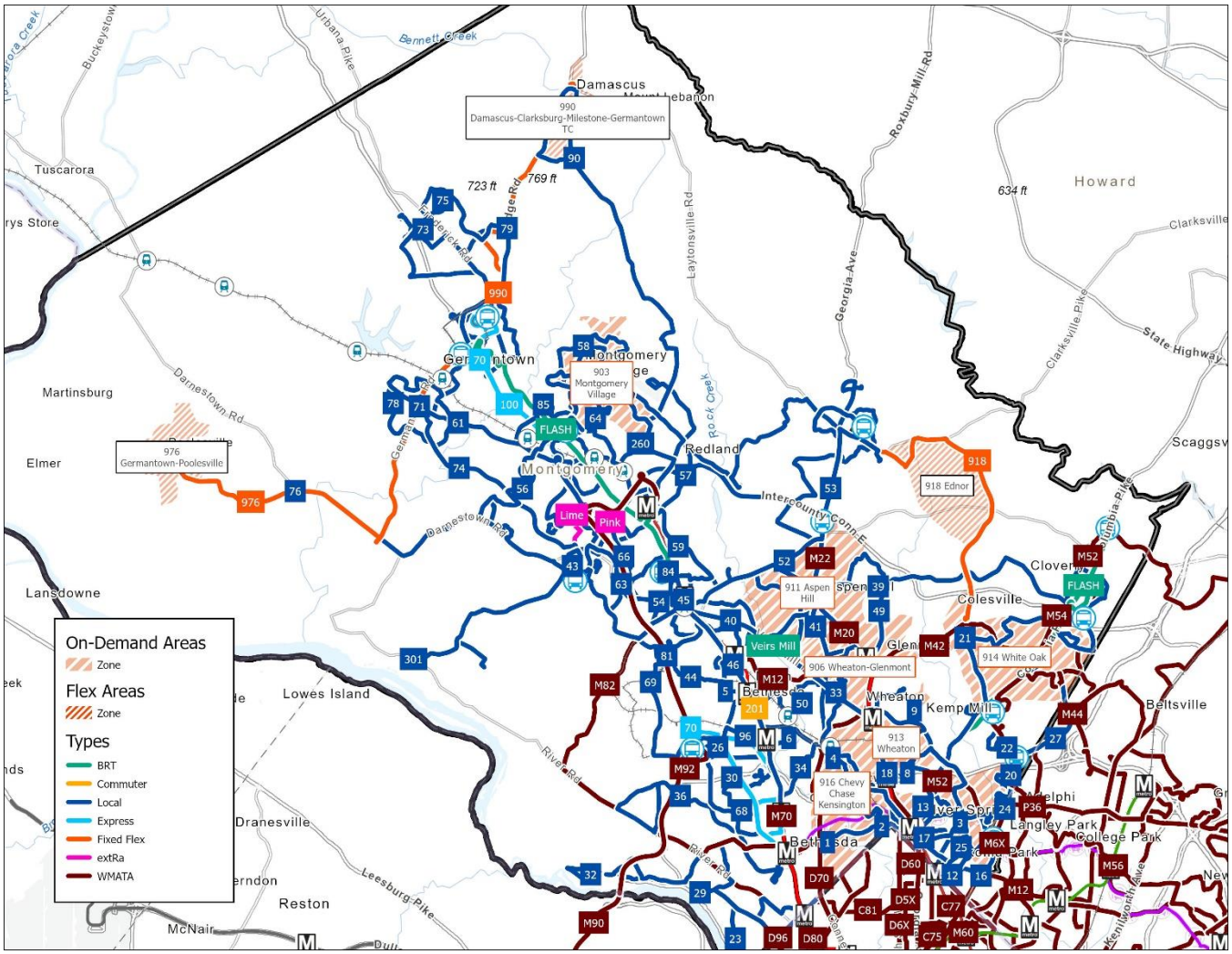
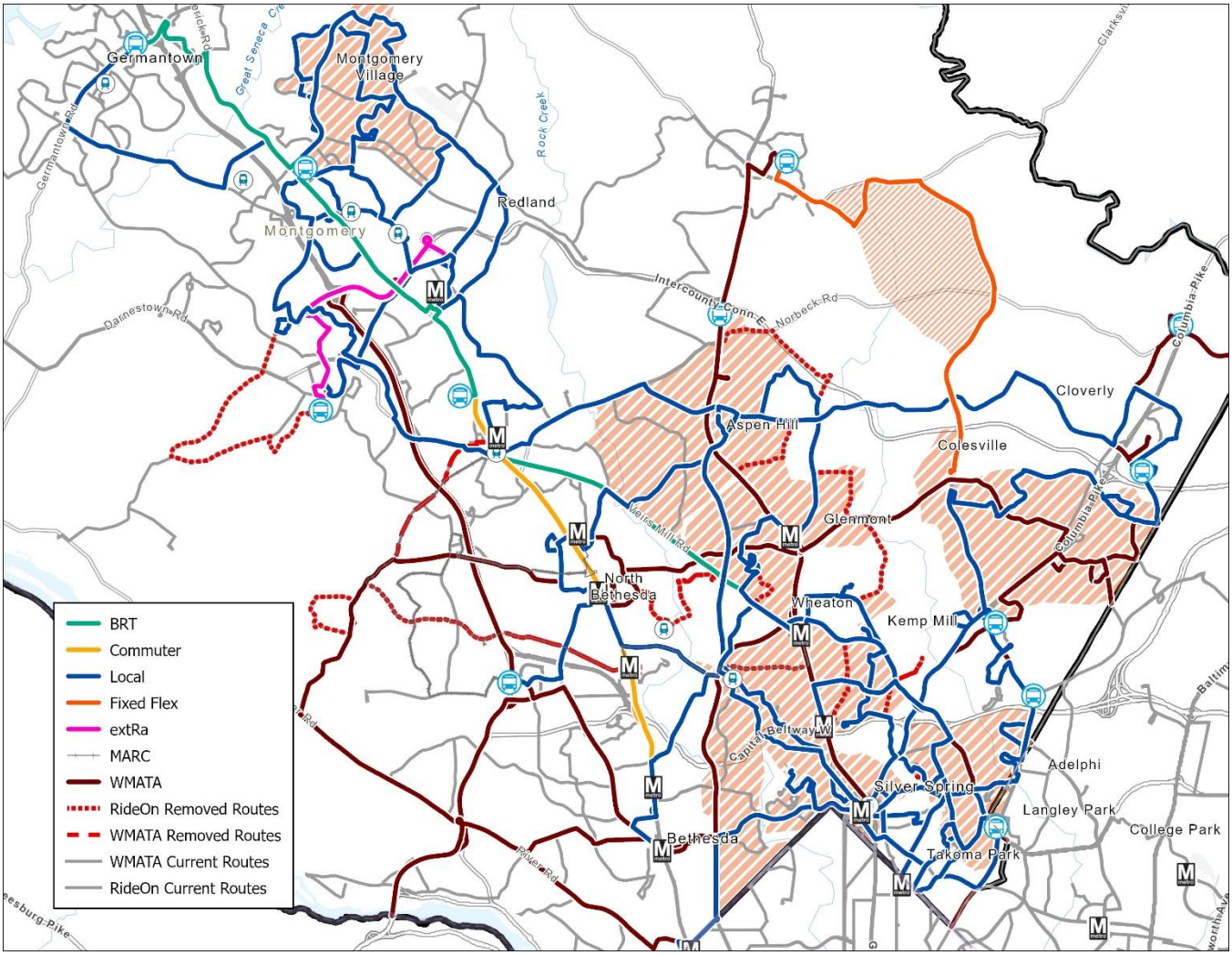


Figure 27: Year 5 Network Changes



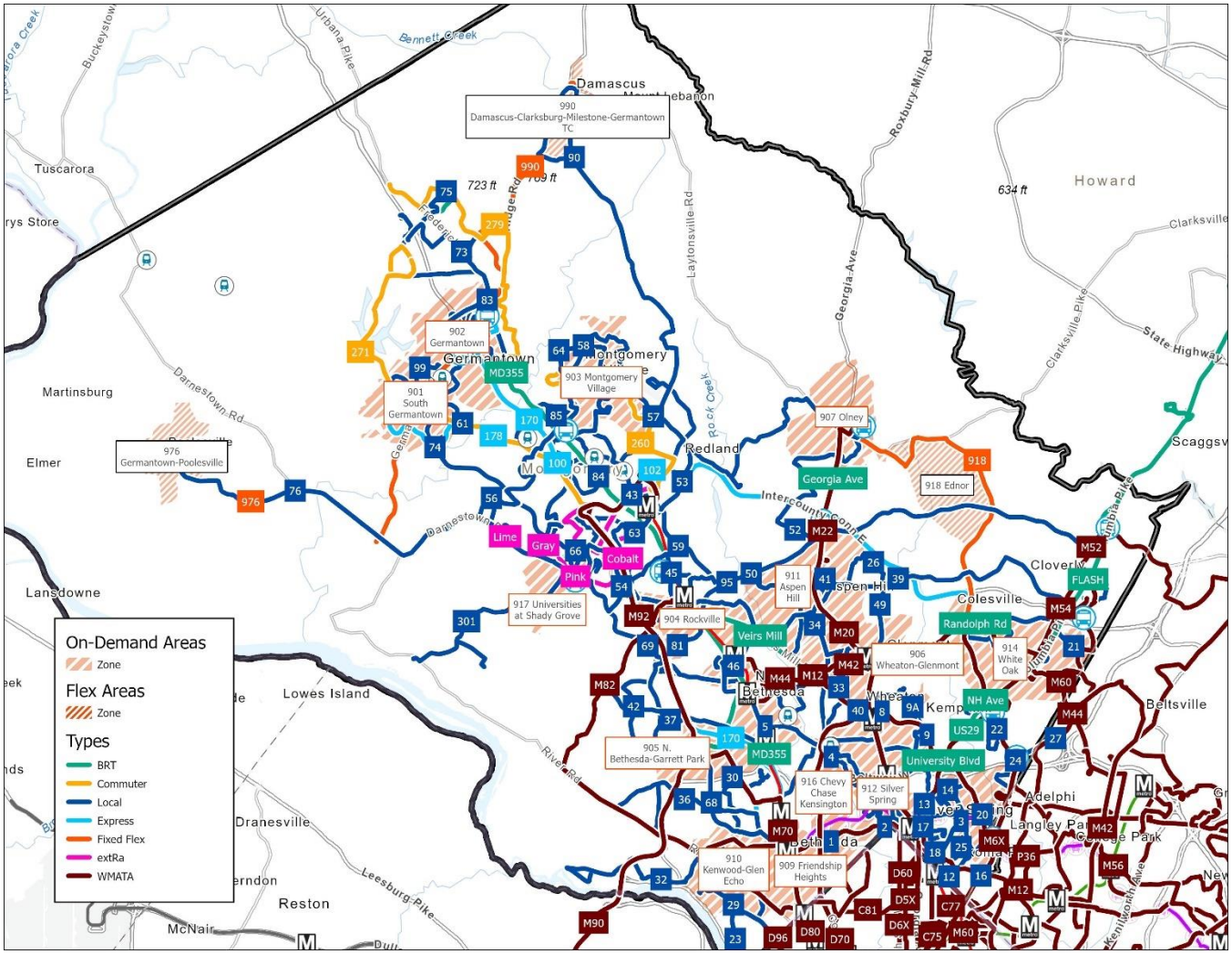
Vision Network

The Vision Network proposes a substantial service increase across the County. Below is a summary of the key features of the Vision service plan. The Vision Network is depicted in Figure 28 and can be viewed in detail here.

- **MD 355 Flash BRT (Northern and Southern segments):** The implementation of the MD 355 Flash BRT will correspond with headway reductions on local underlay Route 46 and alignment adjustments for local underlay Route 75.
- **Georgia Avenue Flash BRT:** The implementation of the Georgia Avenue Flash BRT will correspond with local underlay service provided by WMATA.
- **New Hampshire Avenue Flash BRT:** The implementation of the New Hampshire Avenue Flash BRT will correspond with local underlay service provided by WMATA and existing Ride On service.

- **Randolph Road and North Bethesda Transitway Flash BRT:** The implementation of the Randolph Road Flash BRT will correspond with local underlay service provided by WMATA and the elimination of duplicative local Ride On service. Service along Randolph Road will extend to serve the North Bethesda Transitway.
- **North Bethesda Flash BRT:** The implementation of the North Bethesda Flash BRT will correspond with local underlay service provided by WMATA and the elimination of duplicative local Ride On service.
- **Great Seneca Transit Network:** The full implementation of the Great Seneca Transit Network will correspond with several alignment changes and a new Ride On Flex zone.
- **Ride On Flex expansion:** The implementation of ten new Ride On Flex zones will allow for routes to be streamlined along main corridors to help improve travel speed and on-time performance. Low ridership routes may also be entirely discontinued and served entirely by Flex service.

Figure 28: Vision Network



Title VI

Background

It is necessary to understand the potential burdens and benefits to populations protected by Title VI of the Civil Rights Act of 1964, Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, Executive Order 13166 Improving Access to Services for Persons with Limited English Proficiency, FTA Circular 4702.1B *Title VI Requirements and Guidelines for Federal Transit Administration Recipients*, and Circular 4703.1 *Environmental Justice Policy Guidance for FTA Recipients* and other directives. MCDOT works to implement the various proposed service and route changes in the near- and long-term and understand these impacts.

The team followed MCDOT Title VI policies: populations within ¼-mile of a route were reviewed to determine if the percentage of minorities and persons below poverty threshold along routes were higher as compared to the Montgomery County average. To comply, a detailed analysis was conducted by the team to determine the location and concentration of environmental justice populations residing in the study area and in proximity to each route. The team then determined potential impacts and benefits of the proposed system changes. The purpose of this section is to document the review of the analysis conducted and to put forth additional considerations to frame future recommendations and implementation *as* MCDOT evaluates and prioritizes proposed routes as part of the Year 1, Year 5, and Vision Network packages for future implementation**.** As the Vision Network is unconstrained, continual evaluation of implementation of the Plan elements will be required to ensure compliance with Title VI requirements.

Demographic Review

The team used the following definitions per the applicable executive orders and FTA Circulars to analyze core US Census data for review:

Minority: Persons who identify as being American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, Native Hawaiian and Other Pacific Islander

Low-income: Persons whose household income is below the federal poverty level as determined by the United States Department of Health and Human Services

In addition, as part of the Bus Network Assessment, the team developed a transit propensity index (TPI) using socioeconomic factors. The TPI accounted for transit use, car access, income, environmental justice factors, and employment rates to determine what areas were dependent on transit and would be most impacted by changes. While approximately 60% of the County population meets the definition of minority and 7.9% of the County meets the definition of low-income, Montgomery County is an affluent County. This data supports the need for specific route demographics as it related to potential service changes at the service line level to identify concentrations of poverty and zero car households for example.

Potential Impacts

The team modeled systemwide changes using the Remix platform among other tools. As a result, the team identified segments that fall into several categories which include the elimination of a route/service line, elimination of a segment (part of a route or service line), addition of a service using premium transit such as BRT, incorporation of additional Flex Service, and other adjustments. The ranges of typical impacts include:

- A potential adverse effect is defined as a geographical or time-based addition or reduction in service which includes but is not limited to changes to span of service, changes to frequency of service, or elimination of routes or route segments.
- A disparate impact occurs when the minority percentage of the population adversely affected by a major service change is greater than the average minority percentage of the population of Ride On service area.
- A disproportionate burden occurs when the low-income percentage of the population adversely affected by a major service change is greater than the average low-income percentage of the population of Ride On service area.

The team determined that there were no disparate or disproportionate impacts. Potential adverse effects include removal of existing stops, discontinuation of routes, and other impacts described in the implementation plan. Potential benefits included expansion of the percentage of the population that has access to jobs in a 30-and 60-minutes commute time, new service, east-west connectivity, Upcounty service, and expanded service hours for example.

Additional Title VI and Environmental Justice Prioritization Considerations

As the proposed routes are evaluated for integration into the Ride On network it will be important to continue to address several core operational elements that align with Title VI regulations and Environmental Justice guidance:

Conduct a Title VI evaluation analysis of each bundle for Year 5 and the Vision Network: The analysis ensures that proposed changes to Ride On transit service remain consistent with Title VI policies using current demographic data in conjunction with the current location of workforce, housing, services, and educational facilities as noted above to ensure that that service and benefits are experienced by environmental justice populations. Furthermore, Title VI states that "*No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.*"

Prioritize routes and segments identified as minority or low-income: The Year 1 network includes 11 routes, three (3) of which have been identified as minority or low-income serving routes. Similarly, the Year 5 network includes 51 routes, of which 24 have been identified as minority or low-income serving routes. The Vision network includes 70 routes, of which 20 have been identified as minority or low-income serving routes. The staggered implementation of specific routes against funding realities may improve commute times and access for underserved populations. Service hours should be evaluated and adjusted to accommodate non-County residents who must travel to the County for work, educational, and medical needs. Areas for future improvement may include off-peak (day, late

night and early morning), weekend service, or adjustments to schedules to provide reliable and efficient transfers to Metrorail and Metrobus service.

Investigate Alternative Connections: Impacts to walksheds, transfers, and first-mile/last-mile connections are critical concerns for underserved, mobility-challenged communities. While this review provides a high-level assessment of potential system changes, detailed assessments of major route changes will be needed to determine impacts and identify possible mitigation strategies.

Vision Network Benefits and Costs by Phase

Network Benefits

Through consultation with MCDOT staff and stakeholders, the project team established goals and objectives that guided the development of the Vision Network. Several of these goals and objectives are related to "access to opportunity", or the ability to travel safely, quickly, and reliably throughout the community using transit. The project team evaluated two key metrics to determine the success of the proposed network in meeting these goals:

- **Coverage** relates to the availability of transit and is measured in terms of people and jobs located within a defined distance of bus stops (e.g. ¼ mile, or a typical 5-minute walk). Since service levels change throughout the day, coverage is measured by time of day and day of week.
- **Access** relates to the usefulness of transit, or how quickly a person can access important destinations and opportunities throughout the County using transit. Access is measured in terms of the number of people and jobs that are reachable within defined travel time thresholds (e.g. 15, 30, 45, and 60 minutes) to and from specific locations. Accessibility metrics account for travel speed and frequency of service. Since service levels change throughout the day, accessibility is measured by time of day and day of week.

Coverage Benefits

Network coverage relates to the availability of transit and is measured in terms of people and jobs located within a defined distance of bus stops (e.g. ¼ mile, or a typical 5-minute walk). As summarized in Table 11, the proposed Year 1, Year 5, and Vision Networks increase the population and jobs served by transit within ¼ mile or ½ mile of a bus stop or rail station. Marginal increases in coverage are expected in Year 1 followed by more significant increases when the Year 5 and Vision Networks are implemented. The large coverage improvements observed in the later phases of the plan are attributed to the significant expansion of the Ride On Flex program across the County.

Table 11: Net Change in Population and Jobs within Quarter and Half Mile of Bus Stop or Rail Station

Statistic		Coverage within a Quarter-Mile of a Bus Stop / Rail Station			Coverage within a Half-Mile of a Bus Stop / Rail Station		
		Year 1	Year 5	Vision	Year 1	Year 5	Vision
Weekday	**Population**	4,200	28,800	47,000	4,500	7,900	4,100
	Jobs	20,400	38,500	35,200	17,000	65,300	24,900
	Low-income	600	4,300	7,000	600	1,100	600
	Minority	2,700	18,400	30,100	2,800	4,900	2,500
	Car Free Households	200	1,200	1,900	300	200	100
Saturday	**Population**	32,700	102,600	153,700	38,100	84,200	102,500
	Jobs	27,800	57,100	68,400	30,200	87,100	55,400
	Low-income	5,200	6,700	24,600	5,700	12,600	15,400
	Minority	12,600	58,000	81,000	24,400	53,900	65,600
	Car Free Households	4,800	4,500	6,500	6,200	3,500	4,500
Sunday	**Population**	42,500	146,200	210,900	48,500	117,300	147,000
	Jobs	31,400	71,600	86,900	34,900	94,500	66,900
	Low-income	6,800	23,400	33,800	19,200	17,600	22,100
	Minority	28,100	87,000	118,800	31,100	75,100	94,100
	Car Free Households	2,800	3,300	5,900	2,400	800	2,300

Access Benefits

A key goal of Ride On Reimagined is improving access to opportunities such as jobs, shopping, grocery stores, and healthcare. As described in Chapter 3, access to jobs within 30 minutes was measured for all of Montgomery County by conducting travel time analyses for thousands of origins and destinations across the County for the existing network as well as the Year 1, Year 5, and Vision Networks.

Table 12 summarizes the difference in accessible jobs between the existing and proposed networks. Key findings include:

- For the general population, average job access during the weekday peak period increases by 7% in Year 1, 37% in Year 5, and 74% when the Vision Network is fully implemented.
- During off-peak hours on weekdays and on weekends, the general population's average job access is generally unchanged in Year 1, increases by 20-23% in Year 5, and increases by 41-47% when the Vision Network is fully implemented.
- In Year 1, the job access of low-income and minority populations is generally unchanged except in the weekday peak period where it increases by 8%. In Year 5 and the Vision Network, job access improves all days of the week by as little as 23% and as much as 81%.

Table 12: Net Change in Jobs Accessible within 30 Minute Transit Travel Time

Statistic	Day	Time	Year 1		Year 5		Vision	
			Net New Accessible Jobs	Percent Change	Net New Accessible Jobs	Percent Change	Net New Accessible Jobs	Percent Change
Population	**Weekday**	**8AM**	1,230	7%	6,910	37%	13,930	74%
	Weekday	**12PM**	150	1%	3,610	20%	7,520	41%
	Sunday	**12PM**	-490	-3%	4,020	23%	7,580	43%
	Saturday	**12PM**	-50	0%	3,980	23%	8,190	47%
Minority	**Weekday**	**8AM**	1,360	8%	7,110	42%	13,700	81%
	Weekday	**12PM**	350	2%	3,890	24%	7,070	44%
	Sunday	**12PM**	-270	-2%	4,340	28%	7,100	45%
	Saturday	**12PM**	200	1%	4,270	27%	7,740	50%
Low-income	**Weekday**	**8AM**	1,250	6%	8,170	41%	14,860	74%
	Weekday	**12PM**	250	1%	4,420	23%	7,300	38%
	Sunday	**12PM**	-500	-3%	5,130	27%	7,550	40%
	Saturday	**12PM**	50	0%	4,930	26%	8,150	44%
Car-Free Households	**Weekday**	**8AM**	0	0%	9,500	25%	16,900	45%
	Weekday	**12PM**	-1,550	-4%	4,550	12%	7,970	22%
	Sunday	**12PM**	-2,690	-7%	4,960	14%	7,670	21%
	Saturday	**12PM**	-1,910	-5%	4,860	13%	8,630	24%

Network Costs

Systemwide operating requirements and costs were estimated for the Year 1, Year 5, and Vision Networks based on the service plans summarized in the previous section and detailed in Appendix 1.

Table 13 provides a summary of estimated annual revenue hours, annual revenue miles, and number of peak buses by phase.

- **Year 1:** The proposed Year 1 network is generally resource neutral, with a slight increase in revenue hours and miles and a slight decrease in peak buses required. Note that GSTN hours are included as existing for the purposes of these comparisons.
- **Year 5:** The proposed Year 5 network represents a 30% increase in revenue hours and a 16% increase in revenue miles compared to the existing network. Peak buses, however, only increase slightly.
- **Vision:** The proposed Vision plan represents a significant expansion of transit services in Montgomery County. When fully implemented, the Vision Plan will result in nearly double the County's current investment in transit operating resources, except for peak buses, which are estimated to increase by 26%.

Table 13: MCDOT System Operating Requirements by Phase

Phase	Resource	Total	Change from Existing Network	Percent Change from Existing Network
MCDOT Existing Network	Annual Revenue Hours	1,074,400	--	--
	Annual Revenue Miles	13,887,500	--	--
	Peak Buses	323	--	--
MCDOT Year 1 Network	Annual Revenue Hours	1,085,400	11,000	1%
	Annual Revenue Miles	13,947,200	59,700	0%
	Peak Buses	317	-6	-2%
MCDOT Year 5 Network	Annual Revenue Hours	1,394,100	319,700	30%
	Annual Revenue Miles	16,111,100	2,223,600	16%
	Peak Buses	329	6	2%
MCDOT Vision Network	Annual Revenue Hours	2,072,500	998,100	93%
	Annual Revenue Miles	27,634,000	13,746,500	99%
	Peak Buses	408	85	26%

Capital Components

In support of future capital planning efforts, the study evaluated key capital requirements associated with the implementation of the plan. This analysis focused on two key requirements: vehicle requirements and terminal requirements.

Fleet Requirements

MCDOT currently provides on-demand cutaway shuttles and fixed-route service with a fleet of 30', 40', and 60' buses. As part of understanding the implications of the Ride On Reimagined service, the study estimated vehicle requirements using traditional propulsion (diesel) buses and zero emission buses (ZEBs).

On-Demand Service Analysis and Results

For on-demand service, it is assumed that a cutaway shuttle similar to a Ford E-450 will be used. This type of vehicle runs on gasoline today, but electric vehicles may be used in the future.. Currently, the battery capacity on this type of vehicle is typically 125 kWh. Assuming 80% of the battery capacity is useable and an aged battery can hold 80% of a new battery's capacity, 64% of the battery capacity (80 kWh) can be used for propulsion. A cutaway shuttle's energy consumption in a cold climate was estimated to be around 1.1 kWh/mile, which corresponds to 73 miles of range.

It is estimated that using traditional diesel technology, the Flex fleet will require approximately 60 vehicles to provide an appropriate spare ratio. Current battery technology and energy density means that for some zones or routes, a single charge will not be sufficient to last all day. MCDOT has completed its initial Zero Emission Bus transition plan, which evaluates vehicles and future vehicle needs. This plan can be found at: *https://www.montgomerycountymd.gov/dot/projects/zebtransitionplan.html*.

The release of this ZEB Transition Plan represents a snapshot in time and its development is based on both the County's previously completed and ongoing zero-emission fleet and facility projects, as well as the capabilities of the current zero-emission technologies available. MCDOT will continually update this plan as time and conditions evolve, and new decisions are made that further define the path forward. Achieving the County's transportation zero emission goals will require alignment of external technology functions, internal adaptation, and available financial resources.

Analysis of Fixed Routes served by 40' and 60' Buses

Ride On uses extensive interlining when scheduling vehicle blocks, so it is challenging to estimate vehicle requirements and suitability of ZEB technology until a full schedule has been developed. In the interim, the study looked at potential vehicle blocks to understand needs by route and potential suitability of a route to a given propulsion technology.

The battery-energy capacity of 40' battery-electric buses (BEB) and equivalent energy capacity of 40' fuel-cell buses (FCEB) are taken as 660 kWh and 681 kWh, respectively. The energy consumption rate of 40' buses is assumed to be 2.75 kWh/mile as reported in MCDOT ZEB Transition Plan. For 60' buses, both battery and fuel-cell buses are available to assign to the trips. For 60' battery-electric buses, 660 kWh battery energy capacity, per the MCDOT ZEB Transition Plan, is assumed.

The analysis shows that for traditional diesel-propelled vehicles, a total of approximately 285 40′ buses and 75 60′ vehicles will be required to accommodate the service proposed in the Vision Network and have sufficient spare vehicles. Given the larger energy capacity of the fuel-cell electric (FCEB) buses, the total number of ZEBs is expected to be similar to diesel-propulsion, though perhaps 5-7 percent higher. The mix of BEB and FCEB is expected to be similar to that estimated as part of the ZEB transition plan with, based on current technology, BEBs constituting between one quarter and one third of buses and FCEBs providing the remainder.

Analysis of Fixed Routes served by 30′ Buses

Ride On operates a number of routes which travel through constrained neighborhoods and are not suitable for a 40′ bus. While several of these services will be replaced with Flex zones, 19 routes currently operating with smaller equipment will continue. While the route modifications proposed as part of the plan may allow some of these routes to operate with a 40′ bus, some will still require a smaller vehicle.

To understand the overall vehicle requirements, a similar process for reviewing service provided by 30′ buses was completed as for larger equipment. A total of approximately 80 30′ diesel propelled buses would be required to deliver the service in the Plan. While battery electric 30′ buses are available, 30′ fuel-cell buses are not currently available in the market. The battery-energy capacity of electric buses is taken as 449 kWh and their energy consumption rate is assumed to be 2.5 kWh/mile. With these assumptions, one bus cannot complete multiple runs with a single charge for the 30′ buses. This could mean introduction of mid-day charging (while on operator breaks), procurement of additional vehicles, or delaying transition of these routes until a more-suitable vehicle is available. MCDOT will evaluate vehicles and future vehicle needs as part of its ongoing Zero Emission Bus transition planning estimates.

End-of-Line Terminals

End-of-line (EOL) terminals are the locations where buses layover between runs. They are critical for bus operations, providing a place for buses to turn around and for operators to take a break before resuming service. The proposed Vision Network service plan includes 41 unique EOL terminals located across the network. Many of these facilities are co-located at WMATA Metrorail stations or at MCDOT-owned transit centers.

In order to understand future facility needs, a high-level EOL capacity analysis was developed for the recommended Vision Network. The analysis estimates future EOL requirements and considers the following inputs:

- Buses per hour per route
- Average layover time per route
- Total time at EOL per route

The theoretical maximum number of bus bays at the EOL terminals required per route were calculated based on guidance provided in Transit Cooperative Research Program Report 165, *Transit Capacity and Quality of Service Manual*, which suggests the following principles:

- Routes terminating at the station require a minimum of one bus bay to drop off / pick up passengers and layover. If headways and scheduled layover times are such that a following bus would arrive prior to the end of a bus's layover, an additional berth is required.

- The number of bus bays needed for a route is determined by the route's recovery time divided by the route headway, multiplied by a factor of 1.2 to account for early-arriving buses, rounded up.

The analysis shows that for over half of these terminals there will be minimal change in terminal requirements. For a handful of terminals, however, there could be a sizeable increase (or decrease) in the required number of bus bays. The plan also introduces eight locations which are not currently used as terminals and may not have appropriate infrastructure today.

This conceptual analysis is a starting point to understand potential capacity constraints. Further analysis is required to account for the following factors:

- **Vehicle size** – Consideration should be given to the vehicle types serving each EOL terminal to ensure sufficient bay sizes exist.
- **Through routes** – This analysis only considered terminating routes. Future updates should also consider routes that travel through the EOL terminal. In general, routes running through an EOL terminal each require one bus bay per direction, or two total bus bays if the route serves the facility in both directions.
- **Future Metrobus bay requirements** – Proposed changes to WMATA's Metrobus network may impact bus bay requirements at shared terminals, which could affect how much bus bay capacity is available to Ride On. For example, some Metrorail stations in the County have been identified as joint development opportunities, which means existing bus bays could be redeveloped for residential or commercial use.
- **Shared bus bays** – This initial analysis assumes that each route is assigned an individual bus bay. MCDOT currently utilizes shared bus bays at many terminals. Further analysis is required to determine opportunities to consolidate multiple routes into a shared bus bay. It should be cautioned, however, that the proposed frequency improvements envisioned as part of the Vision Network may preclude bus bay sharing at some terminals.

5

Marketing Strategy

Marketing Strategy Considerations

As MCDOT implements changes to Ride On's service in the near- and long-term, it will need to communicate with current and potential riders in a way that aligns with the agency's goals. MCDOT and Ride On's message should reflect the following goals and objectives that were used when planning the changes:

- Increase ridership
- Maintain a positive rider experience
- Increase transit accessibility, coverage, and service, particularly under the Vision Network

MCDOT and Ride On will benefit from determining key performance indicators (KPIs) to inform its marketing approach and to measure progress toward achieving its goals. This report assumes MCDOT will take the following actions to assess Ride On's service changes:

- Establish a target for the percentage increase in ridership, annually or over some other timeframe
- Regularly survey riders to assess customer sentiment towards the service, annually or other approach to ensure timely assessment

- Increase awareness of transit accessibility and coverage in Montgomery County through ongoing outreach efforts and assessment through County-wide surveys

Marketing Communications goals and objectives: These should be customized based on the types of service changes taking place. Based on the assumptions above, MCDOT should consider an overall marketing goal to motivate current and potential Ride On riders to try new or expanded services/routes/etc.

Marketing objectives for this goal should include:

- Increase awareness of the vision to expand transit network to provide more accessible and reliable service that is safer and faster
- Increase awareness of Ride On's new or expanded routes and service changes among current and potential riders
- Establish tiers for different magnitudes of service changes and adapt the marketing strategy to each tier
- Determine baseline of rider and resident awareness of transit service and sentiment towards Ride On Service and increase level of awareness

Audience: While the overall audience will likely include both current and potential riders, MCDOT should determine who will bear the most impact/change/disruption for each phase and/or type of service change. Marketing tactics and messaging should be customized to the audience. Developing personas within each marketing campaign will help identify the most effective messaging and communications channels to connect with the intended audience. These personas can cover a range of commuters: seniors, car-free, car-light, recreational, teens, hourly workers, etc.

Strategy/Approach: For each package or series of service changes, introduce a behavior-change campaign to inform riders and the community of changes to Ride On services that are relevant to them and encourage them to try Ride On. Relevancy is defined as whether they are existing riders, potential riders, or community members impacted by the service change. These are targeted strategies that focus on the specific needs of each demographic.

Additional marketing communications considerations:

- Provide clarity when communicating changes to service: This includes clear, informative visuals to illustrate which changes are taking place. Provide rider tools that are easy to use, create demonstration videos where appropriate, and prepare FAQs to address questions or concerns.
- Reach current riders where they are: Leverage communication resources on the bus and at bus stops, transfer points, transit stations, park and rides, etc.
- Identify potential riders by distance or access to new services and reach them in their vehicles, in busy and highly populated locations being serviced.
- Emphasize the benefits of the changes being made in each rollout and provide incentives to try the service. This will help to motivate current riders to continue using the service and potential riders to try new routes and services.

- Explore and build partnerships to help support public outreach efforts for each service change: engage transit advocates, businesses, and local government leaders to help promote each service change.
- Gather feedback and testimonials about the service changes.
- Create relevant and relatable marketing materials to incorporate real-life moments and diverse representations of people/communities.
- Include clear calls-to-action to encourage engagement from the campaign audience in all marketing content.
- Leverage traditional and non-traditional marketing channels.

Marketing Strategies and Tactics

Once marketing planning factors have been addressed, there are a wide range of tactics MCDOT can use to support its campaigns to announce service changes and meet its marketing objectives. Detailed examples of each are summarized in Table 14:

- Paid Media (e.g., advertising, spokesperson/influencer partnerships/sponsorships)
- Earned Media (e.g., work with news and media outlets to report on an event or interviews)
- Owned Media (e.g., news and information provided through an organization's own website and platforms)
- Shared Media Engagement (e.g. social media, and partnerships with community leaders, community–based organizations (CBOs) and businesses)
- Event Marketing (e.g., in-person and virtual community engagement events, pop-ups, etc.)

Table 14: Marketing Tactic Examples

Paid Media	• Place TV ads to reach riders and potential riders while at home or when streaming video content. • Place radio ads to reach riders and potential riders while in their vehicles and on transit when the message is relevant to their surroundings through ads over the air (AM/FM) and digital audio streaming devices. • Place print ads. These are typically placed in local and community newspapers to reach community members in their distribution area. These include ads printed in the publication or a separate sheet/flyer inserted into the publication. • Run digital ads. These ads are delivered over the internet to mobile devices, tablets, computers, and smart TVs. Ads can be in the form of a video, graphic/image and/or text on websites, social media, email inboxes, text messages, and while using search engines/browsers. • Conduct a direct mail campaign. This is a printed ad via the USPS. It includes postcards, catalogs, folded flyers, or ads sent in an envelope. • Place Outdoor and Out of Home ads. These include billboards, ads on and in buses/trains, on bus shelters, on benches, ads on gas pumps at gas stations, grocery stores, etc.
Earned media	• Send press releases to news organizations on new services and improvements. • Host a media event. Invite news reporters/stations to experience the new services or unveiling. • Host a press conference. Identify speakers with the most compelling stories related to Ride On and the Vision Network and invite press to come hear them speak about their experiences. • Offer one-to-one interviews to news outlets with representatives from MCDOT.
Owned media	• Use the website as a centralized resource for riders and potential riders to learn about program or agency announcements and to find standard educational information such as maps and videos. • Host blogs on the website to create an opportunity for long-form storytelling and personality to connect with the audience. • Send newsletters/e-newsletters. Offer an opt-in email list to deliver newsletters. Like blogs, newsletters, use storytelling and personality to highlight announcements for a program or organization. Offer audiences an email list to which they can opt-in to allow delivery of more personalized information to generate awareness for organization announcements.
Shared media engagement	• Utilize social media channels (i.e., Facebook, Instagram, X/Twitter, etc.) to share information and encourage engagement. • Use social media platforms and online forums to collect reviews and testimonials. A program or organization can solicit this content through contests, hashtags, and partnerships.

Event marketing	• Host community engagement workshops and popup events. Face-to-face interaction is the most effective way to use to get a message to resonate and get people to act. • Collect community sentiment, experiences, and feedback through surveys, focus groups, and direct communication. These tools can help determine whether marketing and program objectives are in line with audience interests and where more attention may be needed. • Partner with local government, community-based organizations (CBOs), employers and large residential developments as part of the County's Transportation Demand Management TDM strategy, and businesses: Identify stakeholders who share similar goals and objectives and partner with them on outreach campaigns. This can include collaborating on events and providing spokespeople to help reach a specific audience and joint outreach and marketing efforts with MCDOT Commuter Services.

Applying Marketing Tactics to Key Features of the Vision Network

When and how to use marketing tactics is informed by the scale of the service change, goals, objectives, timing, advertising budget, and intended audience(s). The following table details potential marketing tactics to use for the different service changes outlined in the Year 1 and Year 5 packages.

Table 15 provides examples of how to scale tactics based on different service changes.

Table 15: Marketing Tactics Associated with Key Features of the Vision Network

Package	Type of Change	Service Change	Primary Audience	Messaging	Sample of applicable marketing tactics
Year 1 Package	Modification of existing/ specified route(s)	Modification of routes 42 to connect to Twinbrook Metro	Current riders (assume transit-reliant, commuter, or casual rider)	Route change, faster service	a) Rider information inside buses b) Rider information at bus stops, bus shelters, transit stations, and on transit apps, etc. c) Rider information at local businesses and community locations, i.e., libraries, community centers, schools, businesses, etc. d) Community outreach at park-and-rides, transit shelters, community events, etc. e) Organic social media posts (i.e., FB/Instagram, Nextdoor, LinkedIn, X/Twitter, TikTok, etc.) f) Email push to opt-in listserv g) Provide a toolkit with outreach material to community benefit organization (CBO), partners and stakeholders to share messaging on their platforms h) Paid ads based on budget, i.e., digital banner/display ads, social media ads, streaming radio, search ads, local/community newspapers, etc.
	New Service to neighborhood or community	Introduction of new Flex 918 to cover service along New Hampshire Avenue.	New riders	New service, designed for safety and accessibility, etc.	a) Posters/signs along the route, visible to vehicles b) Events/Pop-Ups along the corridor and at community events c) Media event/outreach for earned local news coverage d) Partner with businesses along the route for giveaways and promotions e) Organic social media posts (i.e., FB/Instagram, Nextdoor, LinkedIn, X/Twitter, TikTok, etc.) f) Announcements with photos, maps, and videos on Ride On's social media platforms, website and email push to list serve g) Provide a toolkit with outreach material to CBO partners and stakeholders to share messaging on their platforms h) Paid ads based on budget (i.e., traditional broadcast networks and/or cable TV, digital banner/display ads, social media ads, streaming TV, search ads, local/community newspapers, etc.) i) Direct mail to residences in the service area

Year 5 and beyond	System or region-wide launch	Purple Line Launch; rapid transit network launch; weekend service launch	Current and New Riders	Service changes for more access and reliable travel throughout the region	a) Announcements with photos, maps, and videos on Ride On's social media platforms and website, and in emails. b) Press conference(s) and press release(s) to announce the launch/opening days of new services, supported by media interviews and guest-authored posts for community blogs c) Prior to launch, regular updates on organic social media platforms (i.e., FB/Instagram, Nextdoor, LinkedIn, X/Twitter, TikTok, etc.) d) Influencer partnership along with businesses and CBOs. e) In-person events/pop-ups at community and regional events f) Provide a toolkit with outreach material to CBO partners and stakeholders to push out in their messaging and platforms g) Paid (regional) ads, budget based on the size of the audience/population targeted, including TV ads, radio ads, digital ads and outdoor ads on buses and billboards. h) Service feedback through a survey

Appendix 1: Route Packages

The Service Implementation Package table summarizes the proposed phasing plan by implementation package for each existing and proposed route and Ride On Flex zone. The table is organized by plan horizon, implementation package, and route. The phase assignment columns indicate the service plan recommendation for each route according to the prefixes identified below:

- EX = Existing alignment and service policy (MCDOT)
- INT = Vision plan alignment with interim service policy (MCDOT)
- V = Vision Plan alignment and service policy (MCDOT)
- W-Y1 = WMATA Year 1 service plan (MCDOT)
- W-V = WMATA Vision service plan (MCDOT)
- Disc. = Discontinued
- MOD = Mobility On Demand (MCDOT)

Interim service plans were developed for several routes in Years 1 and 5 to balance short-term resource requirements with budget targets for those planning horizons. In most cases, these interim service plans involve route modifications to accommodate structural changes to the network but retain existing service frequencies and spans. Service change descriptions by route and phase are provided later in this chapter and summarized in Appendix 2.

The evaluation criteria served as high-level guideposts for prioritizing routes and packages. The weekday and weekend priority ratings were based on FY 2023 ridership data and represent each route's existing ridership performance relative to all other routes in the system. Routes flagged as Minority and Low-Income are designated as such per MCDOT's Title VI policy (population within ¼-mile of route has a higher percentage of minorities/persons below poverty threshold compared to the Montgomery County average). To the extent possible, routes/packages with higher productivity ratings and/or equity designations were prioritized for implementation in Year 5. MCDOT should consider a similar approach when evaluating the specific timing and sequence of individual packages.

Table 16: Service Implementation Packages

Route Information				Phase Assignment			Evaluation Criteria			
Package	Operator	Route	Service Category	Year 1	Year 5	Vision	Weekday Priority	Weekend Priority	Minority Route	Low-Income Route
Year 1 Packages										
Y1 WMATA	MCDOT	10	---	Disc.	Disc.	Disc.	High	High	---	---
Y1 WMATA	MCDOT	34	Coverage-Trunk	Int-34	V-34	V-34	High	Medium	Minority	Low-Income
Y1 WMATA	MCDOT	40	Coverage-Trunk	Int-40	V-40	V-40	---	---	---	---
Y1 WMATA	MCDOT	42	Coverage-Local	Int-42	Int-42	V-42	Low	Low	---	---
Y1 WMATA	MCDOT	918	Coverage-Microtransit	V-918	V-918	V-918	---	---	---	---
Y1 WMATA	---	L8	---	Disc.	Disc.	Disc.	Low	Medium	---	---
Y1 WMATA	---	T2	---	Disc.	Disc.	Disc.	Low	Low	---	---
Y1 WMATA	WMATA	*	WMATA BNR Year 1 Implementation	---	---	---	---	---	---	---
GSTN-Lime/Pink	MCDOT	43	Coverage-Local	Int-43	Int-43	V-43	Medium	Low	Minority	---
GSTN-Lime/Pink	MCDOT	121	extRa	V-121	V-121	V-121	---	---	Minority	---
GSTN-Lime/Pink	MCDOT	122	extRa	V-122	V-122	V-122	---	---	---	---
GSTN-Lime/Pink	---	67	---	Disc.	Disc.	Disc.	Low	Low	---	---
Year 5 Packages										
BRT Veirs Mill Rd	MCDOT	48	Coverage-Trunk	Ex-48	V-48	V-48	High	High	Minority	---
BRT Veirs Mill Rd	MCDOT	586	BRT	---	V-586	V-586	---	---	---	---
BRT Veirs Mill Rd	---	38	---	Int-38	Disc.	Disc.	Medium	Low	---	---
BRT Veirs Mill Rd	MCDOT	40	Coverage-Local	Int-40	V-40	V-40	---	---	---	---
BRT MD 355 (central)	MCDOT	55	Coverage-Trunk	Ex-55	V-55	V-55	High	High	Minority	Low-Income
BRT MD 355 (central)	MCDOT	555	BRT	---	V-555b	V-555b	---	---	Minority	Low-Income
MOD-903	MCDOT	60	Commuter	Ex-60	V-260	V-260	Low	Low	---	---
MOD-903	MCDOT	64	Coverage-Local	Ex-64	V-64	V-64	High	Medium	Minority	Low-Income
MOD-903	MCDOT	903	Coverage-Microtransit	---	V-903	V-903	---	---	---	---
MOD-903	---	65	---	Ex-65	Disc.	Disc.	Low	Low	---	---

Route Information				Phase Assignment			Evaluation Criteria			
Package	Operator	Route	Service Category	Year 1	Year 5	Vision	Weekday Priority	Weekend Priority	Minority Route	Low-Income Route
MOD-906/911/913	MCDOT	8	Coverage-Local	Ex-8	V-8	V-8	Low	Low	Minority	Low-Income
MOD-906/911/913	MCDOT	17	Coverage-Local	Ex-17	V-17	V-17	Medium	Low	Minority	Low-Income
MOD-906/911/913	MCDOT	906	Coverage-Microtransit	---	V-906	V-906	---	---	---	---
MOD-906/911/913	MCDOT	911	Coverage-Microtransit	---	V-911	V-911	---	---	---	---
MOD-906/911/913	MCDOT	913	Coverage-Microtransit	---	V-913	V-913	---	---	---	---
MOD-906/911/913	---	7	---	Ex-7	Disc.	Disc.	Low	Low	---	---
MOD-906/911/913	---	19	---	Ex-19	Disc.	Disc.	Low	Low	---	---
MOD-906/911/913	---	31	---	Ex-31	Disc.	Disc.	Low	Low	---	---
MOD-906/911/913	---	51	---	Ex-51	Disc.	Disc.	Low	Low	---	---
MOD-912/916	MCDOT	1	Coverage-Trunk	Ex-1	V-1	V-1	Medium	Medium	---	Low-Income
MOD-912/916	MCDOT	2	Coverage-Local	Ex-2	V-2	V-2	Low	Low	Minority	Low-Income
MOD-912/916	MCDOT	4	Coverage-Trunk	Ex-4	V-4	V-4	Low	Low	---	---
MOD-912/916	MCDOT	33	Coverage-Local	Ex-33	V-33	V-33	Low	Low	Minority	Low-Income
MOD-912/916	MCDOT	912	Coverage-Microtransit	---	V-912	V-912	---	---	---	---
MOD-912/916	MCDOT	916	Coverage-Microtransit	---	V-916	V-916	---	---	---	---
MOD-912/916	---	11	---	Ex-11	Disc.	Disc.	Medium	Low	---	---
MOD-912/916	---	28	---	Ex-28	Disc.	Disc.	Low	Low	---	---
MOD-912/916	WMATA	M70	WMATA	W-Y1-M70	W-V-M70	W-V-M70	---	---	---	---
MOD-914	MCDOT	914	Coverage-Microtransit	---	V-914	V-914	---	---	---	---
MOD-914	WMATA	P11	WMATA	W-Y1-P11	W-V-P11	W-V-P11	---	---	---	---
Silver Spring East	MCDOT	12	Coverage-Trunk	Ex-12	V-12	V-12	Medium	Medium	Minority	Low-Income
Silver Spring East	MCDOT	13	Coverage-Trunk	Ex-13	V-13	V-13	Medium	Low	Minority	Low-Income
Silver Spring East	MCDOT	14	Coverage-Local	Ex-14	V-14	V-14	Low	Low	Minority	Low-Income

Route Information				Phase Assignment			Evaluation Criteria			
Package	Operator	Route	Service Category	Year 1	Year 5	Vision	Weekday Priority	Weekend Priority	Minority Route	Low-Income Route
Silver Spring East	MCDOT	16	Coverage-Trunk	Ex-16	V-16	V-16	High	High	Minority	Low-Income
Silver Spring East	MCDOT	18	Coverage-Local	Ex-18	V-18	V-18	Low	Low	Minority	Low-Income
Silver Spring East	MCDOT	24	Coverage-Local	Ex-24	V-24	V-24	Low	Low	Minority	Low-Income
Silver Spring East	MCDOT	25	Coverage-Local	Ex-25	V-25	V-25	Low	Low	Minority	Low-Income
Silver Spring East	---	15	---	Ex-15	Disc.	Disc.	High	High	---	---
Independent (Y5)	MCDOT	5	Coverage-Trunk	Ex-5	V-5	V-5	Medium	Medium	---	---
Independent (Y5)	MCDOT	9	Coverage-Trunk	Ex-9	V-9	V-9	High	Low	Minority	---
Independent (Y5)	MCDOT	20	Coverage-Trunk	Ex-20	V-20	V-20	High	High	Minority	Low-Income
Independent (Y5)	MCDOT	22	Coverage-Local	Ex-22	V-22	V-22	Low	Low	Minority	Low-Income
Independent (Y5)	MCDOT	47	Coverage-Local	Ex-47	V-47	V-47	Medium	Medium	---	---
Independent (Y5)	MCDOT	54	Coverage-Trunk	Ex-54	V-54	V-54	High	High	Minority	Low-Income
Independent (Y5)	MCDOT	57	Coverage-Local	Ex-57	V-57	V-57	High	Medium	Minority	Low-Income
Independent (Y5)	MCDOT	58	Coverage-Local	Ex-58	V-58	V-58	High	Medium	Minority	Low-Income
Independent (Y5)	MCDOT	59	Coverage-Trunk	Ex-59	V-59	V-59	High	High	Minority	Low-Income
Independent (Y5)	MCDOT	61	Coverage-Local	Ex-61	V-61	V-61	High	High	Minority	Low-Income
Independent (Y5)	MCDOT	915	Coverage-Microtransit	---	V-915	V-915	---	---	---	---
Vision Packages										
BRT MD 355 (south)	MCDOT	46	Coverage-Trunk	Ex-46	Ex-46	V-46	High	High	---	Low-Income
BRT MD 355 (south)	MCDOT	554	BRT	---	---	V-555a	---	---	---	Low-Income
BRT MD 355 (south)	---	101	---	Ex-101	Int-201	Disc.	Medium	Low	---	---
BRT New Hampshire Ave	MCDOT	21	Coverage-Local	Ex-21	V-21	V-21	Medium	Low	Minority	Low-Income

Route Information				Phase Assignment			Evaluation Criteria			
Package	Operator	Route	Service Category	Year 1	Year 5	Vision	Weekday Priority	Weekend Priority	Minority Route	Low-Income Route
BRT New Hampshire Ave	MCDOT	550	BRT	---	---	V-550	---	---	---	---
BRT New Hampshire Ave	WMATA	M60	WMATA	W-Y1-M60	W-V-M60	W-V-M60	---	---	---	---
Route 39 Ext	MCDOT	26	Coverage-Trunk	Ex-26	V-26	V-26	High	High	Minority	Low-Income
Route 39 Ext	MCDOT	39	Coverage-Trunk	Ex-39	Int-39	V-39	Low	Low	Minority	Low-Income
Route 39 Ext	MCDOT	49	Coverage-Trunk	Ex-49	V-49	V-49	High	Medium	Minority	Low-Income
BRT Georgia Ave (north)	MCDOT	598	BRT	---	---	V-597b	---	---	Minority	Low-Income
BRT Georgia Ave (north)	WMATA	M22	WMATA	W-Y1-M22	W-V-M22	W-V-M22	---	---	---	---
BRT Georgia Ave (south)	MCDOT	597	BRT	---	---	V-597a	---	---	Minority	Low-Income
BRT Georgia Ave (south)	WMATA	M20	WMATA	W-Y1-M20	W-V-M20	W-V-M20	---	---	---	---
BRT MD 355 (north)	MCDOT	75	Coverage-Trunk	Ex-75	Ex-75	V-75	Medium	Low	Minority	Low-Income
BRT MD 355 (north)	MCDOT	559	BRT	---	---	V-555c	---	---	Minority	---
BRT Randolph Rd	MCDOT	510	BRT	---	---	V-510	---	---	---	---
BRT Randolph Rd	WMATA	M42	WMATA	W-Y1-M42	W-V-M42	W-V-M42	---	---	---	---
BRT Randolph Rd	WMATA	M44	WMATA	W-Y1-M44	W-V-M44	W-V-M44	---	---	---	---
BRT University Blvd	MCDOT	593	BRT	---	---	V-593	---	---	---	---
BRT University Blvd	WMATA	M12	WMATA	W-Y1-M12	W-V-M12	W-V-M12	---	---	---	---
BRT US 29 (Columbia)	---	Flash	---	Ex-Flash	Ex-Flash	V-501a	High	High	---	---
BRT US 29 (Columbia)	---	Flash	---	---	---	V-501b	High	High	---	---
BRT US 29 (Columbia)	WMATA	M52	WMATA	W-Y1-M52	W-V-M52	W-V-M52	---	---	---	---
GSTN-Cobalt/Grey	MCDOT	63	Coverage-Local	Ex-63	Ex-63	V-63	Medium	Low	---	---
GSTN-Cobalt/Grey	MCDOT	123	extRa	---	---	V-123	---	---	---	---

Route Information				Phase Assignment			Evaluation Criteria			
Package	Operator	Route	Service Category	Year 1	Year 5	Vision	Weekday Priority	Weekend Priority	Minority Route	Low-Income Route
GSTN-Cobalt/Grey	MCDOT	124	extRa	---	---	V-124	---	---	---	---
GSTN-Cobalt/Grey	---	66	---	Ex-66	Ex-66	Disc.	Low	Low	---	---
GSTN-Lime Ext	MCDOT	56	Coverage-Trunk	Ex-56	Ex-56	V-56	High	Medium	---	Low-Income
GSTN-Lime Ext	MCDOT	122	extRa	---	---	V-122X	---	---	---	---
MOD-901/902	MCDOT	74	Coverage-Local	Ex-74	Ex-74	V-74	High	Medium	Minority	---
MOD-901/902	MCDOT	83	Coverage-Trunk	Ex-83	Ex-83	V-83	Low	Low	Minority	Low-Income
MOD-901/902	MCDOT	901	Coverage-Microtransit	---	---	V-901	---	---	---	---
MOD-901/902	MCDOT	902	Coverage-Microtransit	---	---	V-902	---	---	---	---
MOD-901/902	---	97	---	Ex-97	Ex-97	Disc.	High	Medium	---	---
MOD-901/902	---	98	---	Ex-98	Ex-98	Disc.	Low	Low	---	---
MOD-904	MCDOT	81	Coverage-Local	Ex-81	Ex-81	V-81	Low	Low	---	Low-Income
MOD-904	MCDOT	904	Coverage-Microtransit	---	---	V-904	---	---	---	---
MOD-904	---	44	---	Ex-44	Ex-44	Disc.	Low	Low	---	---
MOD-905	MCDOT	905	Coverage-Microtransit	---	---	V-905	---	---	---	---
MOD-905	---	6	---	Ex-6	Ex-6	Disc.	Low	Low	---	---
MOD-905	---	96	---	Ex-96	Ex-96	Disc.	Low	Low	---	---
MOD-907	MCDOT	52	Coverage-Local	Ex-52	Ex-52	V-52	Low	Low	---	---
MOD-907	MCDOT	53	Coverage-Local	Ex-53	Ex-53	V-53	Low	Low	---	---
MOD-907	MCDOT	907	Coverage-Microtransit	---	---	V-907	---	---	---	---
MOD-909/910	MCDOT	36	Coverage-Local	Ex-36	Ex-36	V-36	Low	Low	---	---
MOD-909/910	MCDOT	909	Coverage-Microtransit	---	---	V-909	---	---	---	---
MOD-909/910	MCDOT	910	Coverage-Microtransit	---	---	V-910	---	---	---	---
MOD-976	MCDOT	76	Coverage-Local	Ex-76	Ex-76	V-76	Low	Low	---	---
MOD-976	MCDOT	976	Coverage-Microtransit	---	---	V-976	---	---	---	---
MOD-990	MCDOT	90	Coverage-Local	Ex-90	Ex-90	V-90	Medium	Low	---	Low-Income
MOD-990	MCDOT	990	Coverage-Microtransit	---	---	V-990	---	---	---	---

Route Information				Phase Assignment			Evaluation Criteria			
Package	Operator	Route	Service Category	Year 1	Year 5	Vision	Weekday Priority	Weekend Priority	Minority Route	Low-Income Route
Independent (V)	MCDOT	23	Coverage-Local	Ex-23	Ex-23	V-23	Low	Low	---	---
Independent (V)	MCDOT	27	Coverage-Local	Ex-27	Ex-27	V-27	Low	Low	Minority	Low-Income
Independent (V)	MCDOT	29	Coverage-Local	Ex-29	Ex-29	V-29	Low	Low	---	---
Independent (V)	MCDOT	30	Coverage-Local	Ex-30	Ex-30	V-30	Low	Low	---	---
Independent (V)	MCDOT	32	Coverage-Local	Ex-32	Ex-32	V-32	Low	Low	---	---
Independent (V)	MCDOT	41	Coverage-Local	Ex-41	Ex-41	V-41	Low	Low	Minority	Low-Income
Independent (V)	MCDOT	45	Coverage-Trunk	Ex-45	Ex-45	V-45	Medium	Low	---	Low-Income
Independent (V)	MCDOT	70	Express	Ex-70	Ex-70	V-170	Low	Low	---	---
Independent (V)	MCDOT	71	Commuter	Ex-71	Ex-71	V-271	Low	Low	---	---
Independent (V)	MCDOT	73	Coverage-Local	Ex-73	Ex-73	V-73	Low	Low	Minority	---
Independent (V)	MCDOT	78	Express	Ex-78	Ex-78	V-178	Low	Low	---	---
Independent (V)	MCDOT	79	Commuter	Ex-79	Ex-79	V-279	Low	Low	---	---
Independent (V)	MCDOT	95	Coverage-Local	---	---	V-95	---	---	---	---
Independent (V)	MCDOT	99	Coverage-Local	---	---	V-99	---	---	Minority	---
Independent (V)	MCDOT	100	Express	Ex-100	Ex-100	V-100	Medium	Low	Minority	Low-Income
Independent (V)	MCDOT	102	Express	---	---	V-102	---	---	Minority	---
Independent (V)	MCDOT	301	Coverage-Local	Ex-301	Ex-301	V-301	Low	Low	---	---
Independent (V)	MCDOT	917	Coverage-Microtransit	---	---	V-917	---	---	---	---

Definition of Abbreviations:

- V- Vision
- Int- Interim
- W-Y1- WMATA Year 1
- W-Vision- WMATA Vision
- Ex- Existing
- Disc- Discontinued
- MOD- mobility on demand

Year 1 Network Service Changes

Below is a summary of key changes by Year 1 service package.

PACKAGE WMATA Y1

- Route 42 is modified to serve the Twinbrook Metrorail station and adjacent retail centers.
- The existing WMATA L8 line will be replaced with the new M22 line via Wheaton Metrorail station. Route 34 is streamlined to remain on Connecticut Avenue between Veirs Mill Road and University Boulevard as a replacement for the L8 along this corridor.
- The existing WMATA Z2 will be eliminated in WMATA's Year 1 network. The new Flex 918 Ednor - Sandy Spring - Norwood – Cloverland service will replace service along New Hampshire Avenue.
- WMATA will implement their Bus Network Redesign, which include replacing Ride On Route 10 with the M42 and M44.
- Ride On will introduce Route 40 to replace the Q series (in past WMATA outreach materials, this service was referred to as the M10) along the Veirs Mill Road corridor.
- WMATA will assume complete operation of the T2, now M82.

PACKAGE GSTN Y1

- Route 67 is eliminated in conjunction with GSTN Lime and Pink route implementation.
- Routes 43, 56, 66, 301 are modified at Shady Grove Medical Center to no longer stop on hospital grounds enroute to Traville Gateway TC.

INDEPENDENT SERVICE CHANGES

- Route 38 is streamlined along Veirs Mill Road.

Year 5 Network Service Changes

Below is a summary of key changes by Year 5 service package.

PACKAGE MOD 912/916 (SILVER SPRING-BURTONSVILLE AND BETHESDA-ROCKVILLEPOTOMAC SUBAREAS)

- Routes 1 and 11 are consolidated to provide a new streamlined Route 1 with improved headways. Route 11 is discontinued.
- Route 2 is modified to eliminate service to Lyttonsville Operations Center via Brookville Rd.
- Route 4 is modified to serve Newport Mill Road enroute to Wheaton Metrorail station.
- Route 5 is modified to eliminate detour to Victory Forest Apartments.
- Route 33 is rerouted at Wheaton Metrorail station, and the southern segment is discontinued.
- New Flex Zone 912 will replace discontinued Route 28 and discontinued segments of Routes 1 and 2.
- New Flex Zone 916 Chevy Chase-Kensington will replace discontinued segments of Routes 1, 11, and 33.
- Routes 4 and 33 will have headway and/or span improvements, and new Saturday and Sunday service.

PACKAGE MOD 906/911/913 (SILVER SPRING-BURTONSVILLE AND WHEATON-ASPEN HILL-OLNEY SUBAREAS)

- Route 8 is modified to discontinue service to Forest Glen Metrorail station.
- Route 17 is extended to Forest Glen Metrorail station via Wayne Avenue, University Boulevard, and Dennis Avenue.
- New flex zones 913 Wheaton, 906 Wheaton-Glenmont, and 911 Aspen Hill will replace discontinued routes 7, 18, 31, and 51.
- Routes 8 and 17 will have headway and/or span improvements.

PACKAGE BRT VEIRS MILL ROAD (BETHESDA-ROCKVILLE-POTOMAC SUBAREA)

- Route 38 is discontinued in conjunction with the implementation of Flash Veirs Mill Road and merged with the Route 48 to create a new Route 50
- Route 48 is modified to extend to North Bethesda Metrorail station via Route 38's alignment at Ferrara Dr. It will have headway improvements and be referred to as Route 50.
- Flash Veirs Mill Road BRT enters service with Ride On Route 40 providing local underlay service.

PACKAGE BRT MD 355 CENTRAL (GAITHERSBURG-LAYTONSVILLE-NORTH POTOMAC SUBAREA)

- Flash MD 355 Central BRT enters service with Route 55 providing local underlay service.
- Route 55 will have reduced frequency, in conjunction with the implementation of Flash BRT MD 355 Central.

PACKAGE BRT MD 355 SOUTH (BETHESDA-ROCKVILLE-POTOMAC SUBAREA)

- Route 201 (existing 101) is truncated to operate between Montgomery College and Medical Center, as a temporary substitute for the Flash MD 355 South BRT to enter service.

PACKAGE SILVER SPRING EAST (SILVER SPRING-BURTONSVILLE SUBAREA)

- Route 12 is modified to discontinue service to Parkside Plaza.
- Routes 13 and 15 are truncated to serve Takoma-Langley Crossroads Transit Center via University Blvd.
- Route 15 is discontinued in conjunction with the implementation of the Purple Line.
- Route 16 is modified to be split at Takoma Metrorail Station.
- Route 18 is streamlined via Philadelphia Ave and Georgia Ave.
- Routes 12, 16, and 18 will have span and/or headway improvements.
- Routes 13, 14, 24, and 25 will have span and/or headway improvements, and new service on Saturdays and Sundays.

PACKAGE MOD 903 (GAITHERSBURG-LAYTONSVILLE-NORTH POTOMAC SUBAREA)

- Route 64 Service to Shady Grove Metrorail station is discontinued. It will have weekend headway improvements.

INDEPENDENT SERVICE CHANGES

- Route 9 will be modified to serve Wheaton Ice Arena on weekends.
- Route 20 is modified to discontinue deviation to Cresthaven.
- Route 22 is modified to discontinue service to Hillandale Heights.
- Route 39 is extended to Twinbrook Metrorail station via Bel Pre Rd, Connecticut Ave, Aspen Hill Rd, and Twinbrook Pkwy.
- Route 47 will be modified to be split at Montgomery Mall Transit Center.
- Route 54 is modified to discontinue service to NIST via Diamond Ave.
- Flex Zone 914 White Oak will enter service.
- Route 22 will have span improvements and new Saturday and Sunday service.
- Routes 5, 9, 34, 47, 49, 54, 58, 59, and 61 will have span and headway improvements.

Vision Network Service Changes

Below is a summary of key changes by Vision Network service package.

PACKAGE BRT RANDOLPH ROAD (CROSS-COUNTY)

- Flash Randolph Road BRT enters service with Ride On Route 26 and WMATA Routes M42 and M44 providing local underlay service.
- Route 10 is discontinued in conjunction with the implementation of Flash BRT Randolph Rd.

PACKAGE BRT NEW HAMPSHIRE AVE (SILVER SPRING-BURTONSVILLE SUBAREA)

- Flash New Hampshire Avenue BRT enters service with Ride On Route 21 and WMATA Route M60 providing local underlay service.
- Route 21 will have span improvements and new Saturday and Sunday service.

PACKAGE BRT MD 355 SOUTH (BETHESDA SUBAREA)

- Route 201 is discontinued, and Route 46 will have reduced frequency, in conjunction with the implementation of Flash BRT MD 355 South.
- Flash MD 355 South BRT enters service with Route 46 providing local underlay service.

PACKAGE BRT MD 355 NORTH (GERMANTOWN-DAMASCUS SUBAREA)

- Route 75 is modified to be extended to Shoppers via Mateny Rd and streamlined in Clarksburg. It will also have headway and span improvements.
- Flash MD 355 North BRT enters service with Route 75 providing local underlay service.

PACKAGE BRT UNIVERSITY BLVD (SILVER-SPRING-BURTONSVILLE AND WHEATON-ASPEN HILL-OLNEY SUBAREAS)

- Flash University Boulevard BRT enters service with WMATA Route M12 providing local underlay service.

PACKAGE BRT GEORGIA AVE (SILVER-SPRING-BURTONSVILLE AND WHEATON-ASPEN HILL-OLNEY SUBAREAS)

- Flash Georgia Avenue South BRT enters service with WMATA Route M20 providing local underlay service.

PACKAGE BRT GEORGIA AVE (WHEATON-ASPEN HIL-OLNEY SUBAREA)

- Flash Georgia Avenue North BRT enters service with WMATA Route M22 providing local underlay service.

PACKAGE MOD 901/902 (GERMANTOWN-DAMASCUS SUBAREA)

- Route 74 is modified to serve Wisteria Dr on the way to Crystal Rock Dr.
- Route 83 is modified to be streamlined via Crystal Rock Dr and Ridge Rd.
- New Flex Zone 902 will replace discontinued Routes 97 and 98, and discontinued segments of Route 83.

- Routes 74 and 84 will have headway and span improvements.

PACKAGE MOD 903 (GAITHERSBURG-LAYTONSVILLE-NORTH POTOMAC SUBAREA)

- Route 65 is discontinued in conjunction with the implementation of MOD 904 Rockville.
- Existing Flex Zone 907 will replace discontinued segments of Route 65.

PACKAGE MOD 904 (BETHESDA-ROCKVILLE-POTOMAC SUBAREA)

- Route 44 is discontinued in conjunction with the implementation of MOD 904 Rockville.
- Route 81 is modified to discontinue service to Tower Oaks. It will have span improvements and new Saturday and Sunday service.
- New Flex Zone 904 will replace discontinued Route 44.

PACKAGE MOD 905 (BETHESDA-ROCKVILLE-POTOMAC SUBAREA)

- Routes 6 and 96 are discontinued in conjunction with the implementation of MOD 905 Montgomery Mall-North Bethesda-Garrett Park.
- New Flex Zone 905 will replace discontinued Routes 6 and 96.

PACKAGE MOD 907 (WHEATON-ASPEN HILL-OLNEY SUBAREA)

- Route 52 is modified to remain on local roads and be streamlined in Olney.
- Route 53 is modified to only connect Shady Grove Metrorail station and Olney, remain on local roads, and be streamlined in Olney.
- New Flex Zone 907 will replace discontinued segments of Routes 52 and 53.
- Routes 52 and 53 will have headway and span improvements and new Saturday and Sunday service.

PACKAGE MOD 909/910 (BETHESDA-ROCKVILLE-POTOMAC SUBAREA)

- New Flex Zone 909/910 will replace discontinued segments of Route 36.
- Route 36 will have headway improvements and new Saturday and Sunday service.

PACKAGE GSTN LIME-EXT (GAITHERSBURG-LAYTONSVILLE-NORTH POTOMAC SUBAREA)

- Route 56 is truncated at Traville Gateway Transit Center via Darnestown Rd, and the southern segment is discontinued. It will have headway and span improvements.

PACKAGE GSTN COBALT-GREY (GAITHERSBURG-LAYTONSVILLE-NORTH POTOMAC SUBAREA)

- Route 63 is truncated at Traville Gateway Transit Center via W Gude Dr, and the eastern segment is discontinued. It will also have span improvements and new Saturday and Sunday service.
- Route 66 is discontinued in conjunction with the implementation of GSTN Cobalt.

INDEPENDENT SERVICE CHANGES

- Flex Zone 917 Universities at Shady Grove, Flex Zone 976 Germantown-Poolesville (via Route 76), and Flex Zone 990 Clarksburg-Damascus-Milestone-Germantown (via Route 90) will enter service.
- Route 23 is modified to discontinue service to Brookmont.
- Route 27 is modified to extend to College Park Metrorail station via Cherry Hill Rd and Baltimore Ave.
- Route 271 is extended to Clarksburg via Clopper Rd and Clarksburg Rd.
- Route 73 is truncated at Germantown Transit Center, and the southern segment is discontinued.
- Route 79 will be renamed Route 279 and will be extended to Miles Corner via Frederick Rd.
- Crosstown Route 95 and Germantown Route 99 will enter service.
- Route 30 is modified to discontinue service to Whitley Park Terrace.
- Route 32 is modified to operate on Persimmon Tree Rd in both directions.
- Routes 43, 27, 29, 41, 271, 279, and 100 will have headway and/or span improvements.
- Routes 23, 42, 45, and 178 will have new Sunday service.
- Routes 30, 32, 37, 39, 73, and 170 will have new Saturday and Sunday service.

Appendix 2: Route Changes

The Year 1, Year 5, and Vision Network horizons have different planning levels and implementations. Year 1 changes are modest given the short-term time frame. These are centered on addressing gaps in the network resulting from WMATA's proposed Year 1 service changes. They serve complementary and compensatory routes that sync to the WMATA changes to ensure that adequate service is provided to the Montgomery County residents most impacted by the WMATA Better Bus Network Redesign. Year 5 changes represent substantial service increases across the County. When fully implemented, the Year 5 network will encompass changes to 70 routes and increase MCDOT's transit operating investment by 30% compared to the existing network. It is important to note the fluidity of these route and service implementations: Year 5 changes may occur before or after the defined timeframe. Many of these changes may be implemented in concert with other services, such as BRT inaugurations, or in short order even if the service levels aren't planned to change until the Vision Network. Alternatively, a planned service change may require a delay due to issues of coordination or budget, and implementation may need to happen incrementally.

This section has two elements to help explain proposed changes to individual routes. The table below corresponds to the route change sheets which follow at the end of the document. Find the existing or proposed route number in the left-most column. The corresponding map and change sheet will be found on the right-most column. Where new route numbers are shown, these are the numbers as suggested during the planning process; new route numbers will ultimately be determined by Ride On.

Following the change sheets index is a table which includes a route-by-route summary of the key changes. It is organized by existing route number. Note that specific route service patterns for BRT corridors are being studied and planned separately and, as such, are not documented here.

Route Change Sheet Index

Status	Route	Route Name	Proposed Service Category (Vision)	Implementation Phase:	Found on Page:
Existing	1	Silver Spring-Leland St.-Friendship Heights	Coverage-Trunk	Year 5	131
Existing	2	Lyttonsville-Silver Spring (detour includes 2A & 2B)	Coverage-Local	Year 5	132
New	3	Silver Spring-Langley Park via Piney Branch Rd	Coverage-Trunk	Year 5	145
Existing	4	Kensington-Silver Spring	Coverage-Trunk	Year 5	133
Existing	5	Twinbrook-Kensington-Silver Spring	Coverage-Trunk	Year 5	134
Existing	6	Grosvenor-Parkside-Montgomery Mall Loop	Discontinued	Vision	135
Existing	7	Forest Glen-Wheaton	Discontinued	Year 5	136
Existing	8	Wheaton-Forest Glen-Silver Spring	Coverage-Local	Year 5	137
Existing	9	Wheaton-Four Corners-Silver Spring	Coverage-Trunk	Year 5	138
Existing	10	Twinbrook-Glenmont-White Oak-Hillandale	Discontinued	Year 5	139

Status	Route	Route Name	Proposed Service Category (Vision)	Implementation Phase:	Found on Page:
Existing	11	Silver Spring-East/West Hwy-Friendship Heights	Discontinued	Year 5	140
Existing	12	Takoma-Flower Avenue-Wayne Avenue-Silver Spring	Coverage-Trunk	Year 5	141
Existing	13	Takoma-Manchester Rd.-Three Oaks Dr.-Silver Spring	Coverage-Trunk	Year 5	142
Existing	14	Takoma-Piney Branch Road-Franklin Ave.-Silver Spring	Coverage-Local	Year 5	143
Existing	15	Langley Park-Wayne Ave.-Silver Spring	Discontinued	Year 5	144
Existing	16	Takoma-Langley Park-Silver Spring	Coverage-Trunk	Year 5	145
Existing	17	Langley Park-Maple Ave.-Silver Spring	Coverage-Local	Year 5	146
Existing	18	Langley Park-Takoma-Silver Spring	Coverage-Local	Year 5	147
Existing	19	Northwood-Four Corners-Silver Spring	Discontinued	Year 5	148
Existing	20	Hillandale-Northwest Park-Silver Spring	Coverage-Trunk	Year 5	149
Existing	21	Briggs Chaney-Tamarack-Dumont Oaks-Silver Spring	Coverage-Local	Year 5	150
Existing	22	Hillandale-White Oak-FDA-Silver Spring	Coverage-Local	Year 5	151
Existing	23	Sibley Hospital-Brookmont-Sangamore Road-Friendship Heights	Coverage-Local	Vision	152
Existing	24	Hillandale-Northwest Park-Takoma	Coverage-Local	Year 5	153
Existing	25	Langley Park-Washington Adventist Hosp-Maple Ave-Takoma	Coverage-Local	Year 5	154
Existing	26	Glenmont-Aspen Hill-Twinbrook-Montgomery Mall	Coverage-Trunk	Year 5	155
Existing	27	Tech Rd-Hillandale	Coverage-Local	Vision	156
Existing	28	Silver Spring Downtown (VanGo)	Discontinued	Year 5	157
Existing	29	Bethesda-Glen Echo-Friendship Heights	Coverage-Local	Vision	158
Existing	30	Medical Center-Pooks Hill-Bethesda	Coverage-Local	Vision	159
Existing	31	Glenmont-Kemp Mill Rd.-Wheaton	Discontinued	Year 5	160
Existing	32	Naval Ship R&D-Cabin John-Bethesda	Coverage-Local	Vision	161
Existing	33	Glenmont-Kensington-Medical Center	Coverage-Local	Year 5	162
Existing	34	Aspen Hill-Wheaton-Bethesda-Friendship Heights	Coverage-Trunk	Year 5	163
Existing	36	Potomac-Bradley Blvd.-Bethesda	Coverage-Local	Vision	164
Existing	37	Potomac-Tuckerman La.-Grosvenor-Wheaton	Coverage-Local	Year 5	165
Existing	38	Wheaton-North Bethesda	Discontinued	Year 5	166
Existing	39	Briggs Chaney-Glenmont	Coverage-Trunk	Vision	167
New	40	Montgomery College-Rockville-Wheaton	Coverage-Trunk	Year 1	168
Existing	41	Aspen Hill-Weller Rd.-Glenmont	Coverage-Local	Vision	169
Existing	42	North Bethesda-Montgomery Mall	Coverage-Local	Vision	170
Existing	43	Traville TC-Shady Grove-Hospital-Shady Grove	Coverage-Local	Vision	171

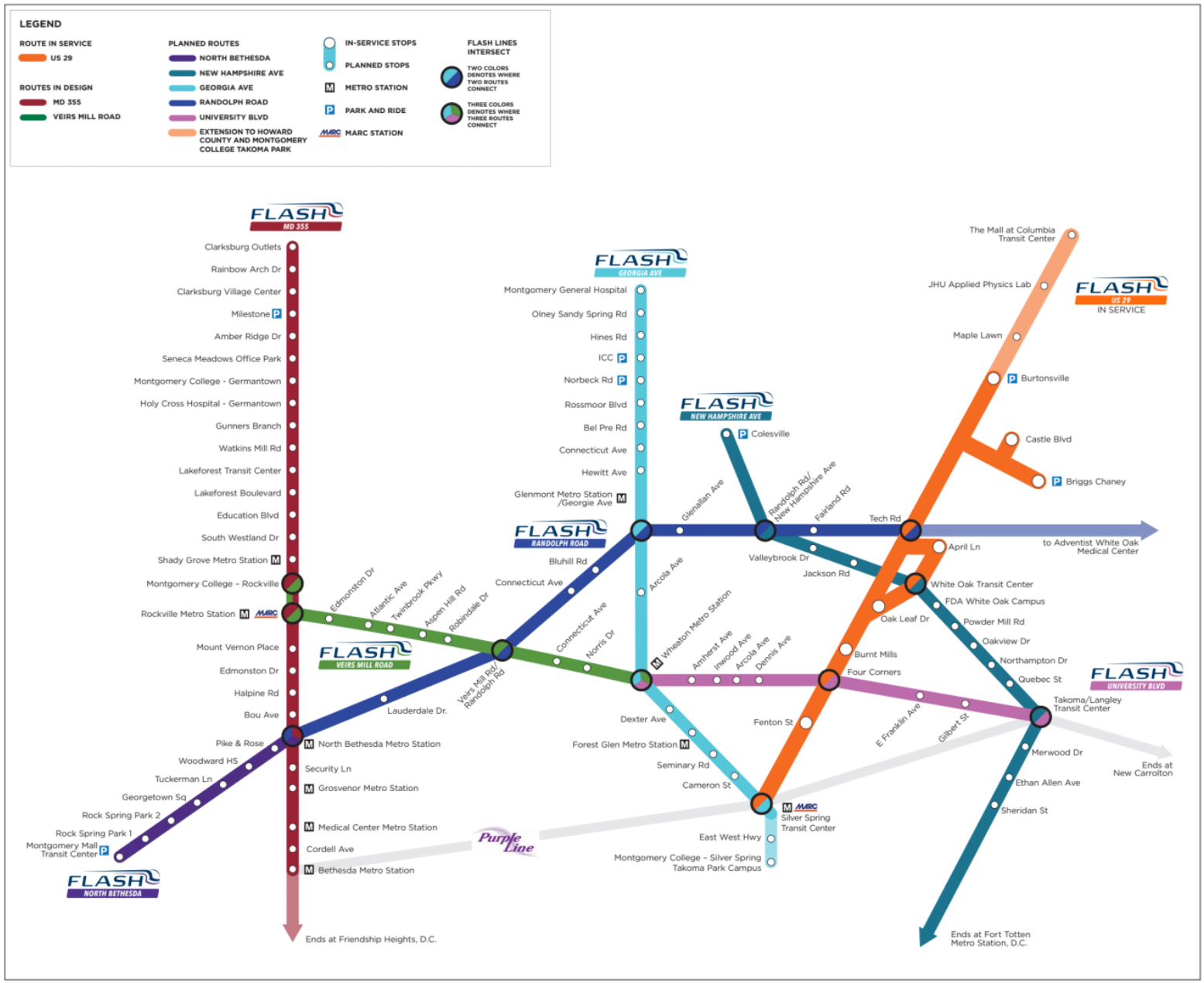
Status	Route	Route Name	Proposed Service Category (Vision)	Implementation Phase:	Found on Page:
Existing	44	Twinbrook-Hungerford-Rockville	Discontinued	Vision	172
Existing	45	Fallsgrove-Rockville Senior Center-Rockville-Twinbrook	Coverage-Trunk	Vision	173
Existing	46	Montgomery College-Rockville Pike-Medical Center	Coverage-Trunk	Vision	174
Existing	47	Rockville-Montgomery Mall-Bethesda	Coverage-Local	Year 5	191
Existing	48	Wheaton-Bauer Dr.-Rockville	Coverage-Trunk	Year 5	176
Existing	49	Glenmont-Layhill-Rockville	Coverage-Trunk	Year 5	175
New	50	Rockville-North Bethesda via Parkland Dr	Coverage-Trunk	Year 5	176
Existing	51	Norbeck P&R-Hewitt Ave.-Glenmont	Discontinued	Year 5	177
Existing	52	MGH-Olney-Rockville	Coverage-Local	Vision	178
Existing	53	Shady Grove-MGH-Olney-Glenmont	Coverage-Local	Vision	179
Existing	54	Lakeforest-Washingtonian Blvd-Rockville	Coverage-Trunk	Year 5	180
Existing	55	GTC-Milestone-MC,G-Lakeforest-Shady Grove-MC,R-Rockville	Coverage-Trunk	Year 5	198
Existing	56	Lakeforest-Quince Orchard-Shady Grove Hospital-Rockville	Coverage-Trunk	Vision	181
Existing	57	Lakeforest-Washington Grove-Shady Grove	Coverage-Local	Year 5	182
Existing	58	Lakeforest-Montgomery Village-East Village-Shady Grove	Coverage-Local	Year 5	183
Existing	59	Montgomery Village-Lakeforest-Shady Grove-Rockville	Coverage-Trunk	Year 5	184
Existing	60	Montgomery Village-Flower Hill-Shady Grove	Commuter	Vision	214
Existing	61	GTC-Lakeforest-Shady Grove	Coverage-Local	Year 5	185
Existing	63	Shady Grove-Gaither Road-Piccard Dr.-Rockville	Coverage-Local	Vision	186
Existing	64	Montgomery Village-Quail Valley-Emory Grove-Shady Grove	Coverage-Local	Year 5	187
Existing	65	Montgomery Village-Shady Grove	Discontinued	Vision	188
Existing	66	Shady Grove-Piccard Drive-Shady Grove Hospital-Traville TC	Discontinued	Vision	189
Existing	67	Traville TC-North Potomac-Shady Grove	Discontinued	Year 1	190
New	68	Bethesda-Montgomery Mall via Fernwood	Coverage-Local	Year 5	191
New	69	Rockville-Montgomery Mall	Coverage-Local	Year 5	191
Existing	70	Milestone-Medical Center-Bethesda Express	Express	Vision	211
Existing	71	Kingsview-Dawson Farm-Shady Grove	Commuter	Vision	215
Existing	73	Clarksburg-Old Baltimore-Shady Grove	Coverage-Local	Vision	192
Existing	74	GTC-Great Seneca Hwy.-Shady Grove	Coverage-Local	Vision	193
Existing	75	Clarksburg-Correctional Facility-Milestone-GTC	Coverage-Trunk	Vision	194
Existing	76	Poolesville-Kentlands-Shady Grove	Coverage-Local	Vision	195
Existing	78	Kingsview-Richter Farm-Shady Grove	Express	Vision	212

Status	Route	Route Name	Proposed Service Category (Vision)	Implementation Phase:	Found on Page:
Existing	79	Clarksburg-Skylark-Scenery-Shady Grove	Commuter	Vision	216
Existing	81	Rockville-Tower Oaks-North Bethesda	Coverage-Local	Vision	196
Existing	83	Germantown MARC-GTC-Waters Landing-Milestone-Holy Cross	Coverage-Trunk	Vision	197
New	84	Rockville-Lakeforest via MD 355	Coverage-Trunk	Year 5	198
New	85	Lakeforest-Germantown TC	Coverage-Trunk	Year 5	198
Existing	90	Milestone-Damascus-Woodfield Rd- Airpark Shady Grove	Coverage-Local	Vision	199
New	95	Rockville - Burtonsville	Coverage-Local	Vision	200
Existing	96	Montgomery Mall-Rock Spring-Grosvenor	Discontinued	Vision	201
Existing	97	GTC, Germantown MARC, Waring Station, GTC	Discontinued	Vision	202
Existing	98	GTC, Kingsview, GCC, Cinnamon Woods	Discontinued	Vision	203
New	99	Germantown Transit Ctr-Boyds	Coverage-Local	Vision	204
Existing	100	GTC-Shady Grove	Express	Vision	205
Existing	101	EXTRA-Lakeforest-Medical Center	Discontinued	Vision	213
New	102	Silver Spring - Germantown TC	Express	Vision	206
New	121	Pink - Shady Grove Rd	extRa	Existing	207
New	122	Lime - via Rio/Crown	extRa	Existing	208
New	122X	Lime Extension - via Rio/Crown	extRa	Vision	208
New	123	Cobalt - via Redland	extRa	Vision	209
New	124	Grey - Kentlands - Rockville	extRa	Vision	210
Renumbered	170	Milestone-Medical Center-Bethesda Express	Express	Vision	211
Renumbered	178	Kingsview-Richter Farm-Shady Grove	Express	Vision	212
Renumbered	201	EXTRA-Lakeforest-Medical Center	Discontinued	Vision	213
Renumbered	260	Montgomery Village-Flower Hill-Shady Grove	Commuter	Vision	214
Renumbered	271	Kingsview-Dawson Farm-Shady Grove	Commuter	Vision	215
Renumbered	279	Clarksburg-Skylark-Scenery-Shady Grove	Commuter	Vision	216
Existing	301	Tobytown-Rockville	Coverage-Local	Vision	217
New	586	Flash Wheaton - Montgomery College	BRT	Year 5	N/A*
New	593	Flash Wheaton - Takoma Langley	BRT	Vision	N/A*
New	598	Flash Silver Spring - Wheaton	BRT	Vision	N/A*
New	598	Flash Olney - Wheaton	BRT	Vision	N/A*
New	554	Flash Bethesda - Montgomery College	BRT	Vision	N/A*
New	555	Flash Montgomery College - Germantown TC	BRT	Year 5	N/A*

Status	Route	Route Name	Proposed Service Category (Vision)	Implementation Phase:	Found on Page:
New	559	Flash Germantown TC - Clarksburg	BRT	Vision	N/A*
New	510	Flash Randolph - Montrose (aka MD108)	BRT	Vision	N/A*
Existing	Flash (501)	Flash US29 BRT	BRT	Existing	N/A*
Existing	Flash (502)	Flash US29 BRT (Columbia extension)	BRT	Vision	N/A*
New	550	Flash Fort Totten - Colesville via New Hampshire Ave	BRT	Vision	N/A*
New	901	South Germantown	Coverage-Microtransit	Vision	218
New	902	Germantown	Coverage-Microtransit	Vision	219
New	903	Montgomery Village	Coverage-Microtransit	Year 5	220
New	904	Rockville	Coverage-Microtransit	Vision	221
New	905	Montgomery Mall-North Bethesda-Garrett Park	Coverage-Microtransit	Vision	222
New	906	Wheaton-Glenmont	Coverage-Microtransit	Year 5	223
New	907	Olney	Coverage-Microtransit	Vision	224
New	909	Friendship Heights	Coverage-Microtransit	Vision	225
New	910	Kenwood-Glen Echo	Coverage-Microtransit	Vision	226
New	911	Aspen Hill (includes Leisure World)	Coverage-Microtransit	Year 5	227
New	912	Silver Spring	Coverage-Microtransit	Year 5	228
New	913	Wheaton	Coverage-Microtransit	Year 5	229
New	914	White Oak	Coverage-Microtransit	Year 5	230
New	915	Takoma-Langley Park	Coverage-Microtransit	Year 5	231
New	916	Chevy Chase-Kensington	Coverage-Microtransit	Year 5	232
New	917	Uni. At Shady Grove	Coverage-Microtransit	Vision	233
New	918	Ednor - Sandy Spring - Norwood - Cloverland	Coverage-Microtransit	Year 1	234
New	976	Germantown-Poolesville	Coverage-Microtransit	Vision	235
New	990	Damascus-Clarksburg-Milestone-Germantown TC	Coverage-Microtransit	Vision	236
Existing	L8	Aspen Hill-Friendship Heights	Discontinued	Year 1	237
Existing	T2	Rockville-Friendship Heights	Discontinued	Year 1	238

* BRT service is being designed and planned separately. See below for proposed system map. More information is available at the County's BRT project page: https://www.montgomeryCountymd.gov/brt/

BRT System Map



Changes by Route						
Rt #	New Rt #	New Name	Change	Service Class	Horizon	Change Description
1	1	Silver Spring-Friendship Heights	Changed Route	Coverage-Trunk	Year 5	Route 1 is modified to provide a more direct path between Friendship Heights and Silver Spring Metrorail stations via the East-West Highway corridor. Discontinued segments of the route are replaced by the new Chevy Chase-Kensington and Silver Spring Flex zones.
2	2	Silver Spring-Lyttonsville	Changed Route	Coverage-Local	Year 5	Route 2 is modified to eliminate the mid-route deviation to the Lyttonsville Operations Center on Brookville Road. This discontinued segment is replaced with the new Silver Spring Flex zone.
4	4	Silver Spring-Wheaton via Kensington	Changed Route	Coverage-Trunk	Year 5	Route 4 is modified to provide service to Albert Einstein High School via Newport Mill Road. Discontinued service along University Boulevard is replaced by WMATA Route M22.
5	5	Silver Spring-Twinbrook	Changed Route	Coverage-Trunk	Year 5	Route 5 is modified to eliminate the mid-route deviation to the Victory Forest Apartments. Discontinued service to Victory Forest Apartments is replaced with the new Chevy Chase-Kensington Flex zone.
6	Discontinued	Discontinued	Discontinued Route	---	Vision	Route 6 is discontinued and replaced with the new Montgomery Mall-North Bethesda-Garrett Park Flex zone.
7	Discontinued	Discontinued	Discontinued Route	---	Year 5	Route 7 is discontinued and replaced with the new Wheaton Flex zone.
8	8	Silver Spring-Wheaton via Holy Cross Hospital	Changed Route	Coverage-Local	Year 5	Route 8 is modified to eliminate the mid-route deviation to Forest Glen Metrorail station along Forest Glen Road. Discontinued service is replaced with the new Wheaton Flex zone.
9	9	Silver Spring-Wheaton via Four Corners	Changed Route	Coverage-Trunk	Year 5	Route 9 is modified to provide new weekend service to the Wheaton Ice Arena via Orebaugh Avenue.
10	Discontinued	Discontinued	Discontinued Route	---	Year 1	Route 10 is discontinued and WMATA takes over service on routes M42, M44, and M60.
11	Discontinued	Discontinued	Discontinued Route	---	Year 5	Route 11 is discontinued and replaced with the revised Route 1 and new Silver Spring and Chevy Chase-Kensington Flex zones.
12	12	Silver Spring-Takoma via Flower Ave	Changed Route	Coverage-Trunk	Year 5	Route 12 is modified to eliminate the mid-route deviation along Manchester Road and Sligo Creek Parkway. Discontinued service on these segments is provided by Route 13 and the new Takoma - Langley Park Flex zone.

Changes by Route						
Rt #	New Rt #	New Name	Change	Service Class	Horizon	Change Description
13	13	Silver Spring-Langley Park via Manchester Rd	Changed Route	Coverage-Trunk	Year 5	Route 13 is modified to provide new service between Silver Spring Metrorail station and Takoma-Langley Crossroads Transit Center via Manchester Road, Piney Branch Road, and University Boulevard. Service along Flower Avenue and Carroll Avenue is discontinued and replaced with Route 12.
14	14	Silver Spring-Langley Park via University Blvd	Changed Route	Coverage-Local	Year 5	Route 14 is modified to provide new service between Silver Spring Metrorail station and Takoma-Langley Crossroads Transit Center via University Boulevard. Service along Piney Branch Road is discontinued and replaced with Route 24.
15	Discontinued	Discontinued	Discontinued Route	---	Year 5	Route 15 is discontinued and replaced with the new Purple Line.
16	3	Silver Spring-Langley Park via Piney Branch Rd	Changed Route	Coverage-Trunk	Year 5	Route 16 is split at Takoma-Langley Crossroads Transit Center to form two new routes. Route 3 will connect Silver Spring and Takoma-Langley Crossroads Transit Center via Piney Branch Road. Route 16 will connect Takoma-Langley Crossroads Transit Center and Takoma Park Metrorail station via New Hampshire Avenue.
16	16	Takoma-Langley Park via New Hampshire Ave	Changed Route	Coverage-Trunk	Year 5	Route 16 is split at Takoma-Langley Crossroads Transit Center to form two new routes. Route 3 will connect Silver Spring and Takoma-Langley Crossroads Transit Center via Piney Branch Road. Route 16 will connect Takoma-Langley Crossroads Transit Center and Takoma Park Metrorail station via New Hampshire Avenue.
17	17	Silver Spring-Langley Park via Maple Ave	No Change	Coverage-Local	Year 5	There are no alignment changes to Route 17.
18	18	Forest Glen-Langley Park via Silver Spring	Changed Route	Coverage-Local	Year 5	Route 18 is modified to provide a more direct path between Takoma Langley Crossroads Transit Center and Silver Spring Metrorail station via Philadelphia Avenue. Service is also modified to extend to Forest Glen Metrorail station via Wayne Avenue, University Boulevard, and Dennis Avenue. Service to Takoma Metrorail station and on 16th Street is discontinued and replaced by Route 12 and the new Silver Spring Flex Zone.
19	Discontinued	Discontinued	Discontinued Route	---	Year 5	Route 19 is discontinued and replaced with the revised Route 17 and new Wheaton Flex zone.

Changes by Route						
Rt #	New Rt #	New Name	Change	Service Class	Horizon	Change Description
20	20	Silver Spring-Hillandale	Changed Route	Coverage-Trunk	Year 5	Route 20 is modified to provide bi-directional service on Sligo Avenue instead of Silver Spring Avenue on all trips.
21	21	Silver Spring-Briggs Chaney Park & Ride	Changed Route	Coverage-Local	Vision	Route 21 is modified to extend from Briggs Chaney Park and Ride to Castle Boulevard, and provide bi-directional service on Fairland Road instead of Schubert Drive on all trips.
22	22	Silver Spring-Hillandale via White Oak	Changed Route	Coverage-Local	Year 5	Route 22 is modified to eliminate the mid-route deviation to Hillandale Heights.
23	23	Friendship Heights-Sibley Hospital	Changed Route	Coverage-Local	Vision	Route 23 is modified to eliminate the mid-route deviation to Brookmont.
24	24	Hillandale-Takoma	No Change	Coverage-Local	Year 5	There are no alignment changes to Route 24.
25	25	Takoma-Langley Park via Maple Ave	No Change	Coverage-Local	Year 5	There are no alignment changes to Route 25.
26	26	Montgomery Mall-Glenmont	No Change	Coverage-Trunk	Year 5	There are no alignment changes to Route 26.
27	27	Tech Rd-Hillandale via White Oak	No Change	Coverage-Local	Vision	There are no alignment changes to Route 27.
28	Discontinued	Discontinued	Discontinued Route	---	Year 5	Route 28 is discontinued and replaced with the new Silver Spring Flex zone.
29	29	Bethesda-Friendship Heights via Glen Echo	No Change	Coverage-Local	Vision	There are no alignment changes to Route 29.
30	30	Bethesda-Medical Center	Changed Route	Coverage-Local	Vision	Route 30 is modified to eliminate the mid-route deviation to Whitley Park Terrace.

Changes by Route						
Rt #	New Rt #	New Name	Change	Service Class	Horizon	Change Description
31	Discontinued	Discontinued	Discontinued Route	---	Year 5	Route 31 is discontinued and replaced with the new Wheaton-Glenmont and Wheaton Flex zones.
32	32	Bethesda-Naval Ship R&D Center	Changed Route	Coverage-Local	Vision	Route 32 is modified to provide bi-directional service on Eggert Drive and Persimmon Tree Road instead of MacArthur Boulevard on all trips.
33	33	Wheaton-Glenmont	Changed Route	Coverage-Local	Year 5	Route 33 is modified to provide new service between Glenmont and Wheaton Metrorail stations via Georgia Avenue, Dalewood Drive, and Veirs Mills Road. Service along Newport Mill Road and Kensington Parkway to Medical Center Metrorail Station is discontinued and replaced with Route 4, WMATA Route M22, and Chevy Chase-Kensington Flex zone.
34	34	Aspen Hill-Bethesda	Changed Route	Coverage-Trunk	Year 1	Route 34 is modified to provide a more direct path between Medical Center Metrorail station and Aspen Hill via the Connecticut Avenue corridor. Discontinued segments of the route are replaced by Ride On Route 40 and WMATA Routes M12 and M22.
36	36	Bethesda-Potomac	Changed Route	Coverage-Local	Vision	Route 36 is modified to provide a more direct path between Bethesda Metrorail station and Bradley Boulevard / Bradmoor Drive via Old Georgetown Road and Huntington Parkway. Discontinued segments of the route along Bradley Boulevard are replaced by the new Kenwood-Glen Echo and Friendship Heights Flex zones.
37	37	Wheaton-Grosvenor Strathmore-Rockville	Changed Route	Coverage-Local	Year 5	Route 37 is modified to provide new service between Grosvenor-Strathmore and Rockville Metrorail stations via Tuckerman Lane and Falls Road. Service along Eldwick Way and Glen Road is discontinued.
38	Discontinued	Discontinued	Discontinued Route	---	Year 1	Route 38 is discontinued and replaced with the revised Route 50, new Veirs Mill Road Flash BRT, new Wheaton-Glenmont Flex zone, and Ride On Route 40.
39	39	Twinbrook-Briggs Chaney Park & Ride	Changed Route	Coverage-Trunk	Year 5	Route 39 is modified to provide new service between Briggs Chaney Park and Ride and Twinbrook Metrorail station via Bel Pre Road. Service along Layhill Road to Glenmont Metrorail station is discontinued and replaced by Routes 26 and 49.
40	40	Montgomery College-	New Route	Coverage-Trunk	Year 1	Route 40 will provide services along the Veirs Mill Road corridor, replacing WMATA's service of the former Q series.

Changes by Route						
Rt #	New Rt #	New Name	Change	Service Class	Horizon	Change Description
		Rockville-Wheaton				
41	41	Aspen Hill-Glenmont	No Change	Coverage-Local	Vision	There are no alignment changes to Route 41.
42	42	Twinbrook-Montgomery Mall	Changed Route	Coverage-Local	Year 1	Route 42 is modified to provide new service between Twinbrook Metrorail station and Montgomery Mall Transit Center via Montrose Road, Gainsborough Road, and Democracy Road. Service to William F. Bolger Center, North Bethesda Metrorail station, and Rocking Horse Road is discontinued. Service to the latter two is replaced by Route 50.
43	43	Shady Grove-Traville Gateway TC via Shady Grove Rd	Changed Route	Coverage-Local	Year 1	Route 43 is modified to provide a more direct path between Shady Grove Metrorail station and Traville Gateway Transit Center via Medical Center Drive. Discontinued segments of the route are replaced by the new Universities at Shady Grove Flex zone.
44	Discontinued	Discontinued	Discontinued Route	---	Vision	Route 44 is discontinued and replaced with the new Rockville Flex zone.
45	45	Rockville Regional TC-Twinbrook	No Change	Coverage-Trunk	Vision	There are no alignment changes to Route 45.
46	46	Montgomery College-Medical Center	No Change	Coverage-Trunk	Vision	There are no alignment changes to Route 46.
47	68	Bethesda-Montgomery Mall via Fernwood	Changed Route	Coverage-Local	Year 5	There are no alignment changes to Route 47, but it is split into two routes at Montgomery Mall Transit Center. The new Route 68 replaces the southern segment of the existing Route 47 between Montgomery Mall Transit Center and Bethesda Metrorail station.
47	69	Rockville-Montgomery Mall	Changed Route	Coverage-Local	Year 5	The new Route 69 replaces the northern segment of the existing Route 47 between Montgomery Mall Transit Center and Rockville Metrorail station

Changes by Route						
Rt #	New Rt #	New Name	Change	Service Class	Horizon	Change Description
48	50	Rockville-North Bethesda via Parkland Dr	Changed Route	Coverage-Trunk	Year 5	Route 48 is modified to provide new service between Rockville and North Bethesda Metrorail stations via Schuylkill Road and Dewey Road. Service along Veirs Mill Road is discontinued and replaced by Ride On Route 40 and WMATA Route M12.
49	49	Rockville-Glenmont	No Change	Coverage-Trunk	Year 5	There are no alignment changes to Route 49.
51	Discontinued	Discontinued	Discontinued Route	---	Year 5	Route 51 is discontinued and replaced with the new Wheaton-Glenmont and Aspen Hill Flex zones.
52	52	Rockville-MedStar Montgomery Hospital	Changed Route	Coverage-Local	Vision	Route 52 is modified to provide a more direct path between Rockville Metrorail station and MedStar Montgomery Hospital via Prince Philip Drive. Discontinued segments of the route are placed by the new Olney Flex zone and Georgia Avenue BRT.
53	53	Shady Grove-MedStar Montgomery Hospital	Changed Route	Coverage-Local	Vision	Route 52 is modified to provide a more direct path between Shady Grove Metrorail station and MedStar Montgomery Hospital via Olney Laytonsville Road. Discontinued segments of the route are placed by the new Olney Flex zone, Route 102, and Georgia Avenue BRT.
54	54	Rockville-Lakeforest via Research Blvd	Changed Route	Coverage-Trunk	Year 5	Route 54 is modified to eliminate the mid-route deviation to the NIST.
55	84	Rockville-Lakeforest via MD 355	Changed Route	Coverage-Trunk	Year 5	Route 55 is split into two routes at Lakeforest Transit Center. The new Route 84 replaces the northern segment of the existing Route 55 between Lakeforest Transit Center and Germantown Transit Center. The new Route 85 replaces the southern segment of the existing Route 55 between Lakeforest Transit Center and Rockville Metrorail station.
55	85	Lakeforest-Germantown TC	Changed Route	Coverage-Trunk	Year 5	
56	56	Traville Gateway TC-Lakeforest	Changed Route	Coverage-Trunk	Vision	Route 56 is modified to truncate the southern segment of the route between Rockville Metrorail station and Traville Gateway Transit Center. Such changes are anticipated to be coordinated with the 122 (Lime) extension. Service along Wootton Parkway and Falls Road is replaced by Route 301.
57	57	Shady Grove-Lakeforest via	No Change	Coverage-Local	Year 5	There are no alignment changes to Route 57.

Changes by Route						
Rt #	New Rt #	New Name	Change	Service Class	Horizon	Change Description
		Washington Grove Ln				
58	58	Shady Grove-Lakeforest via Montgomery Village	No Change	Coverage-Local	Year 5	There are no alignment changes to Route 58.
59	59	Rockville-Montgomery Village	No Change	Coverage-Trunk	Year 5	There are no alignment changes to Route 59.
60	260	Shady Grove-Montgomery Village Commuter	No Change	Commuter	Year 5	There are no alignment changes to Route 60.
61	61	Shady Grove-Germantown TC	No Change	Coverage-Local	Year 5	There are no alignment changes to Route 61.
63	63	Shady Grove-Traville Gateway TC via Gaither Rd	Changed Route	Coverage-Local	Vision	Route 63 is modified to provide new service between Shady Grove Metrorail station and Traville Gateway Transit Center via Redland Boulevard and Shady Grove Road. Service to Rockville Metrorail station via W. Montgomery Avenue is replaced by Routes 54 and GSTN Cobalt (123).
64	64	Lakeforest-Montgomery Village	Changed Route	Coverage-Local	Year 5	Route 64 is modified to provide new service between Stedwick Road and Lakeforest Transit Center via Goshen Road. Service along Emory Grove Road is discontinued and replaced by Route 260 and new Montgomery Village Flex zone.
65	Discontinued	Discontinued	Discontinued Route	---	Year 5	Route 65 is discontinued and replaced with new Commuter Route 260.
66	Discontinued	Discontinued	Discontinued Route	---	Vision	Route 66 is discontinued and replaced with the new GSTN Cobalt (123) and Pink (121) routes and local Route 54.
67	Discontinued	Discontinued	Discontinued Route	---	Year 1	Route 67 is discontinued and replaced with the new GSTN Lime (122) and Pink (121) routes.
70	170	Germantown-Bethesda Express	No Change	Express	Vision	There are no alignment changes to Route 70.

Changes by Route						
Rt #	New Rt #	New Name	Change	Service Class	Horizon	Change Description
71	271	Clarksburg-Shady Grove Commuter	Changed Route	Commuter	Vision	Route 71 is modified to provide a more direct path between Shady Grove Metrorail station and Clopper Road Park and Ride. Discontinued segments of the route are replaced by the new South Germantown Flex zone. Route 71 will be extended to Broadway Avenue / Byrne Park Drive via Clarksburg Road.
73	73	Clarksburg-Germantown TC	Changed Route	Coverage-Local	Vision	Route 54 is modified to be truncated from Shady Grove Metrorail station to Germantown Transit Center. Service to Shady Grove Metrorail station is discontinued and replaced by Routes 100 and 102.
74	74	Shady Grove-GTC	Changed Route	Coverage-Local	Year 5	Route 74 is modified to serve Wisteria Drive between Great Seneca Highway and Crystal Rock Drive, instead of Middlebrook Road.
75	75	Clarksburg Correctional Facility-South Germantown	Changed Route	Coverage-Trunk	Vision	Route 75 will be extended from Germantown MARC station to Shoppers Food and Pharmacy via Mateny Road. Service on Little Seneca Parkway, Frederick Road, and Shawnee Lane is discontinued and replaced by Routes 73, 279, and 990.
76	76	Shady Grove-Poolesville	Changed Route	Coverage-Local	Year 5	Route 76 is modified to truncate the segment between Poolesville Golf Course and Willard Road at Fisher Avenue. Discontinued segments are replaced by the new Poolesville Flex zone.
78	178	Shady Grove-Kingsview Park & Ride Express	No Change	Express	Vision	There are no alignment changes to Route 78.
79	279	Shady Grove-Clarksburg Commuter	Changed Route	Commuter	Vision	Route 79 will be extended from Clarksburg Elementary School to Miles Corner via Frederick Road. Service to Clarksburg Elementary School is discontinued and replaced by Route 75.
81	81	Rockville-North Bethesda via Montrose Rd	Changed Route	Coverage-Local	Vision	Route 81 is modified to eliminate the mid-route deviation to Tower Oaks. Discontinued service to Tower Oaks is replaced by the new Rockville Flex zone.
83	83	Germantown TC - Holy Cross Hospital	Changed Route	Coverage-Trunk	Year 5	Route 83 is modified to provide a more direct path between Germantown Transit Center and Germantown Holy Cross Hospital. Discontinued segments of the route are replaced by Route 75 and the new Germantown Flex zone.

Changes by Route						
Rt #	New Rt #	New Name	Change	Service Class	Horizon	Change Description
90	90	Shady Grove-Damascus	Changed Route	Coverage-Local	Year 5	Route 90 is split at Damascus to form two new routes. Route 990 will serve the segment between Damascus and Germantown Transit Center as a new fixed-flex hybrid route. The existing Route 90 segment between Damascus and Shady Grove Metrorail station is unchanged.
95	95	Rockville-Burtonsville Park & Ride	New Service	Coverage-Local	Vision	The new Route 95 provides cross-County local service between Rockville Metrorail station and Burtonsville Park and Ride via the Norbeck Road and Spencerville Road corridors.
96	Discontinued	Discontinued	Discontinued Route	---	Vision	Route 96 is discontinued and replaced with Montgomery Mall-North Bethesda-Garrett Park Flex zone.
97	Discontinued	Discontinued	Discontinued Route	---	Year 5	Route 97 is discontinued and replaced with the new Germantown Flex zone.
98	Discontinued	Discontinued	Discontinued Route	---	Year 5	Route 98 is discontinued and replaced with the new South Germantown and Germantown zones and the new Local Route 99.
99	99	Germantown TC-Boyds	New Service	Coverage-Local	Vision	The new Route 99 provides local service between Germantown Transit Center and Boyds MARC station via Germantown Road, Father Hurley Boulevard, Steeple Road, and Clopper Road.
100	100	Shady Grove-Germantown TC Express	No Change	Express	Vision	There are no alignment changes to Route 100.
101	201	Lakeforest-Medical Center Commuter	Discontinued Route	---	Year 5	Route 101 is discontinued and replaced with the new MD 355 BRT.
102	102	Silver Spring-Germantown TC	New Service	Express	Vision	The new Route 102 provides cross-County express service between Germantown Transit Center and Silver Spring Metrorail station via I-270, the InterCounty Connector, New Hampshire Avenue, and Columbia Pike.
121	121	Pink - Shady Grove Rd	New Service	extRa	Year 1	The new GSTN Pink Line (121) links the Shady Grove Road corridor with Life Sciences Center via Medical Center Drive.
122	122	Lime - via Rio/Crown	New Service	extRa	Year 1	The new GSTN Lime Line (122) uses I-370 to provide an express route to RIO, Crown Farm, and the heart of the Life Science Center.

Changes by Route						
Rt #	New Rt #	New Name	Change	Service Class	Horizon	Change Description
122X	122X	Lime - via Rio/Crown Extended	New Service	extRa	Vision	The new GSTN Lime Extended Line (122X) links the Kentlands and Darnestown Road corridor with Life Sciences Center via Traville Gateway Drive.
123	123	Cobalt - via Redland	New Service	extRa	Vision	The new GSTN Cobalt Line (123) links the Redland Boulevard and Gude Drive corridors with Life Sciences Center via Medical Center Drive.
124	124	Grey - Kentlands - Rockville	New Service	extRa	Vision	The new GSTN Grey Line (124) links the Tschiffely Square and Great Seneca Highway Corridor with Rockville Metrorail station via W. Montgomery Avenue.
301	301	Rockville-Tobytown	No Change	Coverage-Local	Vision	There are no alignment changes to Route 301.
901	901	South Germantown Flex	New Service	Coverage-Microtransit	Year 5	A new Flex zone in the South Germantown area will serve riders making local trips in the communities to the south and west of Germantown Town Center. Connections to multiple local routes and the MD 355 BRT line are available at Germantown Transit Center.
902	902	Germantown Flex	New Service	Coverage-Microtransit	Year 5	A new Flex zone in the Germantown area will serve riders making local trips in the communities to the north, east, and south of Germantown Town Center. Connections to multiple local routes and the MD 355 BRT line are available at Germantown Transit Center.
903	903	Montgomery Village Flex	New Service	Coverage-Microtransit	Year 5	A new Flex zone in the Montgomery Village area will serve riders making local trips in the communities surrounding Montgomery Village Center. Connections to multiple routes are available at Lakeforest Transit Center and Montgomery Village Center.
904	904	Rockville Flex	New Service	Coverage-Microtransit	Vision	A new Flex zone in the downtown Rockville and Twinbrook area will serve riders making local trips in these communities. Connections to Metrorail and local bus services are available at Rockville and Twinbrook Metrorail stations. Connections to the MD 355 and Veirs Mill Road BRT lines are available at multiple BRT stations throughout the zone.
905	905	Montgomery Mall-North Bethesda-Garrett Park Flex	New Service	Coverage-Microtransit	Vision	A new Flex zone in the Montgomery Mall-North Bethesda-Garrett Park area will serve riders making local trips in these communities. Connections to Metrorail and local bus services are available at Twinbrook, North Bethesda, and Grosvenor-Strathmore

Changes by Route						
Rt #	New Rt #	New Name	Change	Service Class	Horizon	Change Description
						stations and Montgomery Mall Transit Center. Connections to the MD 355 and Randolph Road BRT lines are available at multiple BRT stations throughout the zone.
906	906	Wheaton-Glenmont Flex	New Service	Coverage-Microtransit	Year 5	A new Flex zone in the Wheaton-Glenmont area will serve riders making local trips in these communities. Connections to Metrorail and local bus services are available at Glenmont and Wheaton stations. Connections to the Veirs Mill Road, Randolph Road, Georgia Avenue, and University Boulevard BRT lines are available at multiple BRT stations throughout the zone.
907	907	Olney Flex	New Service	Coverage-Microtransit	Vision	A new Flex zone in the Olney area will serve riders making local trips in the communities surrounding the Olney Laytonsville Road and George Avenue Corridors. Connections to multiple local routes and the Georgia Avenue BRT line are available at MedStart Montgomery Medical Center and several other BRT stations throughout the zone.
909	909	Friendship Heights Flex	New Service	Coverage-Microtransit	Vision	A new Flex zone will serve riders making local trips in the communities surrounding the Friendship Heights and Bethesda Metrorail stations along Wisconsin Avenue. Connections to Metrorail and local bus services are available at Bethesda and Friendship Heights station. Connections to the Purple Line and MD 355 BRT line are available at Bethesda station.
910	910	Kenwood-Glen Echo Flex	New Service	Coverage-Microtransit	Vision	A new Flex zone in the Kenwood-Glen Echo area will serve riders making local trips in these communities. Connections to Metrorail and local bus services and the MD 355 BRT line are available at Bethesda Metrorail station.
911	911	Aspen Hill Flex	New Service	Coverage-Microtransit	Year 5	A new Flex zone will serve riders making local trips in the Aspen Hill-Leisure World communities. Connections to local services and the Veirs Mill Road and Georgia Avenue BRT lines are available at multiple BRT stations throughout the zone.
912	912	Silver Spring Flex	New Service	Coverage-Microtransit	Year 5	A new Flex zone will serve riders making local trips in downtown Silver Spring. Connections to Metrorail and local bus services are available at Silver Spring Metrorail station. Connections to the US 29 and Georgia Avenue BRT lines and Purple Line are available at multiple locations throughout the zone.

Changes by Route						
Rt #	New Rt #	New Name	Change	Service Class	Horizon	Change Description
913	913	Wheaton Flex	New Service	Coverage-Microtransit	Year 5	A new Flex zone in the Wheaton area will serve riders making local trips in the Communities between the Wheaton and Forest Glen Metrorail stations. Connections to Metrorail and local bus service area are available at Wheaton and Forest Glen Metrorail stations. Connections to the Georgia Avenue and University Boulevard BRT lines are available at multiple BRT stops throughout the zone.
914	914	White Oak Flex	New Service	Coverage-Microtransit	Year 5	A new Flex zone in the White Oak area will serve riders making local trips in the communities along the US 29/Columbia Pike and New Hampshire Avenue corridors. Connections to local services are available at the White Oak Transit Center, White Oak Medical Center, and Colesville Park-and-Ride. Connections to the US 29, New Hampshire Avenue, and Randolph Road BRT lines are available at multiple BRT stations throughout the zone.
915	915	Takoma-Langley Park Flex	New Service	Coverage-Microtransit	Year 5	A new Flex zone in the Takoma Park and Langley Park area will serve riders making local trips in the communities along the University Boulevard corridor south of the Capital Beltway, east of Sligo Creek Parkway, and west of New Hampshire Avenue. Connections to local services are available at the Takoma-Langley Crossroads Transit Center. Connections to the University Boulevard and New Hampshire Avenue BRT lines and the Purple Line are available at multiple BRT and Purple Line stations throughout the zone.
916	916	Chevy Chase-Kensington Flex	New Service	Coverage-Microtransit	Year 5	A new Flex zone in the Chevy Chase and Kensington area will serve riders making local trips in these communities. Connections to Metrorail and local bus services are available at the Forest Glen and Wheaton Metrorail stations.
917	917	University At Shady Grove Flex	New Service	Coverage-Microtransit	Vision	A new Flex zone in the Universities at Shady Grove area will serve riders making local trips in the communities along the Shady Grove Road and Travilah Road corridors. Connections to local services and the Great Seneca Transit Network (GSTN) are available at the Traville Gateway Transit Center.

Changes by Route						
Rt #	New Rt #	New Name	Change	Service Class	Horizon	Change Description
918	918	Ednor-Sandy Spring-Norwood-Cloverland Flex	New Service	Coverage-Microtransit	Year 1	A new Flex zone will serve riders making local trips in the Ednor, Sandy Spring, Norwood, and Cloverland communities. The service will operate as a flex route with scheduled stops at select timepoints with off-route pick-ups and drop-offs available upon request. Connections to local bus and BRT services are available at the MedStar Montgomery Medical Center in Olney and the Colesville Park-and-Ride.
976	976	Germantown-Poolesville Flex	New Service	Coverage-Microtransit	Year 5	A new Flex zone will serve riders making local trips in the Poolesville community. The service will operate as a flex route with scheduled stops at select timepoints with off-route pick-ups and drop-offs available upon request. Connections to local bus and BRT services are available at the Germantown Transit Center.
990	990	Damascus-Clarksburg-Milestone-Germantown TC Flex	New Service	Coverage-Microtransit	Year 5	A new Flex zone will serve riders making local trips in the Damascus community. The service will operate as a flex route with scheduled stops at select timepoints with off-route pick-ups and drop-offs available upon request. Connections to local bus and BRT services are available at the Germantown Transit Center.
L8	Discontinued	Aspen Hill-Friendship Heights	Discontinued Routes	---	Year 1	Route L8 is discontinued and replaced with the new M22 line via Wheaton Metrorail station. Route 34 is streamlined to remain on Connecticut Avenue between Veirs Mill Road and University Boulevard as a replacement for the L8 along this corridor.
T2	M82	Rockville-Friendship Heights	Operator Change	---	Year 1	Route T2 is discontinued and replaced with the WMATA M82, which serves the same alignment from Friendship Heights station to Rockville station. WMATA will operate the route seven days a week.

The following route change maps show the proposed route changes for each route as of the conclusion of the study. An interactive version of the existing and future routes can be found on the project website.

In these maps, the proposed final future alignment is shown. Changes to the routing, termini, hours of operation, frequency, etc. may occur in the interim.

The maps reflect the proposed future condition in the Vision network where intersecting or adjacent service is shown. Various colors may be used to depict these adjacent services for clarity of representation. The "Existing Alignment" reflects the alignment as of September 2024. Not all service is shown on the map for clarity of understanding the individual route changes. To see changes in context of all routes, existing or proposed, refer to the interactive map.

The maps are organized by increasing route number. To find information about adjacent or intersecting routes, look at the prefacing table to find the specific page number or manually search by (future) route number.

ROUTE 1
Silver Spring-Friendship Heights

Changed Route

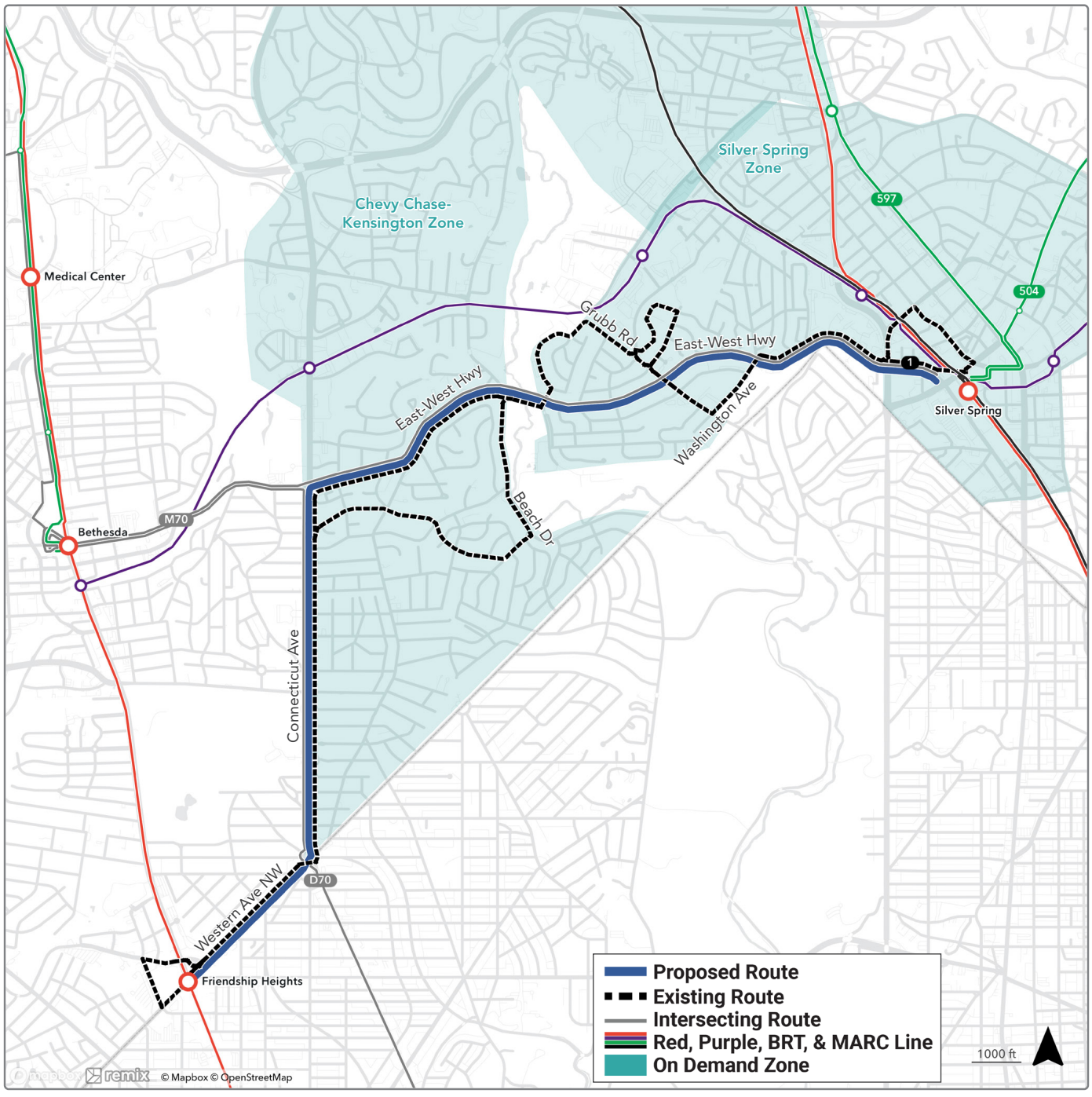
Coverage-Trunk | Year 5

Service Change

Route 1 is modified to provide a more direct path between Friendship Heights and Silver Spring Metrorail stations via the East-West Highway corridor. Discontinued segments of the route are replaced by the new Chevy Chase-Kensington and Silver Spring Flex zones .

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Trunk routes will operate at least every 15 minutes on Weekdays during the AM and PM peak periods and at least every 30 minutes from 5 AM to 11 PM and on weekends. Less frequent service may be available at other times of day.



ROUTE 2
Silver Spring-Lyttonsville

Changed Route

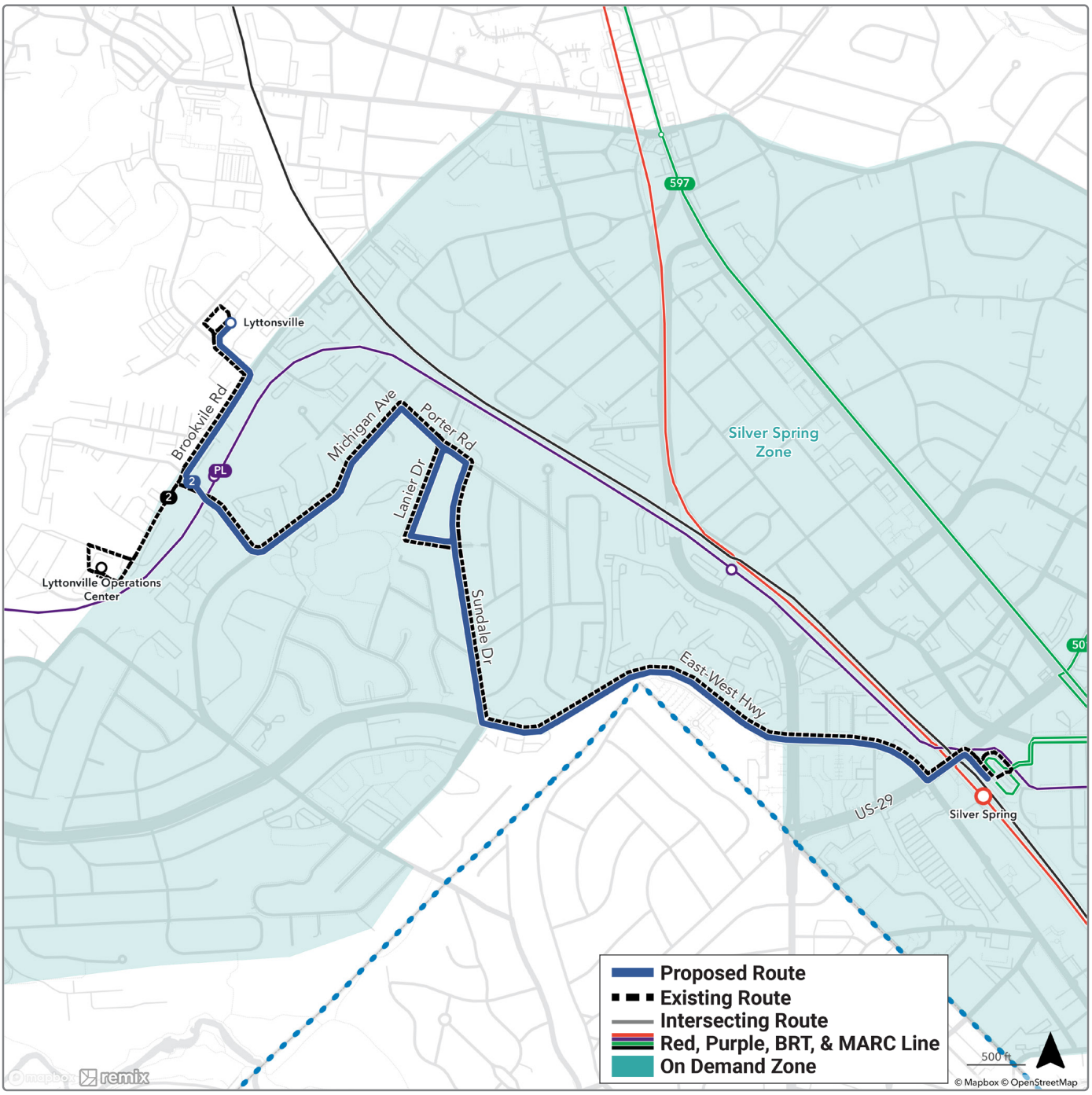
Coverage-Local | Year 5

Service Change

Route 2 is modified to eliminate the mid-route deviation to the Lyttonsville Operations Center on Brookville Road. This discontinued segment is replaced with the new Silver Spring Flex zone.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 4
Silver Spring-Wheaton via Kensington

Changed Route

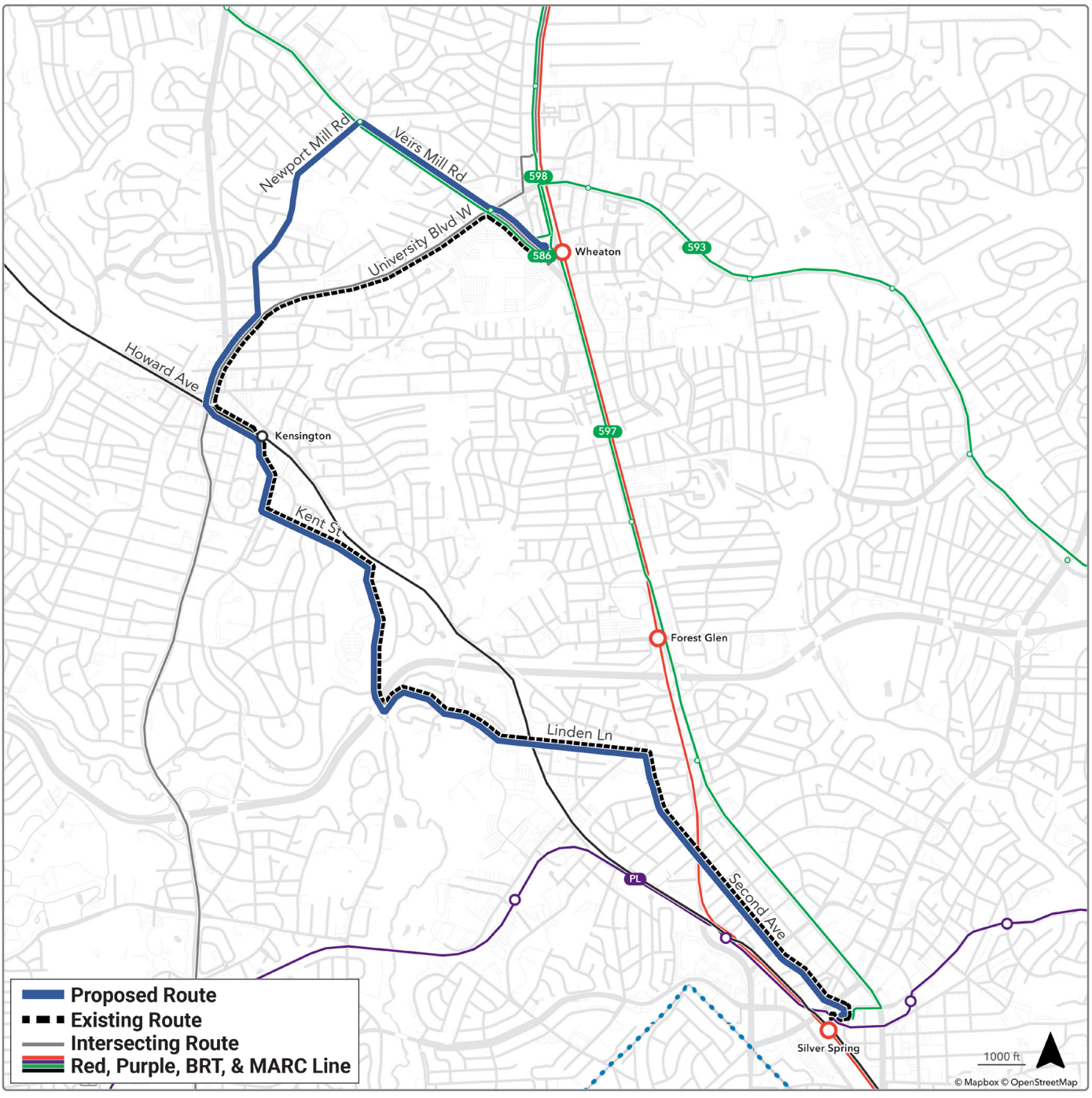
Coverage-Trunk | Year 5

Service Change

Route 4 is modified to provide service to Albert Einstein High School via Newport Mill Road. Discontinued service along University Boulevard is replaced by WMATA Route M22.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Trunk routes will operate at least every 15 minutes on Weekdays during the AM and PM peak periods and at least every 30 minutes from 5 AM to 11 PM and on weekends. Less frequent service may be available at other times of day.



ROUTE 5
Silver Spring-Twinbrook

Changed Route

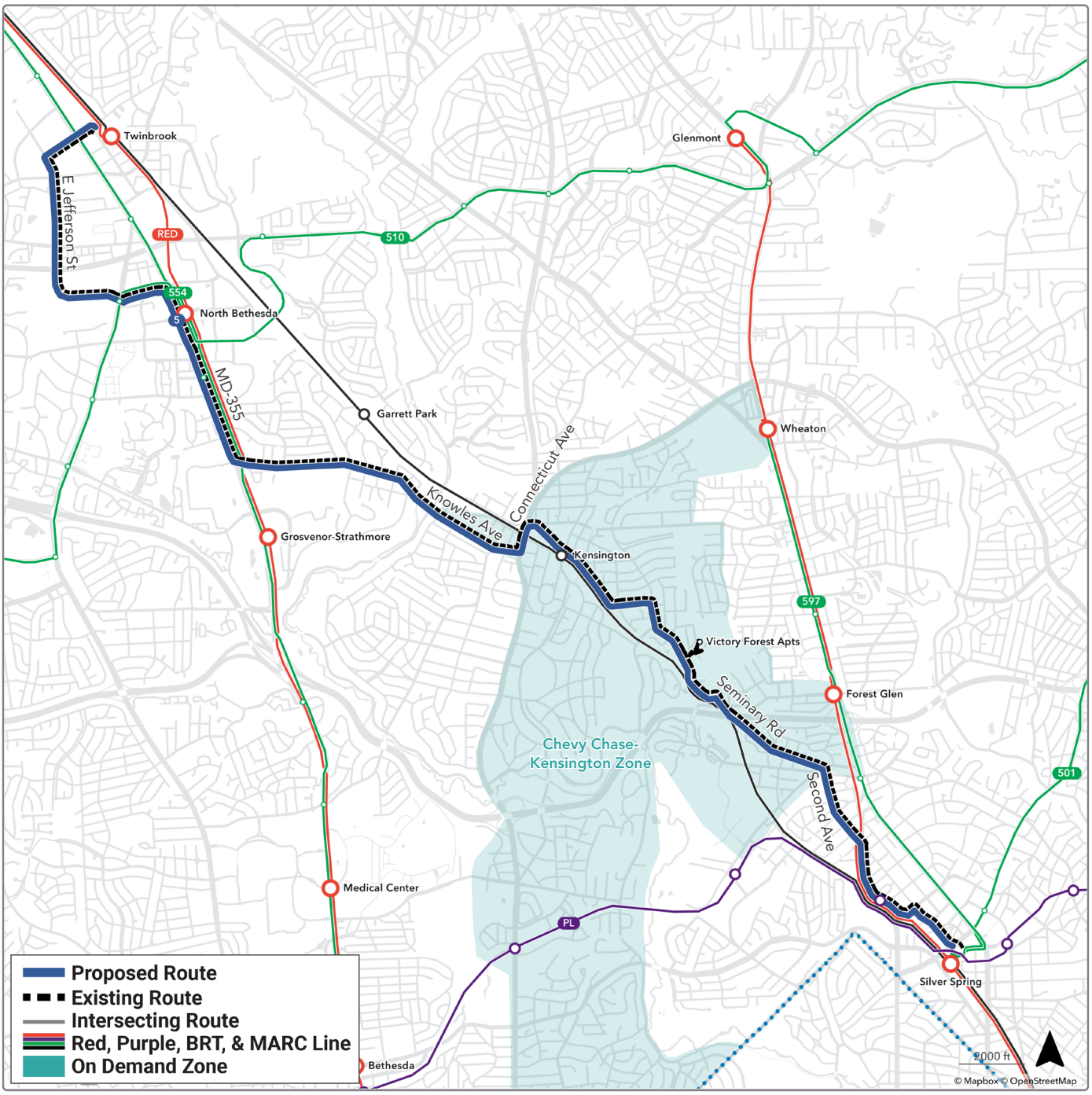
Coverage-Trunk | Year 5

Service Change

Route 5 is modified to eliminate the mid-route deviation to the Victory Forest Apartments. Discontinued service to Victory Forest Apartments is replaced with the new Chevy Chase-Kensington Flex zone.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Trunk routes will operate at least every 15 minutes on Weekdays during the AM and PM peak periods and at least every 30 minutes from 5 AM to 11 PM and on weekends. Less frequent service may be available at other times of day.



ROUTE 6

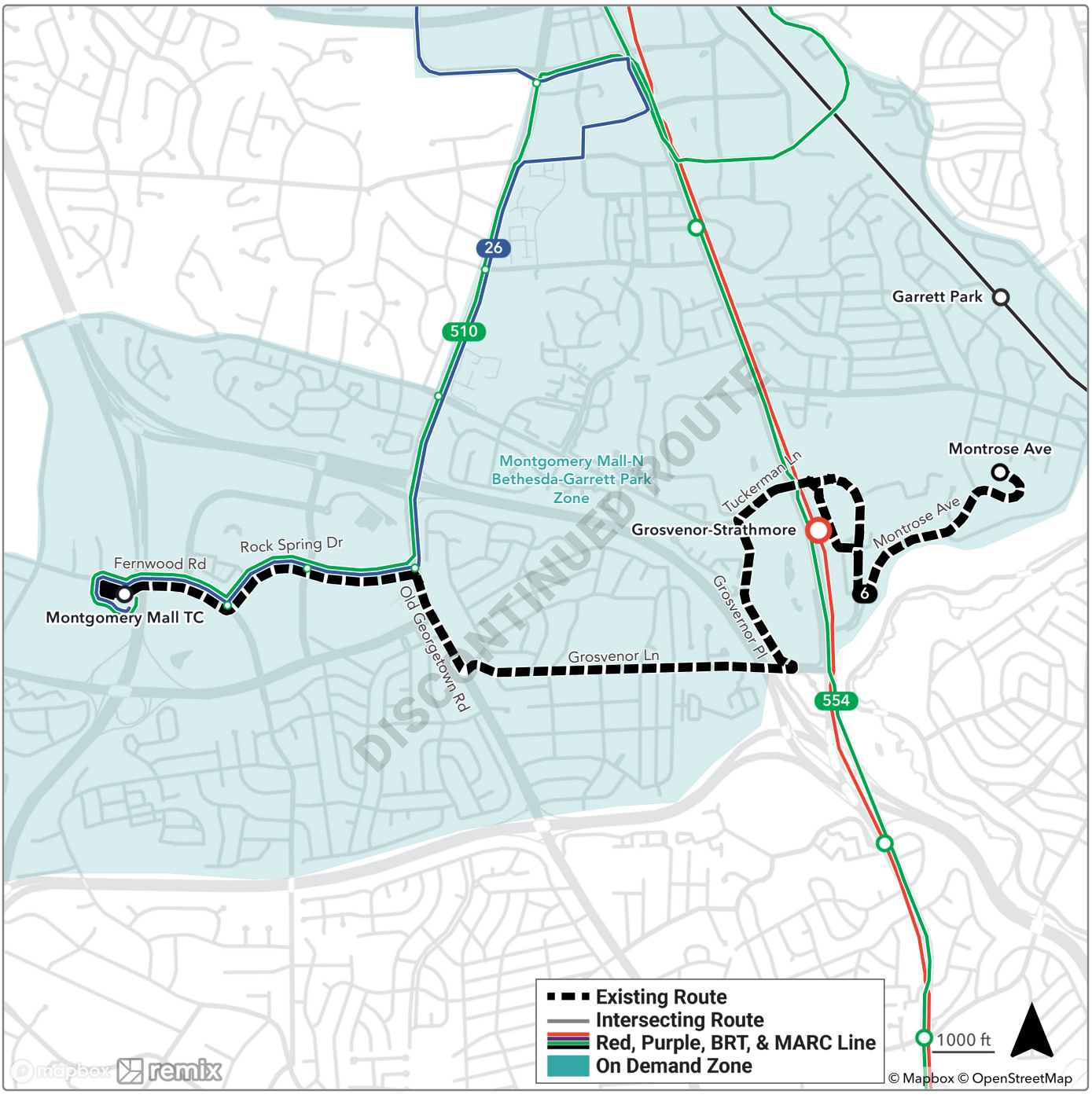
Discontinued Route

| Vision

Service Change

Route 6 is discontinued and replaced with the new Montgomery Mall-North Bethesda-Garrett Park Flex zone.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE
N/A



ROUTE 7

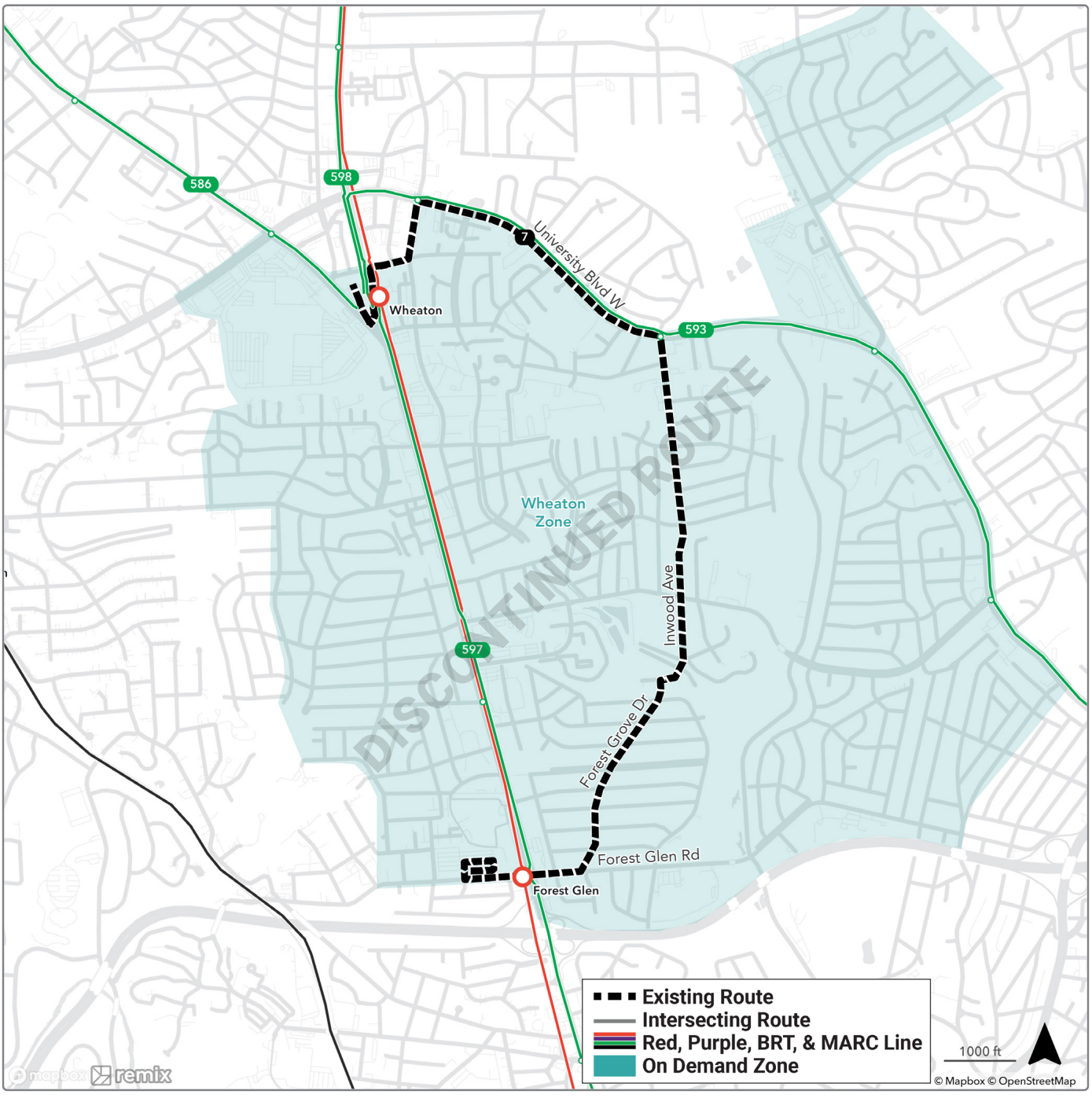
Discontinued Route

| Year 5

Service Change

Route 7 is discontinued and replaced with the new Wheaton Flex zone.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE
N/A



ROUTE 8
Silver Spring-Wheaton via Holy Cross Hospital

Changed Route

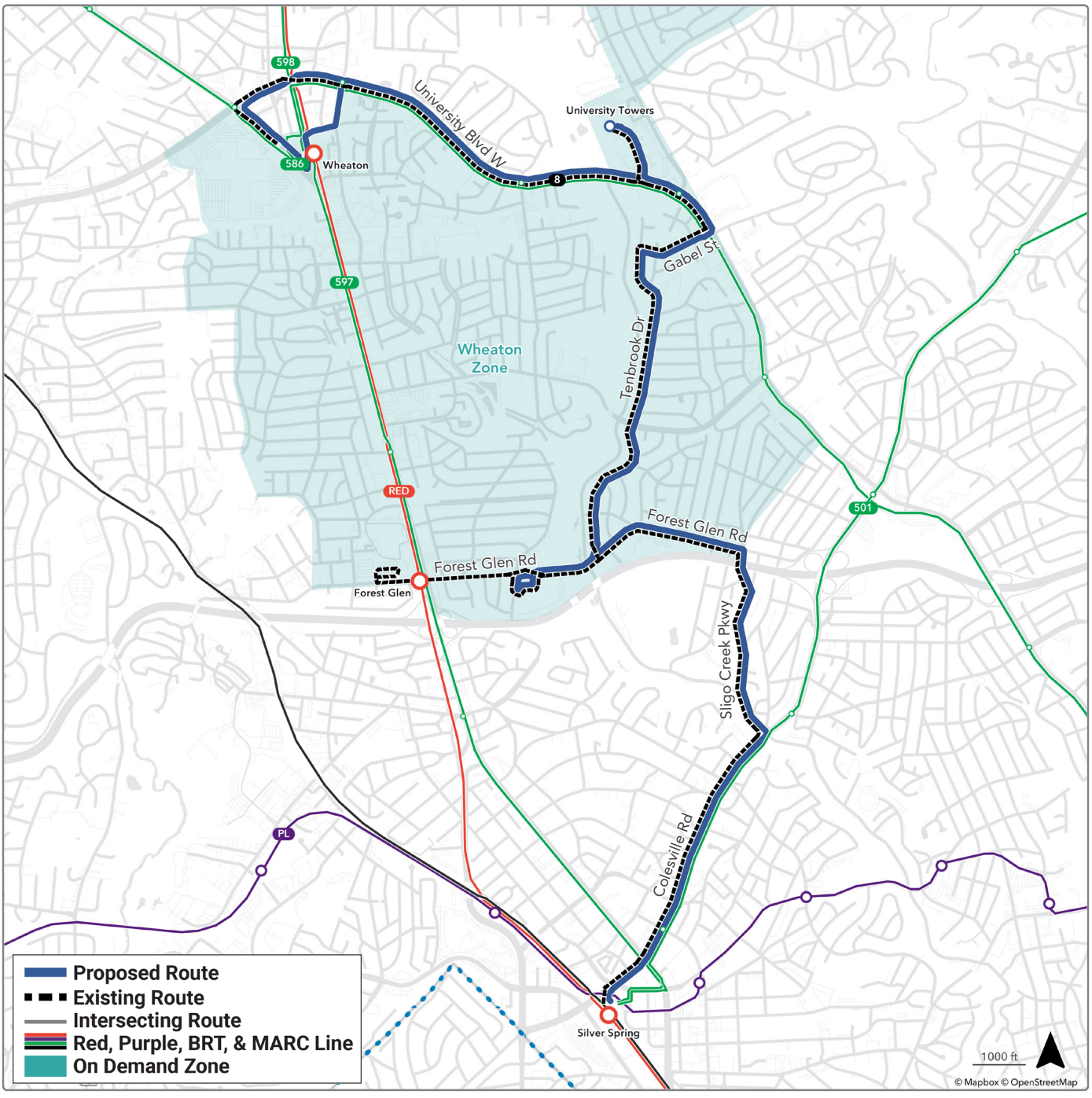
Coverage-Local | Year 5

Service Change

Route 8 is modified to eliminate the mid-route deviation to Forest Glen Metrorail station along Forest Glen Road. Discontinued service is replaced with the new Wheaton Flex zone.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 9
Silver Spring-Wheaton via Four Corners

Changed Route

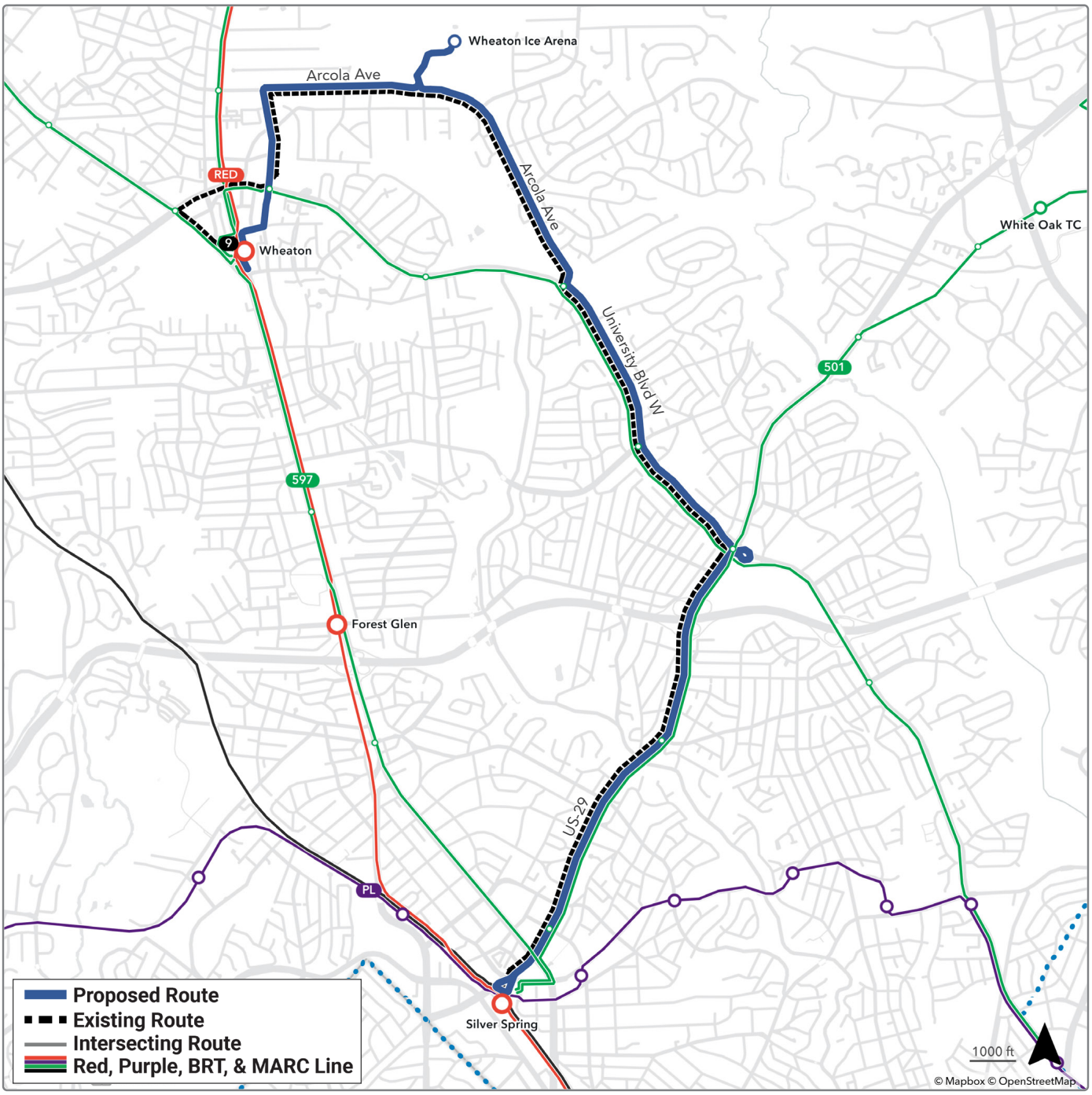
Coverage-Trunk | Year 5

Service Change

Route 9 is modified to provide new weekend service to the Wheaton Ice Arena via Orebaugh Avenue.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Trunk routes will operate at least every 15 minutes on Weekdays during the AM and PM peak periods and at least every 30 minutes from 5 AM to 11 PM and on weekends. Less frequent service may be available at other times of day.



ROUTE 10

Discontinued Route

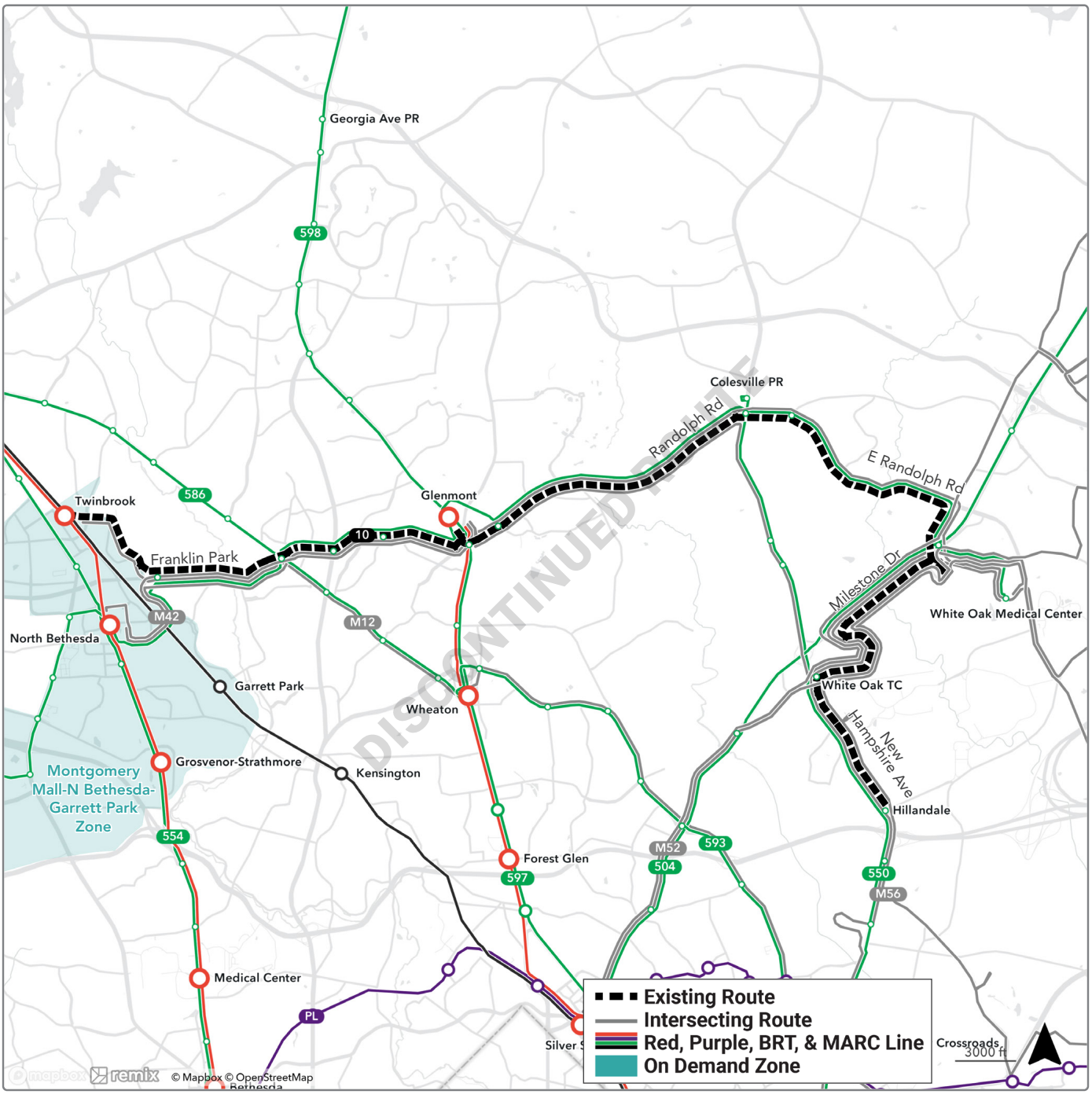
| Year 1

Service Change

Route 10 is discontinued and replaced with WMATA routes M42, M44, M60 in Year 1. In the Vision Network FLASH BRT Randolph Rd is implemented along the corridor.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

N/A



ROUTE 11

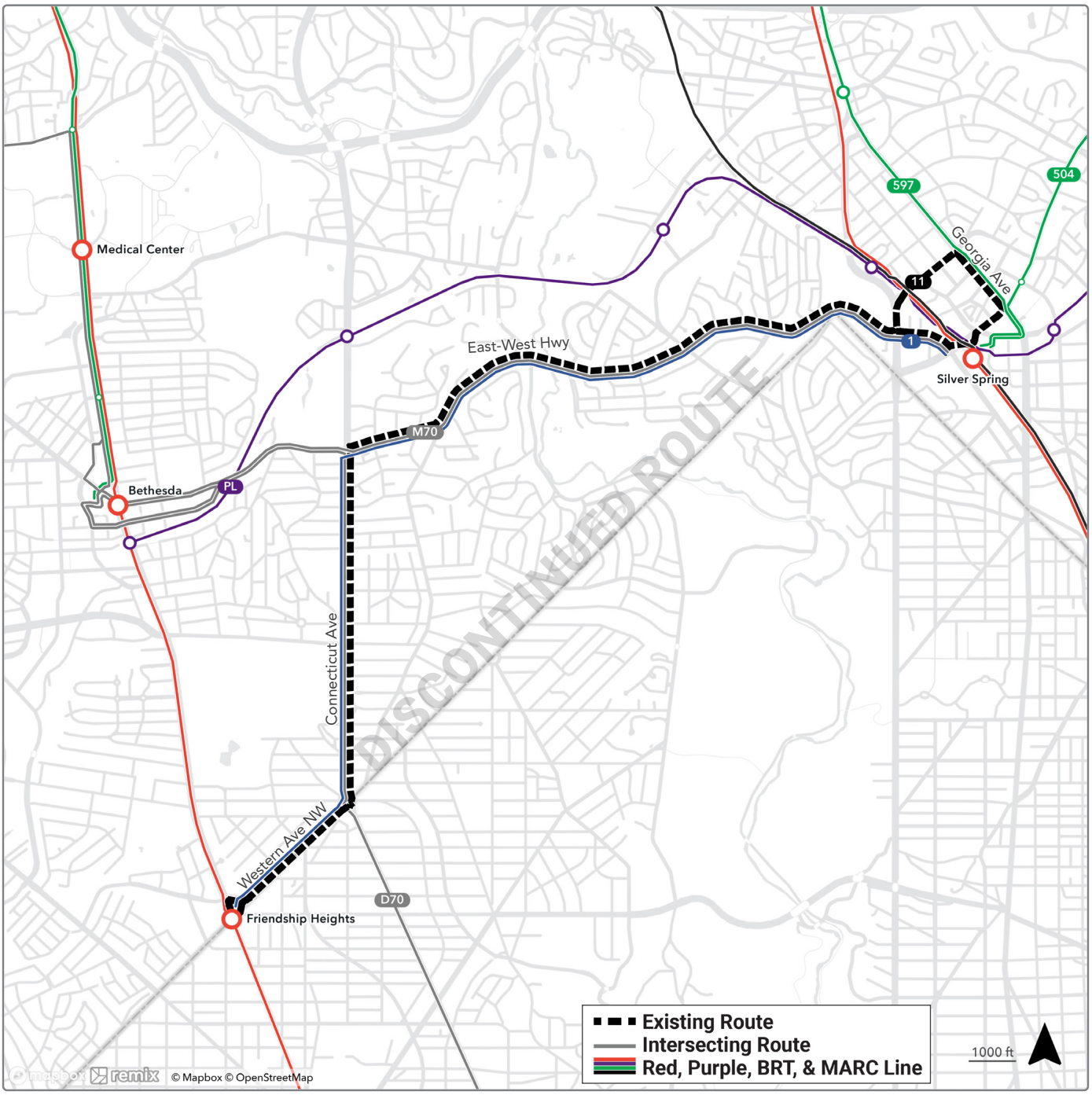
Discontinued Route

| Year 5

Service Change

Route 11 is discontinued and replaced with the revised Route 1 and new Silver Spring and Chevy Chase-Kensington Flex zones.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE
N/A



ROUTE 12
Silver Spring-Takoma via Flower Ave

Changed Route

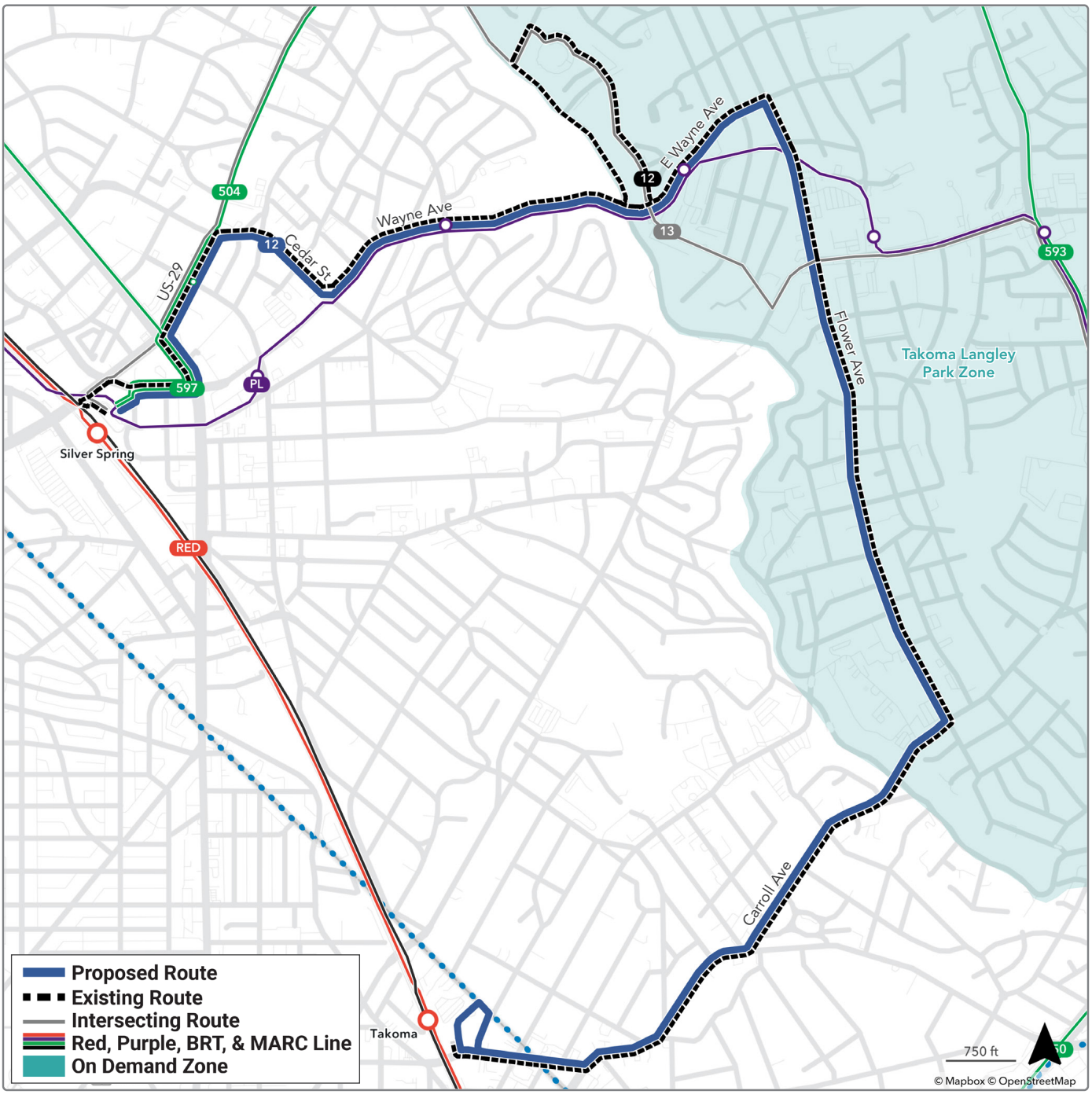
Coverage-Trunk | Year 5

Service Change

Route 12 is modified to eliminate the mid-route deviation along Manchester Road and Sligo Creek Parkway. Discontinued service on these segments are provided by Route 13 and the new Takoma - Langley Park Flex zone.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Trunk routes will operate at least every 15 minutes on Weekdays during the AM and PM peak periods and at least every 30 minutes from 5 AM to 11 PM and on weekends. Less frequent service may be available at other times of day.



ROUTE 13
Silver Spring-Langley Park via Manchester Rd

Changed Route

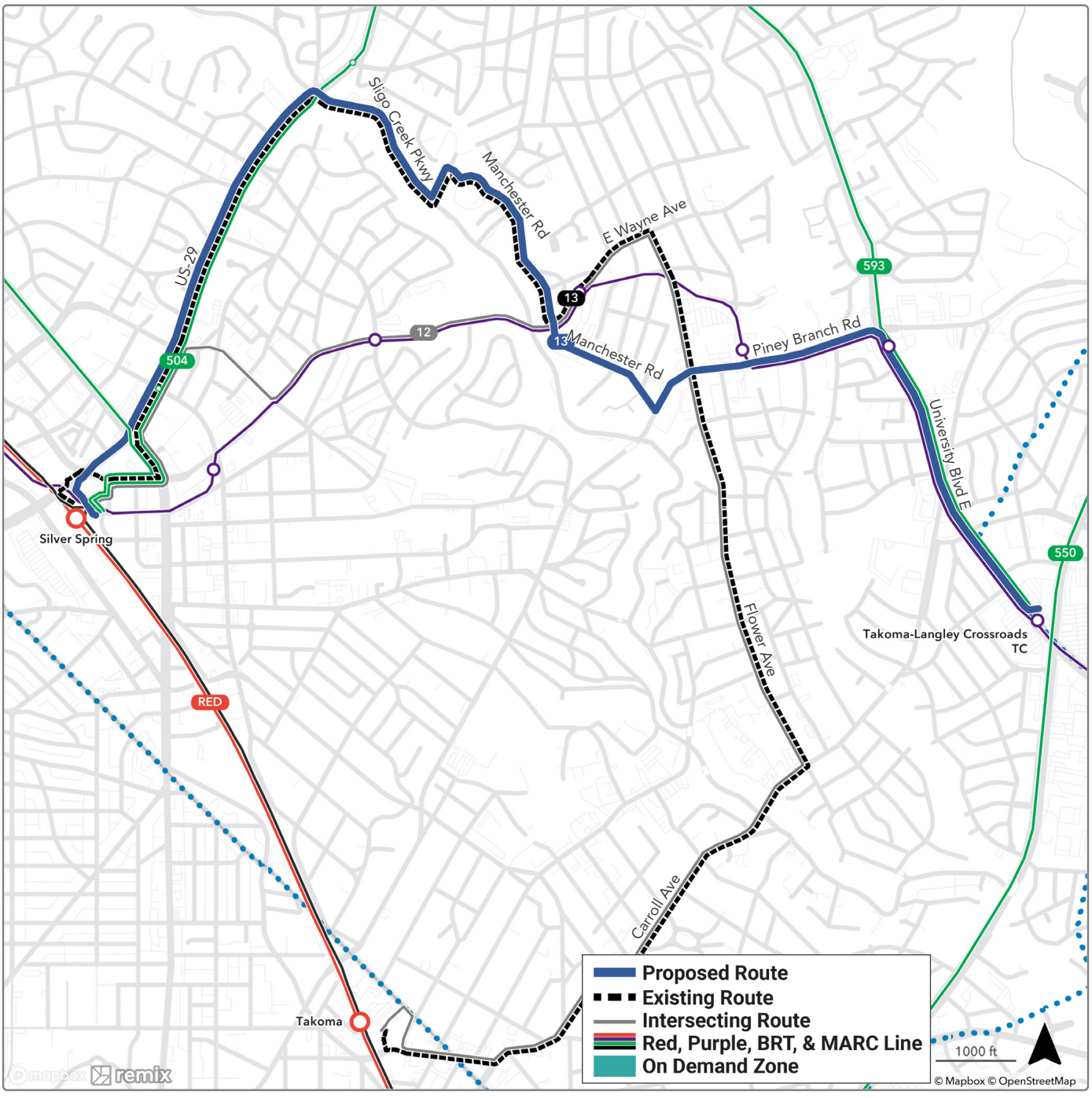
Coverage-Trunk | Year 5

Service Change

Route 13 is modified to provide new service between Silver Spring Metrorail station and Takoma-Langley Crossroads Transit Center via Manchester Road, Piney Branch Road, and University Boulevard. Service along Flower Avenue and Carroll Avenue is discontinued and replaced with Route 12.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Trunk routes will operate at least every 15 minutes on Weekdays during the AM and PM peak periods and at least every 30 minutes from 5 AM to 11 PM and on weekends. Less frequent service may be available at other times of day.



ROUTE 14
Silver Spring-Langley Park via University Blvd

Changed Route

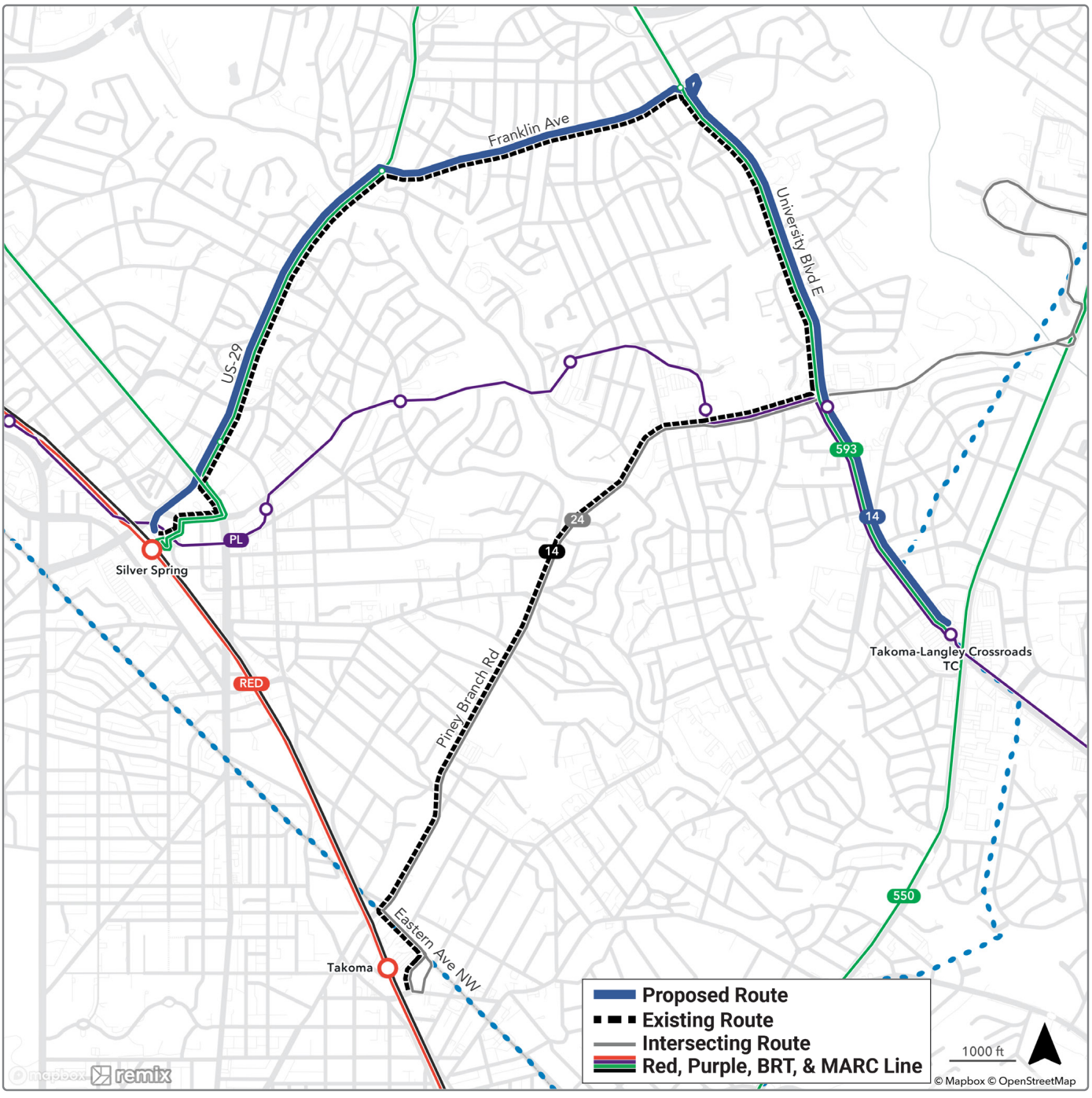
Coverage-Local | Year 1

Service Change

Route 14 is modified to provide new service between Silver Spring Metrorail station and Takoma-Langley Crossroads Transit Center via University Boulevard. Service along Piney Branch Road is discontinued and replaced with Route 24.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 15

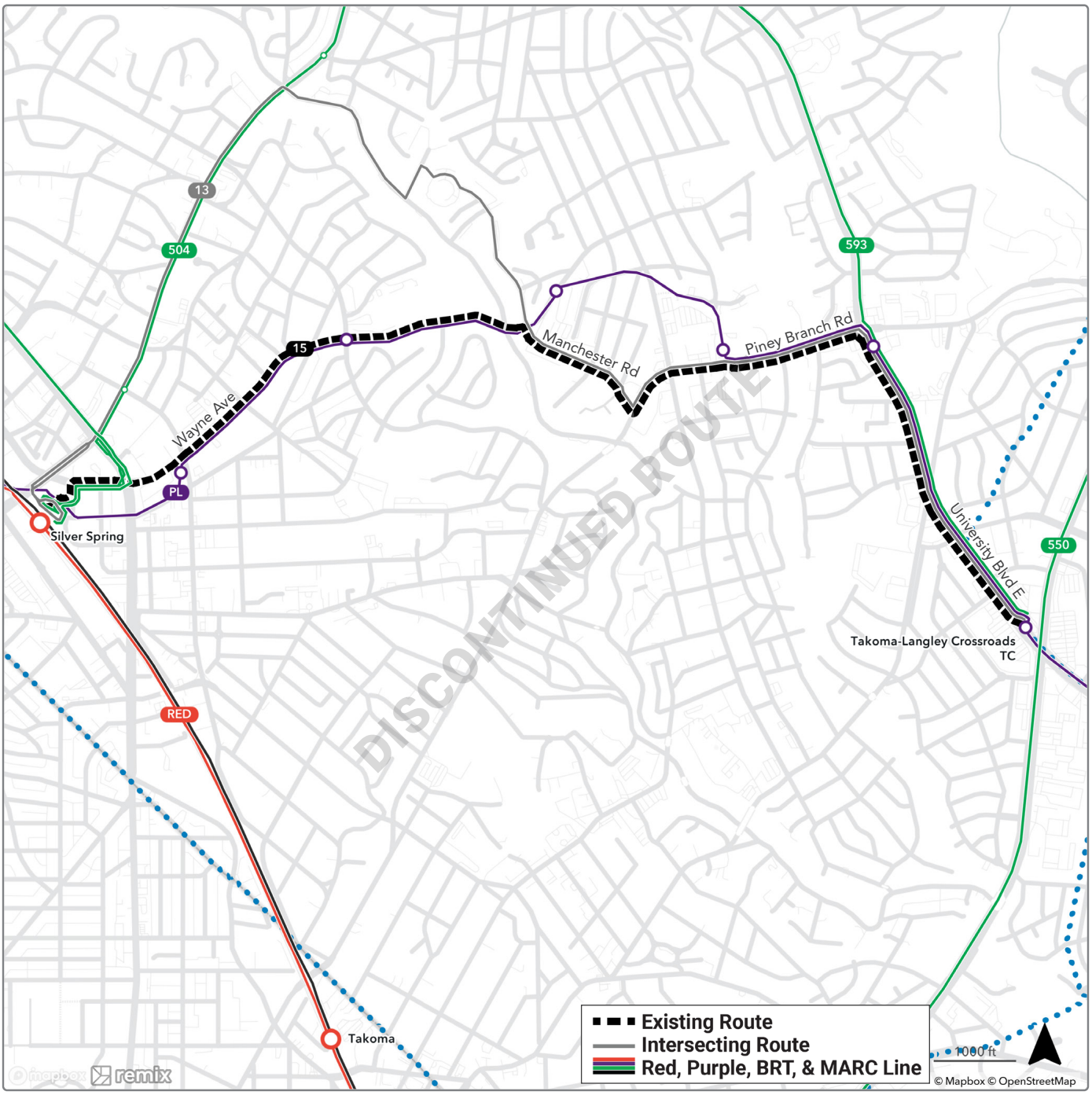
Discontinued Route

| Year 5

Service Change

Route 15 is discontinued and replaced with the new Purple Line light rail.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE
N/A



ROUTE 16/3 (Previously Route 16)

Takoma-Langley Park via New Hampshire Ave / Silver Spring-Langley Park via Piney Branch Rd

Changed Route

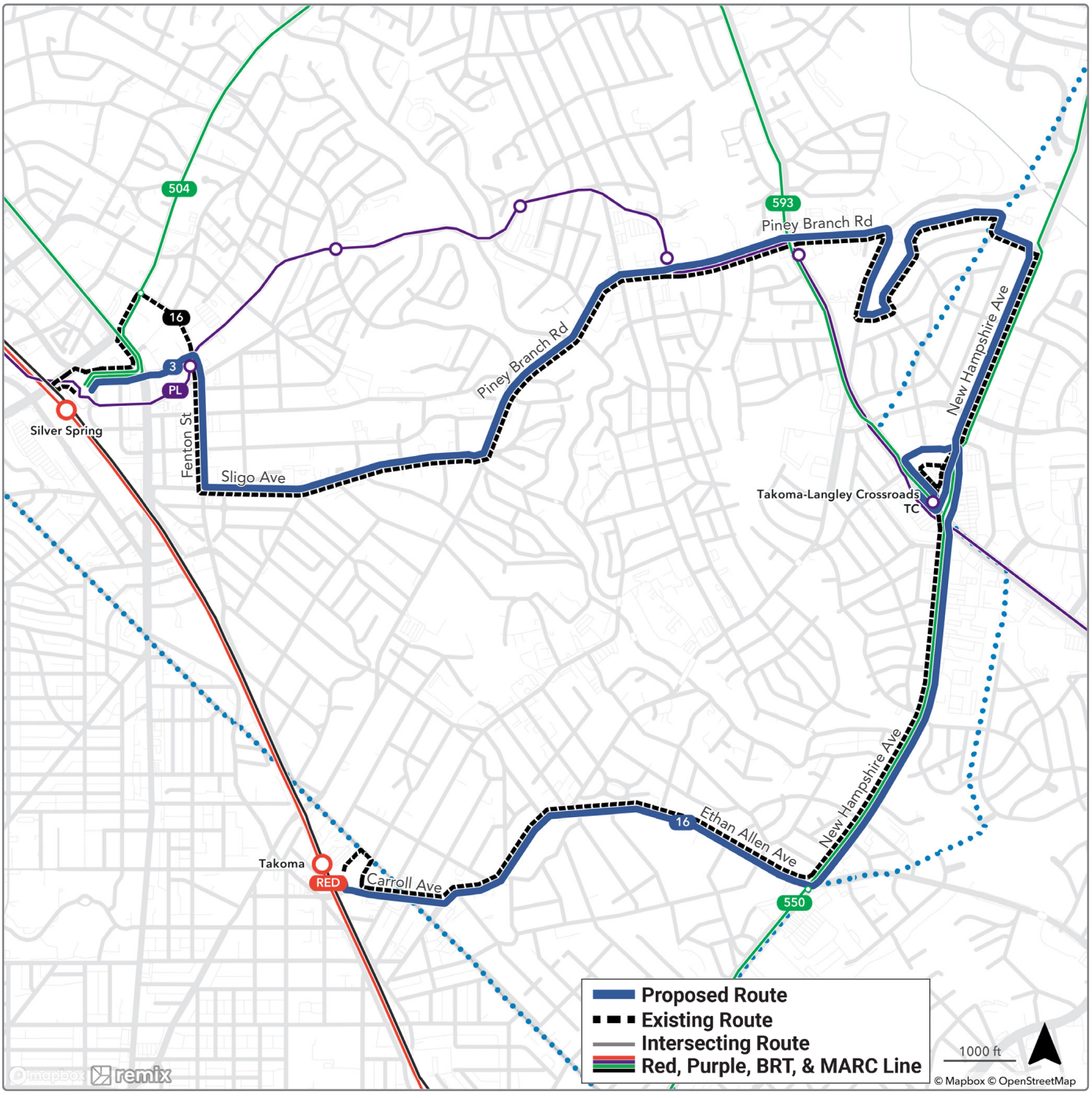
Coverage-Trunk | Year 5

Service Change

Route 16 is split at Takoma-Langley Crossroads Transit Center to form two new routes. Route 3 will connect Silver Spring and Takoma-Langley Crossroads Transit Center via Piney Branch Road. Route 16 will connect Takoma-Langley Crossroads Transit Center and Takoma Park Metrorail station via New Hampshire Avenue.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Trunk routes will operate at least every 15 minutes on Weekdays during the AM and PM peak periods and at least every 30 minutes from 5 AM to 11 PM and on weekends. Less frequent service may be available at other times of day.



ROUTE 17
Silver Spring-Langley Park via Maple Ave

No Change

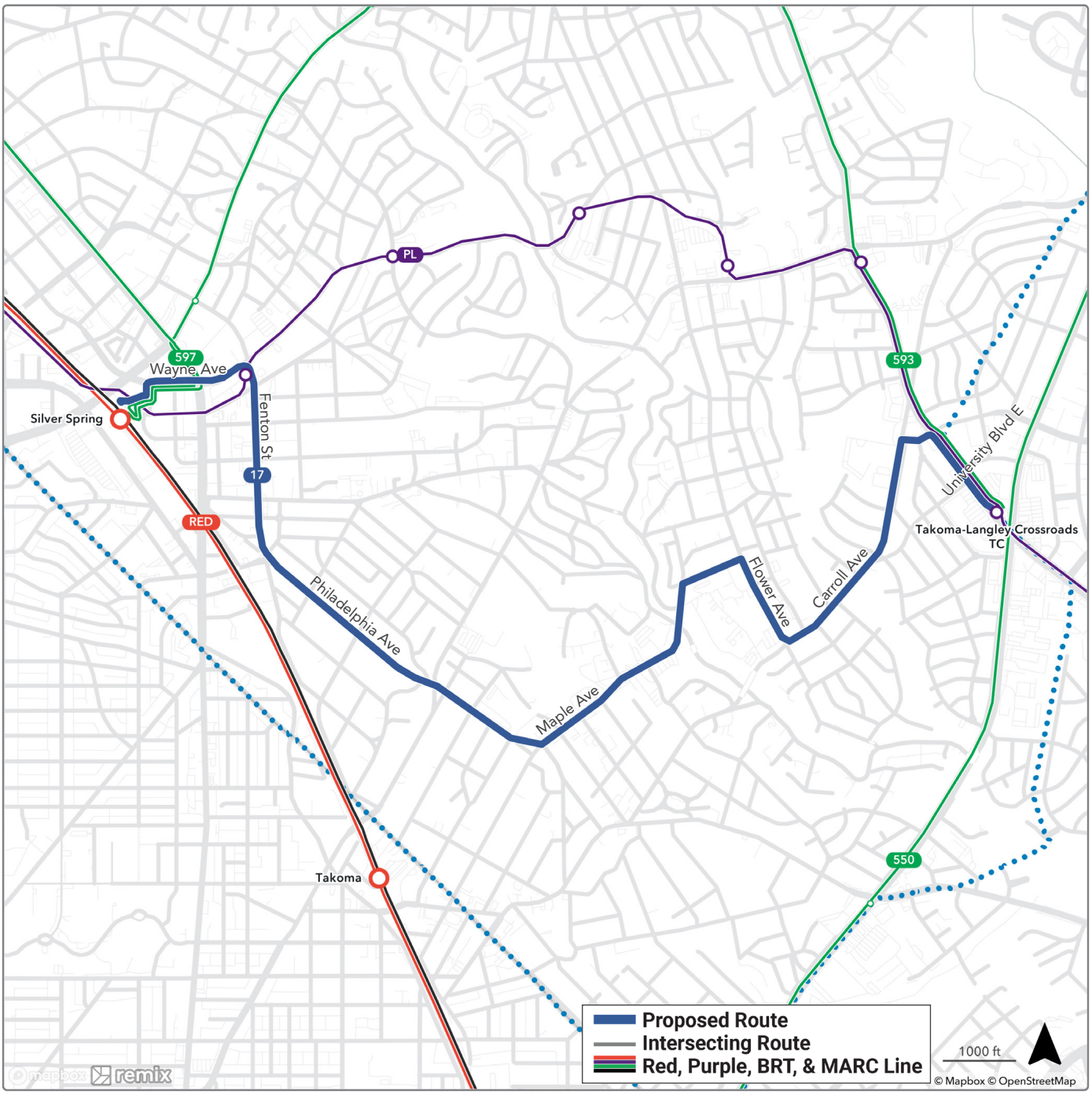
Coverage-Local | Year 5

Service Change

There are no alignment changes to Route 17.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 18
Forest Glen-Langley Park via Silver Spring

Changed Route

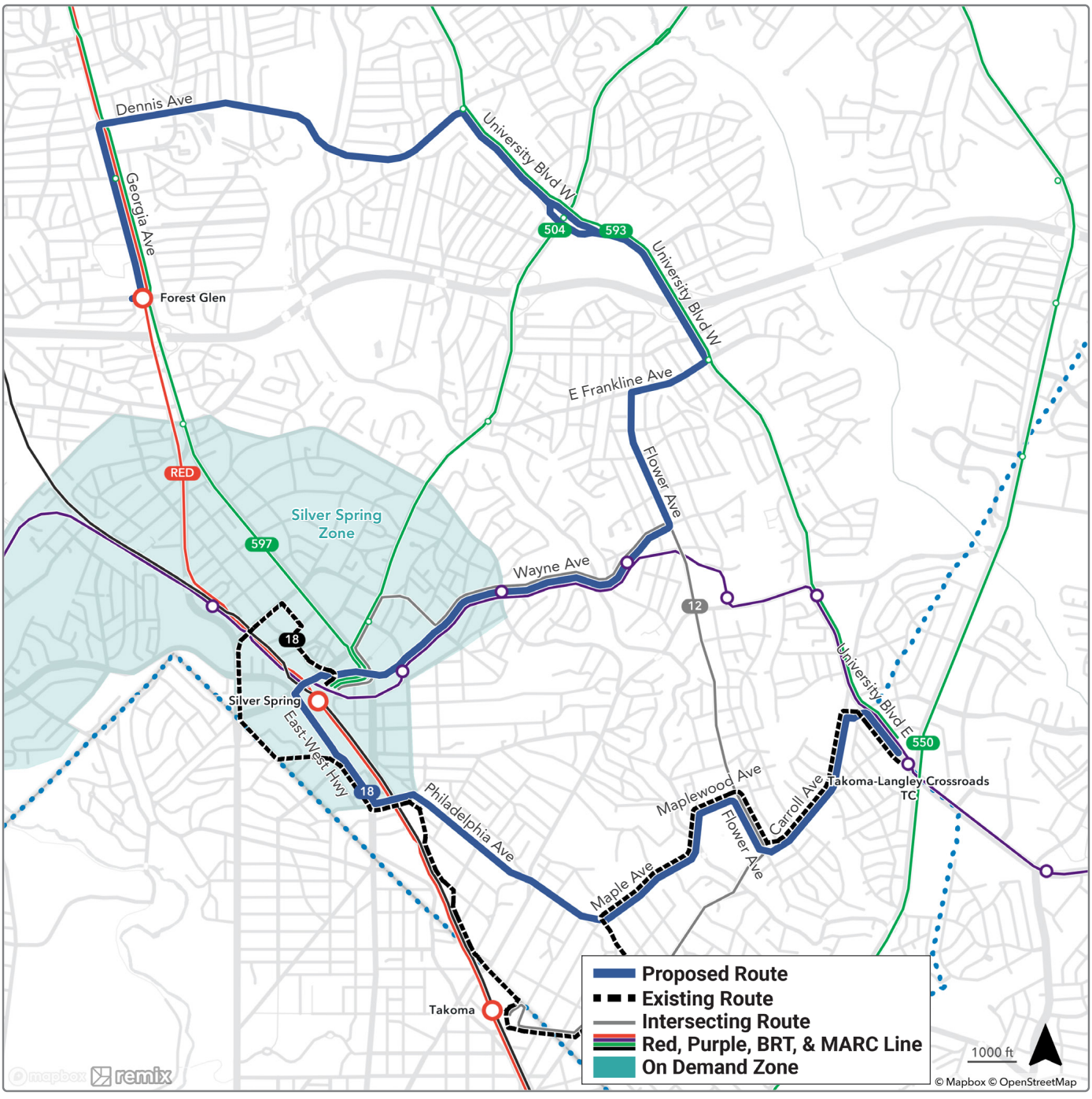
Coverage-Local | Year 5

Service Change

Route 18 is modified to provide a more direct path between Takoma Langley Crossroads Transit Center and Silver Spring Metrorail station via Philadelphia Avenue. Service is also modified to extend to Forest Glen Metrorail station via Wayne Avenue, University Boulevard, and Dennis Avenue. Service to Takoma Metrorail station and on 16th Street is discontinued and replaced by Route 12 and the new Silver Spring Flex Zone.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 19

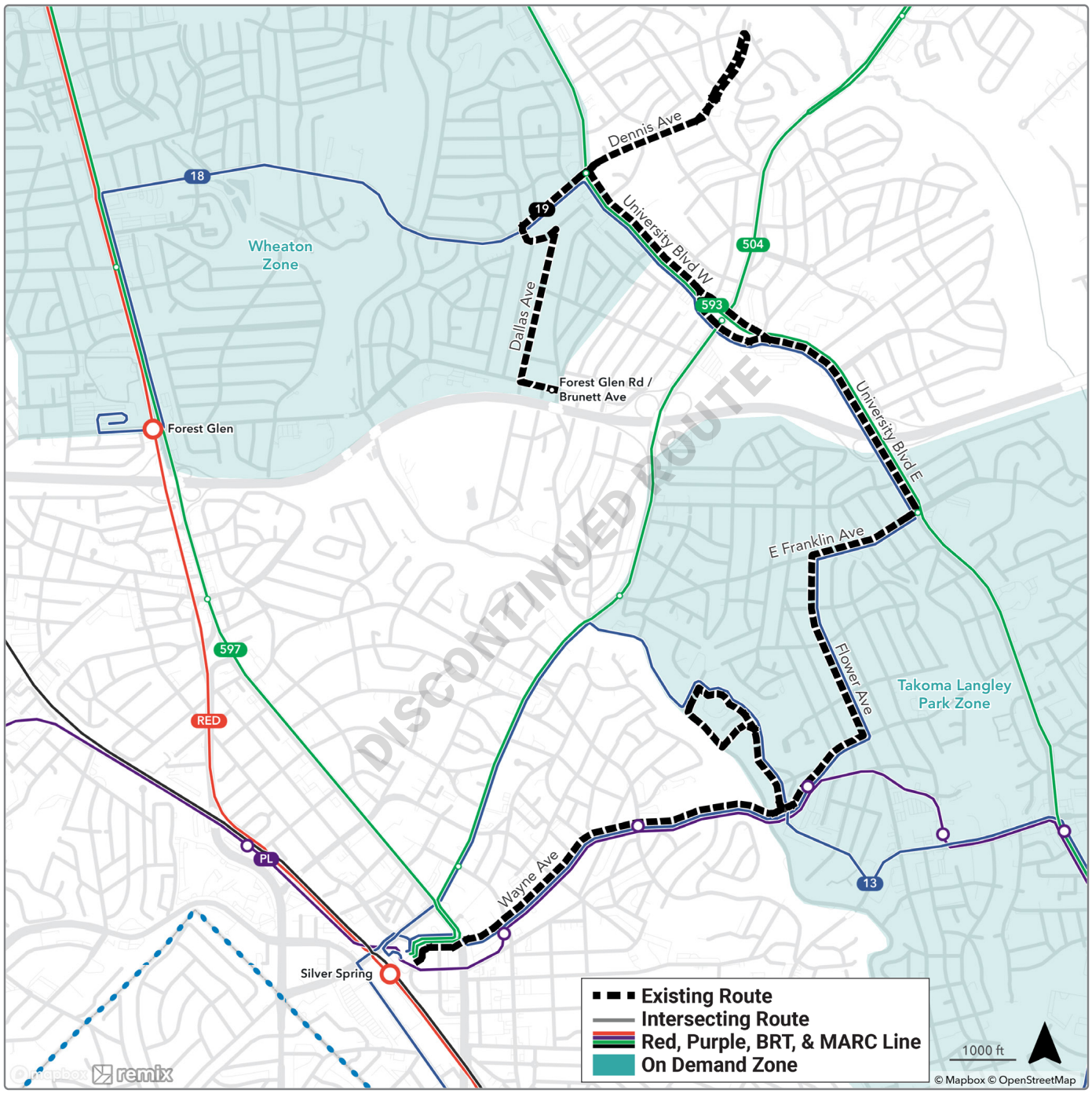
Discontinued Route

| Year 5

Service Change

Route 19 is discontinued and replaced with the revised Route 17 and new Wheaton Flex zone.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE
N/A



ROUTE 20
Silver Spring-Hillandale

Changed Route

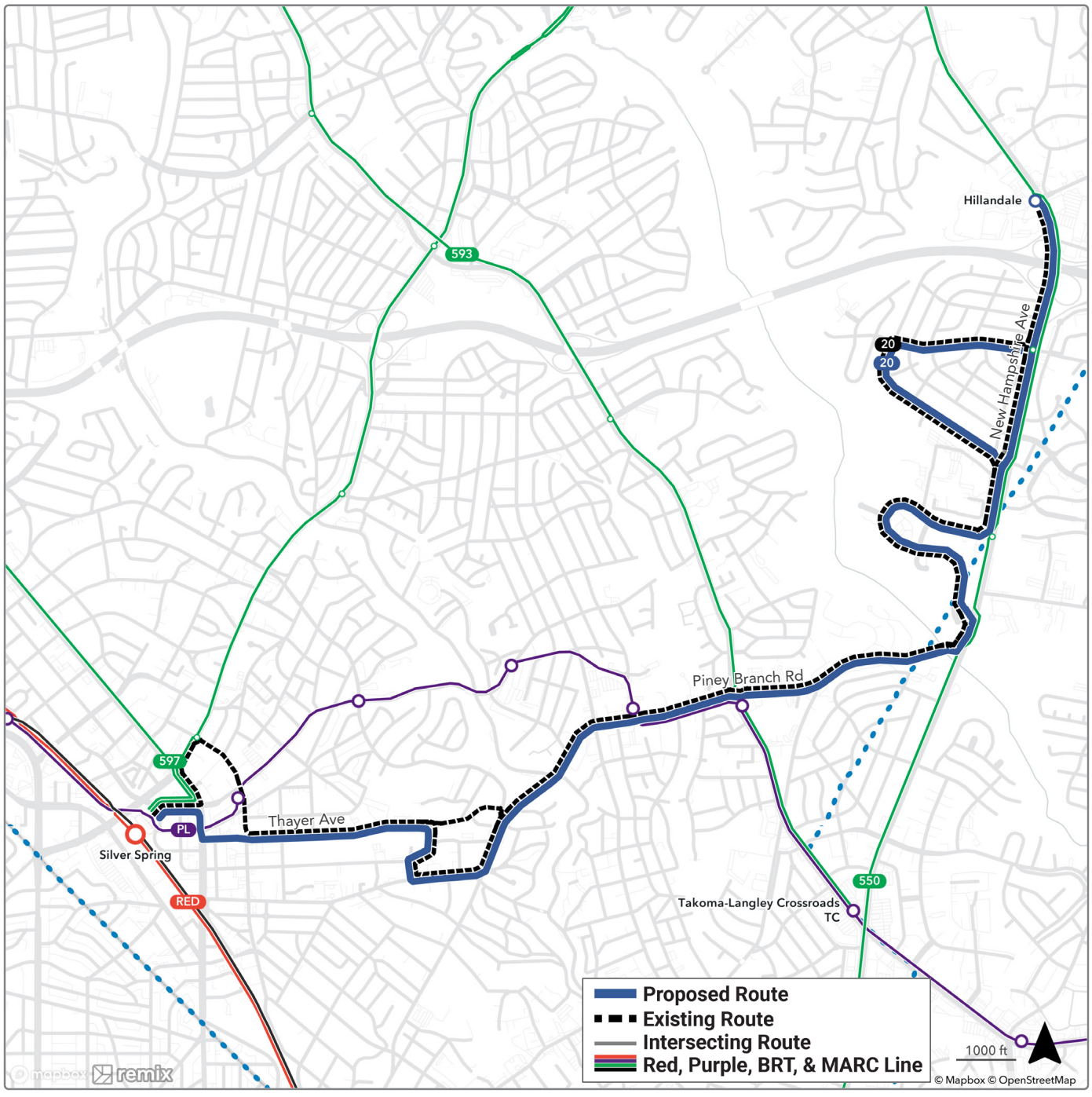
Coverage-Trunk | Year 5

Service Change

Route 20 is modified to provide bi-directional service on Sligo Avenue instead of Silver Spring Avenue on all trips.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Trunk routes will operate at least every 15 minutes on Weekdays during the AM and PM peak periods and at least every 30 minutes from 5 AM to 11 PM and on weekends. Less frequent service may be available at other times of day.



ROUTE 21
Silver Spring-Briggs Chaney Park & Ride

Changed Route

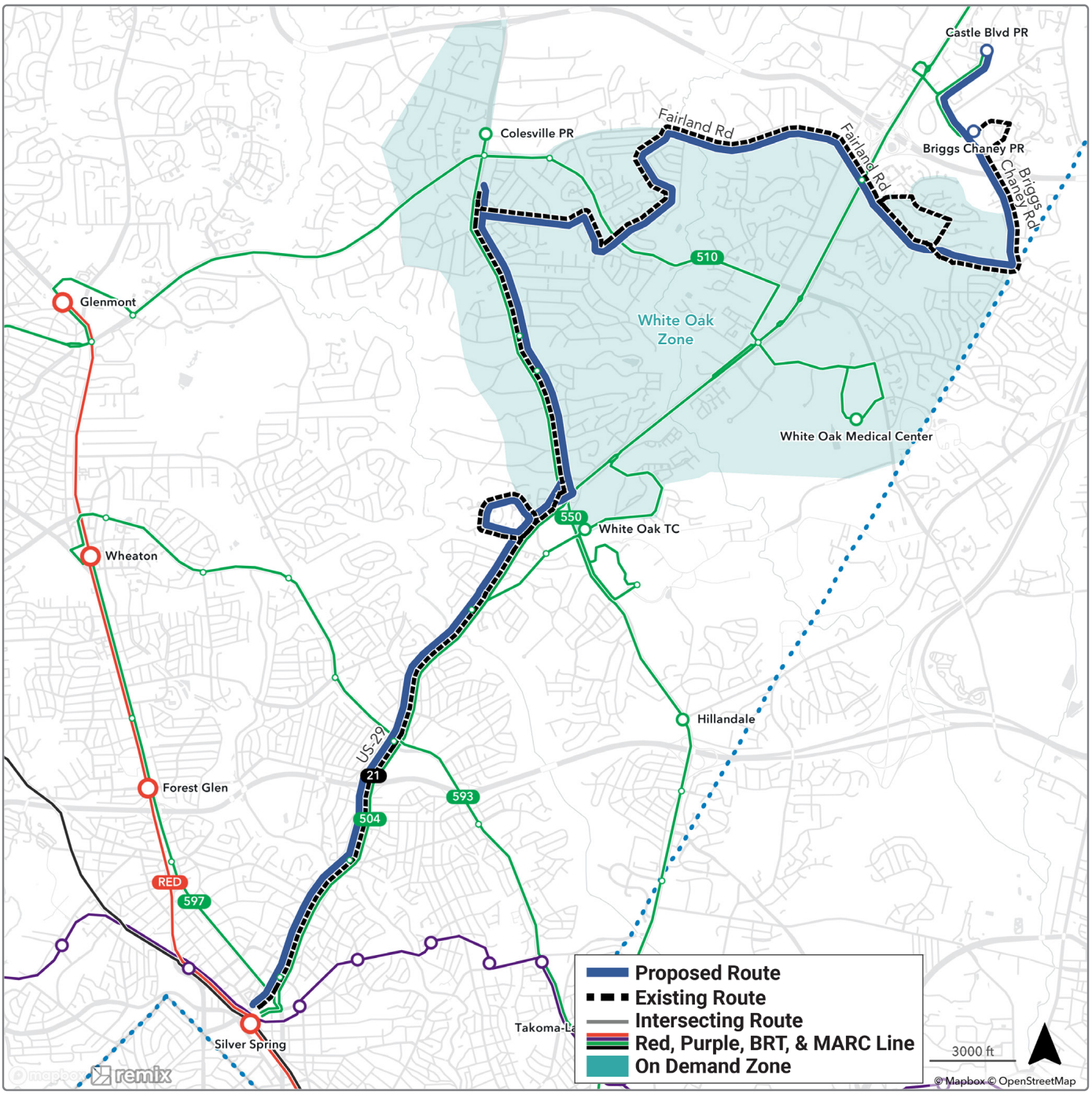
Coverage-Local | Vision

Service Change

Route 21 is modified to extend from Briggs Chaney Park and Ride to Castle Boulevard, and provide bi-directional service on Fairland Road instead of Schubert Drive on all trips.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 22
Silver Spring-Hillandale via White Oak

Changed Route

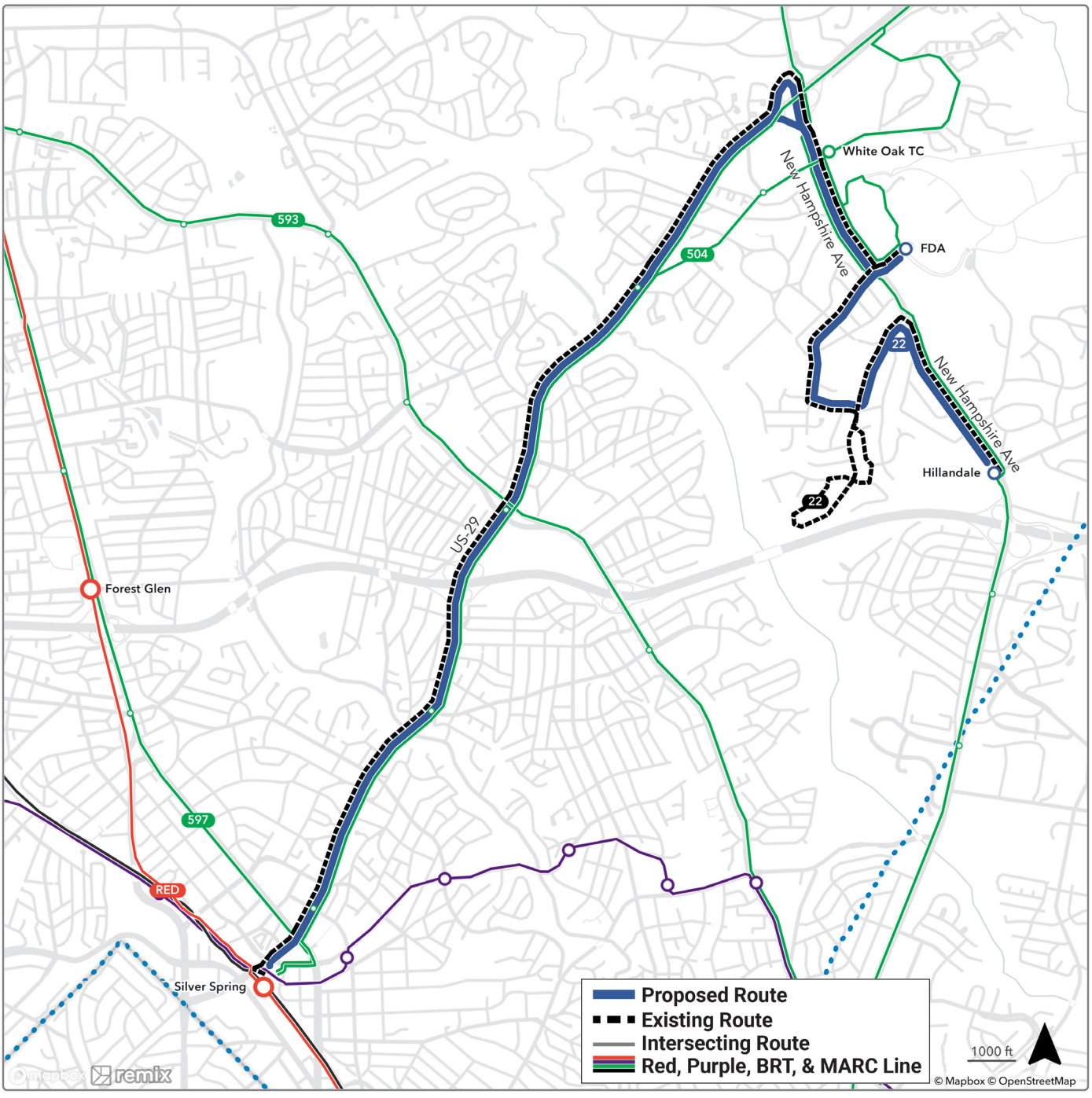
Coverage-Local | Year 5

Service Change

Route 22 is modified to eliminate the mid-route deviation to Hillandale Heights.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 23
Friendship Heights-Sibley Hospital

Changed Route

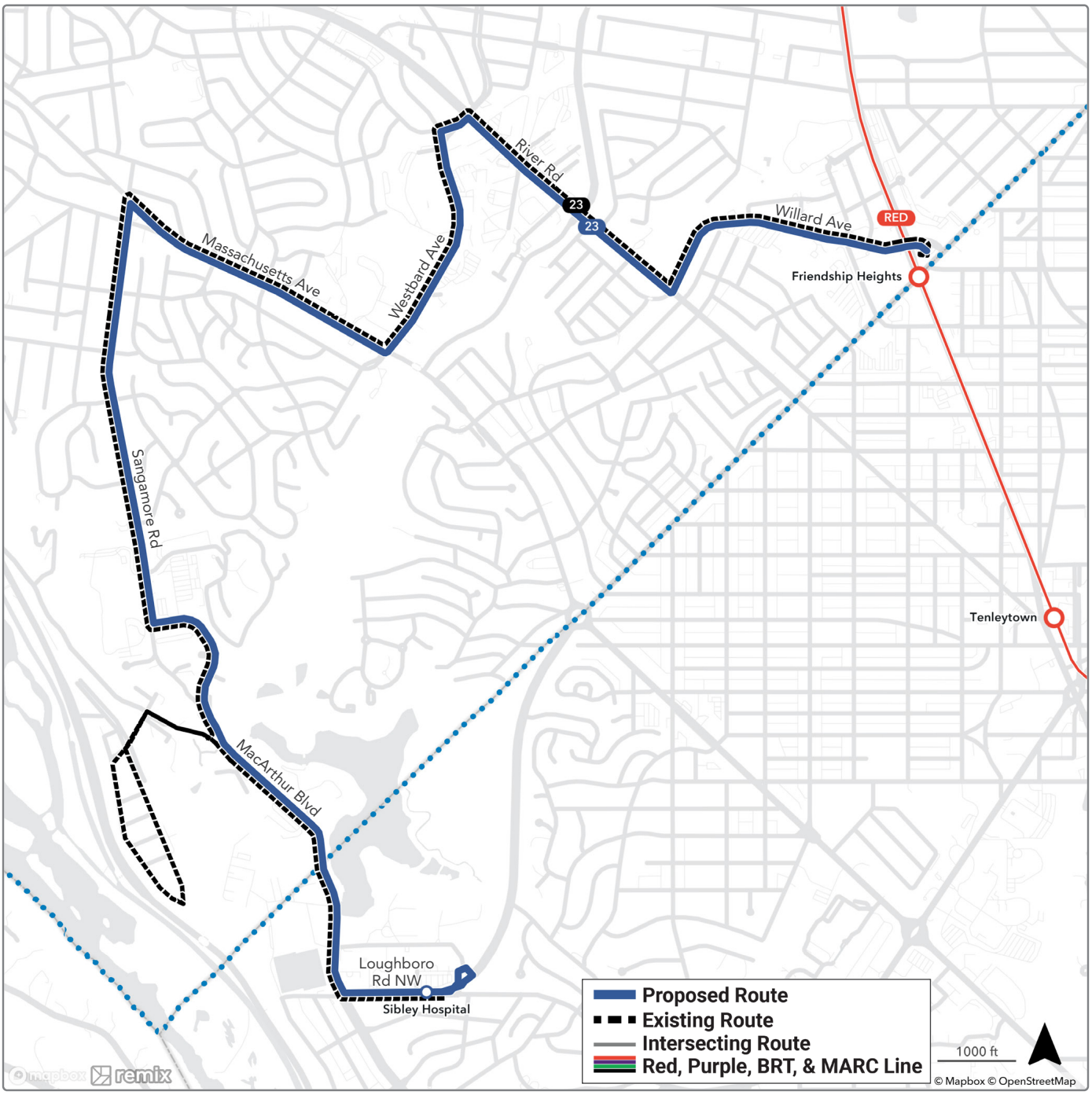
Coverage-Local | Vision

Service Change

Route 23 is modified to eliminate the mid-route deviation to Brookmont.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 24
Hillandale-Takoma

No Change

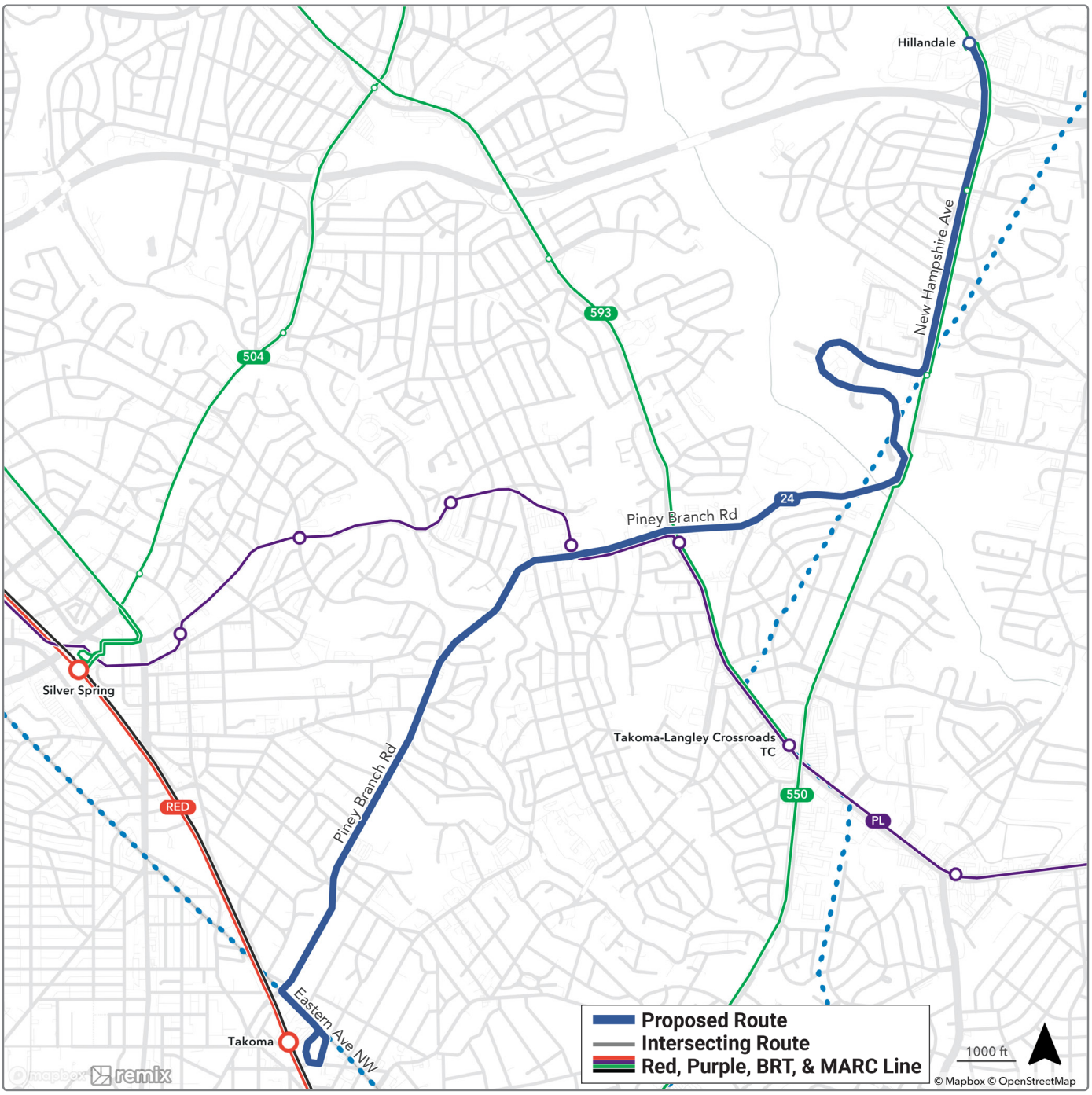
Coverage-Local | Year 5

Service Change

There are no alignment changes to Route 24.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 25
Takoma-Langley Park via Maple Ave

No Change

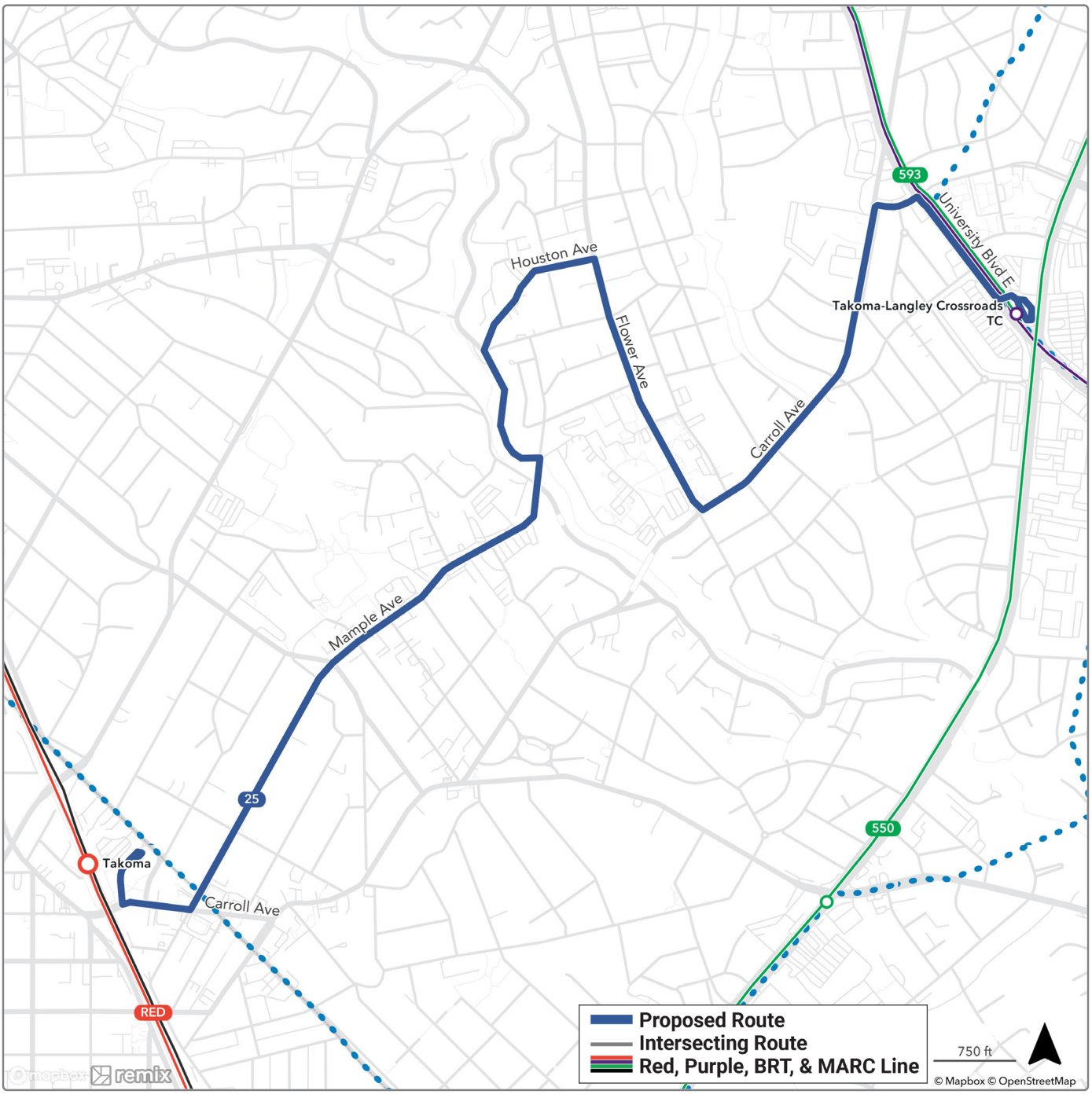
Coverage-Local | Year 5

Service Change

There are no alignment changes to Route 25.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 26
Montgomery Mall-Glenmont

No Change

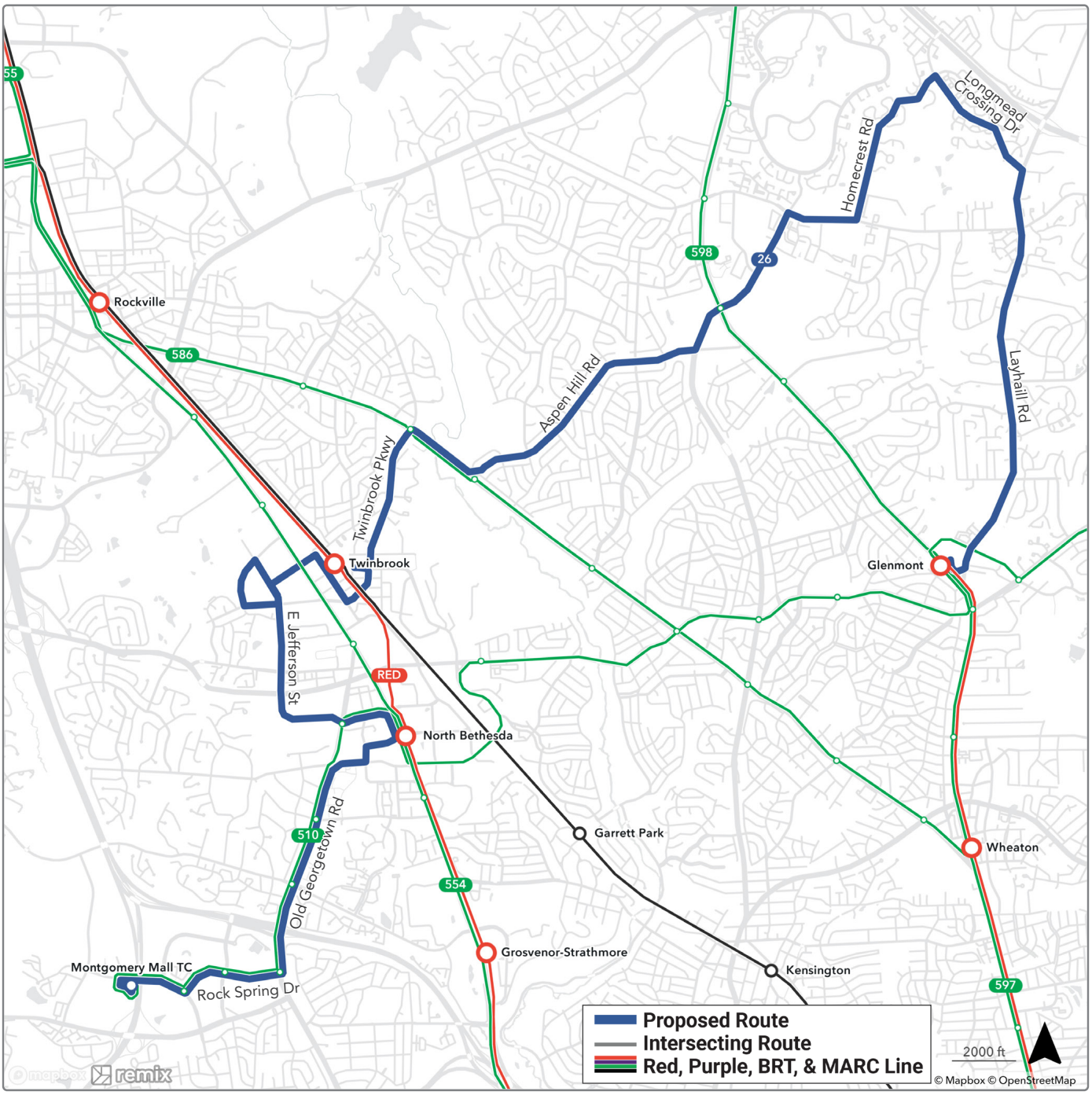
Coverage-Trunk | Year 5

Service Change

There are no alignment changes to Route 26.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Trunk routes will operate at least every 15 minutes on Weekdays during the AM and PM peak periods and at least every 30 minutes from 5 AM to 11 PM and on weekends. Less frequent service may be available at other times of day.



ROUTE 27
Tech Rd-Hillandale via White Oak

No Change

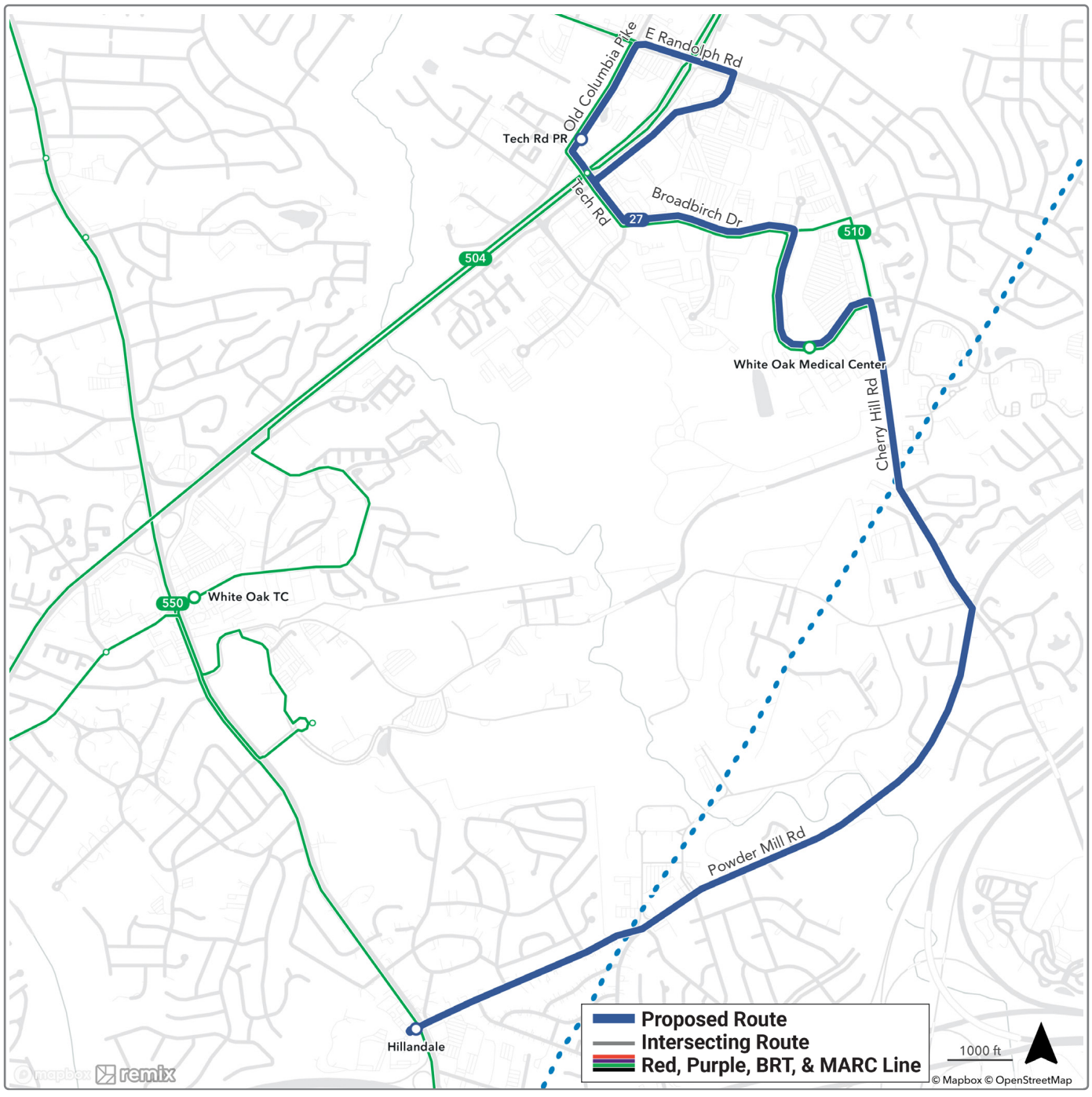
Coverage-Local | Vision

Service Change

There are no alignment changes to Route 27.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 28

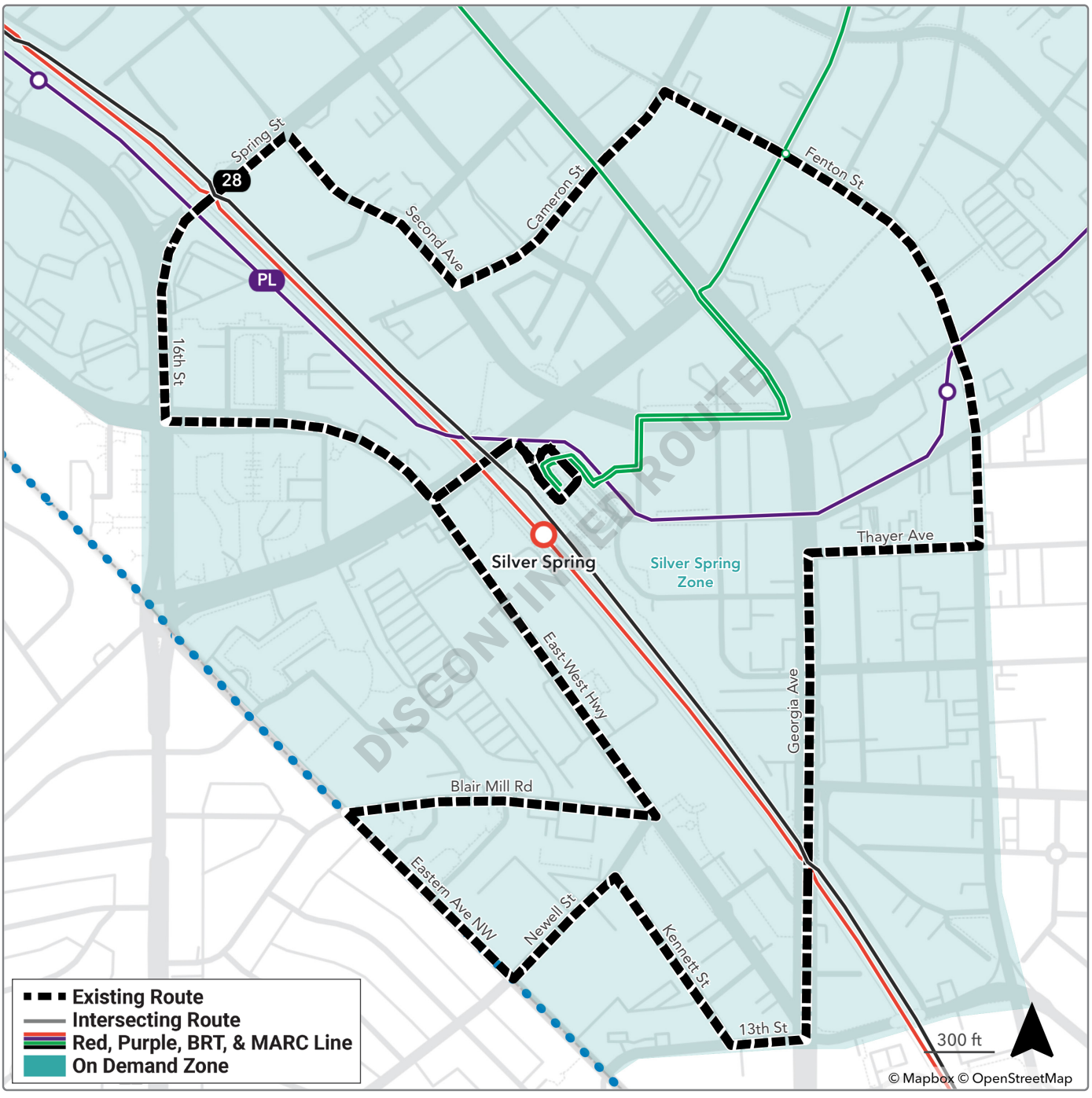
Discontinued Route

| Year 5

Service Change

Route 28 is discontinued and replaced with the new Silver Spring Flex zone.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE
N/A



ROUTE 29
Bethesda-Friendship Heights via Glen Echo

No Change

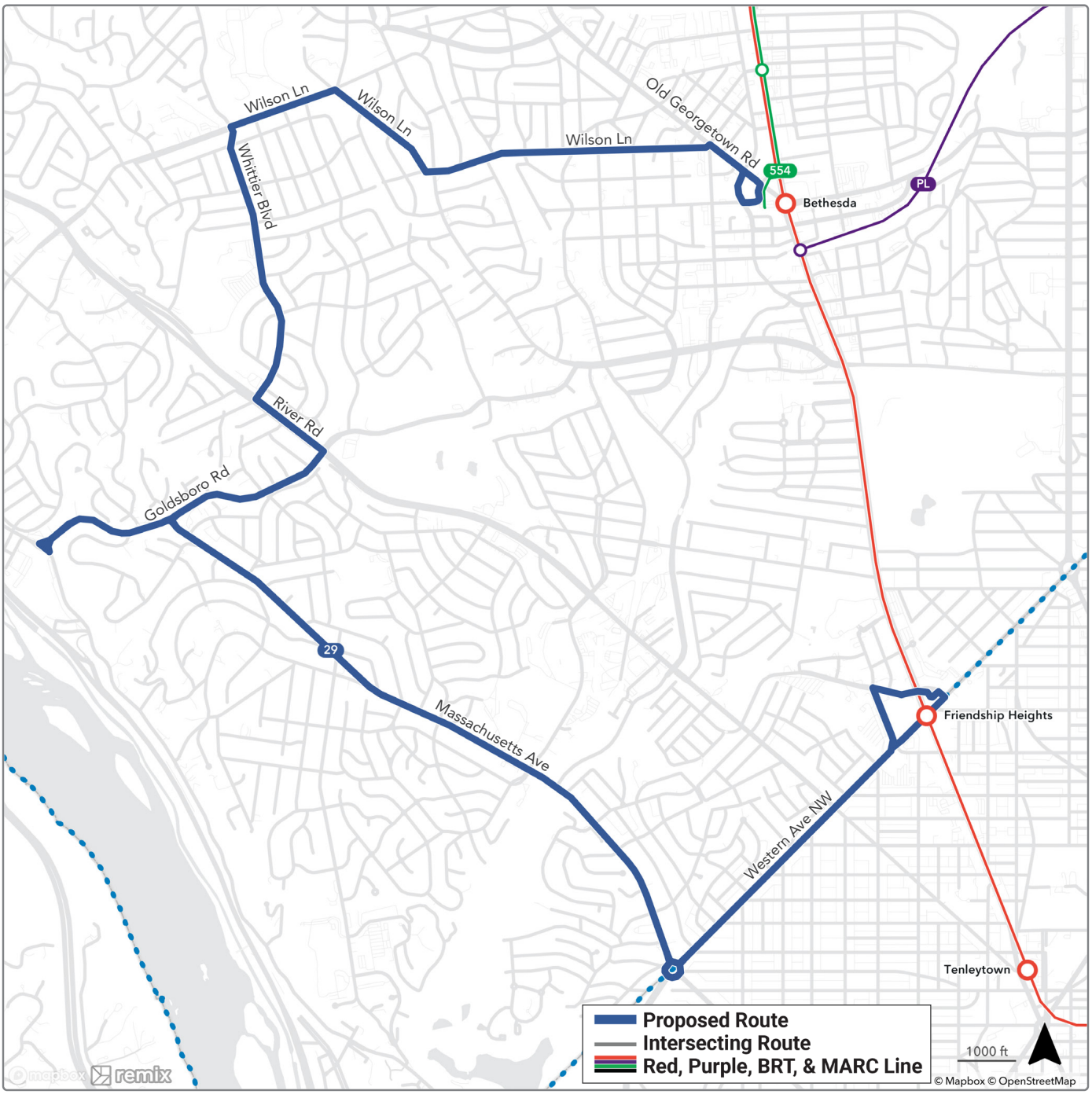
Coverage-Local | Vision

Service Change

There are no alignment changes to Route 29.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 30
Bethesda-Medical Center

Changed Route

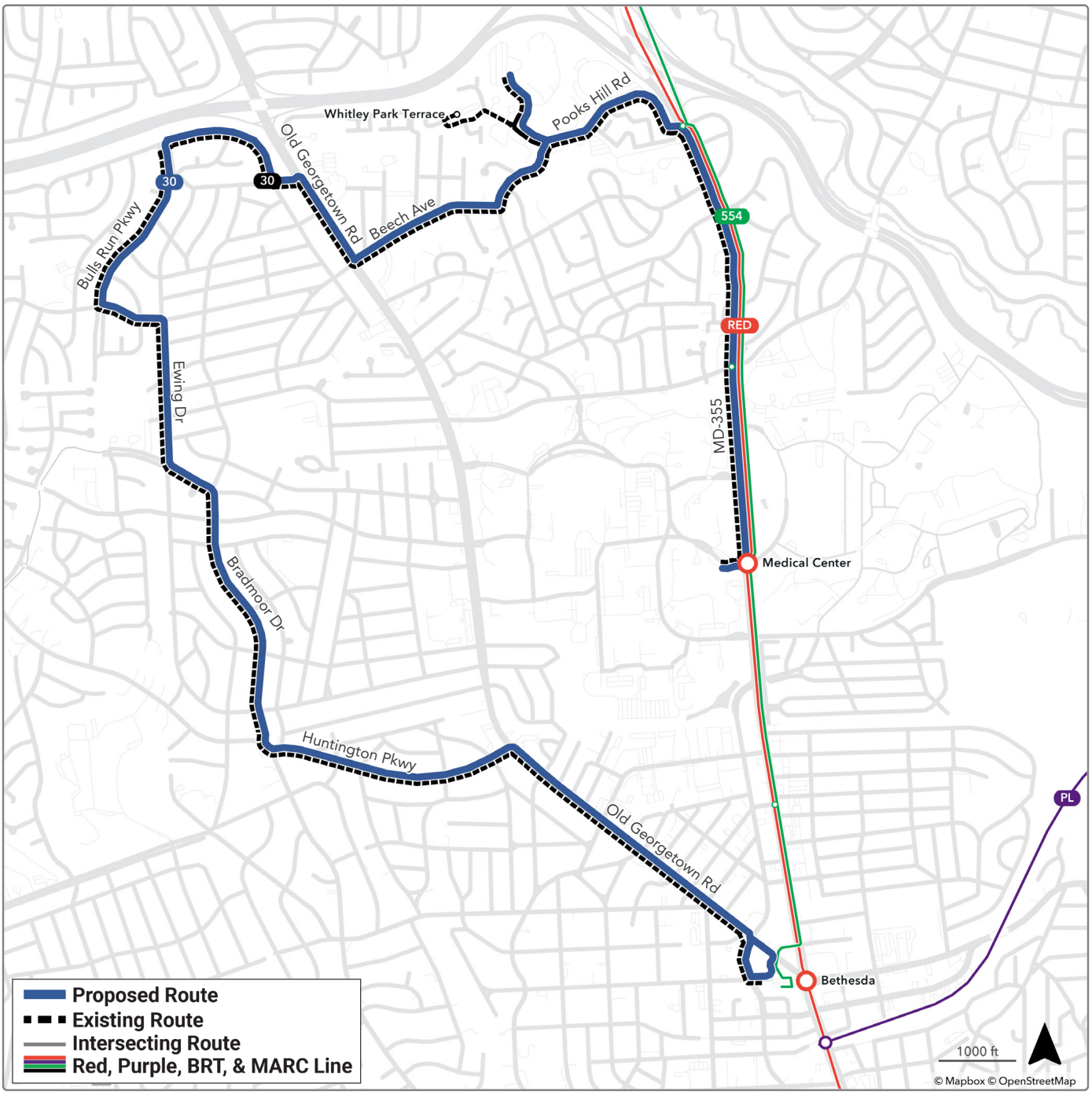
Coverage-Local | Vision

Service Change

Route 30 is modified to eliminate the mid-route deviation to Whitley Park Terrace.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 31

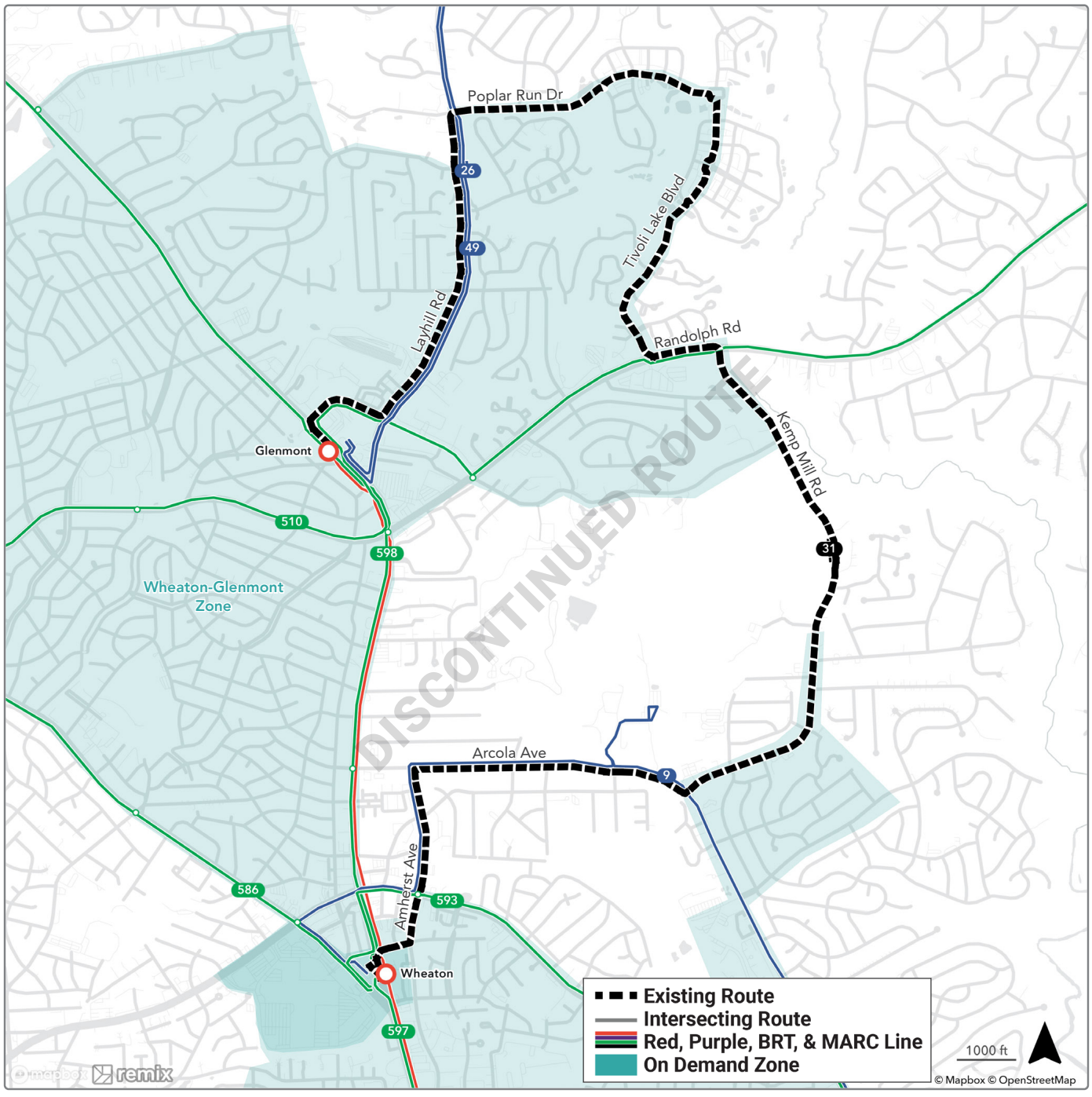
Discontinued Route

| Year 5

Service Change

Route 31 is discontinued and replaced with the new Wheaton-Glenmont and Wheaton Flex zones.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE
N/A



ROUTE 32
Bethesda-Naval Ship R&D Center

Changed Route

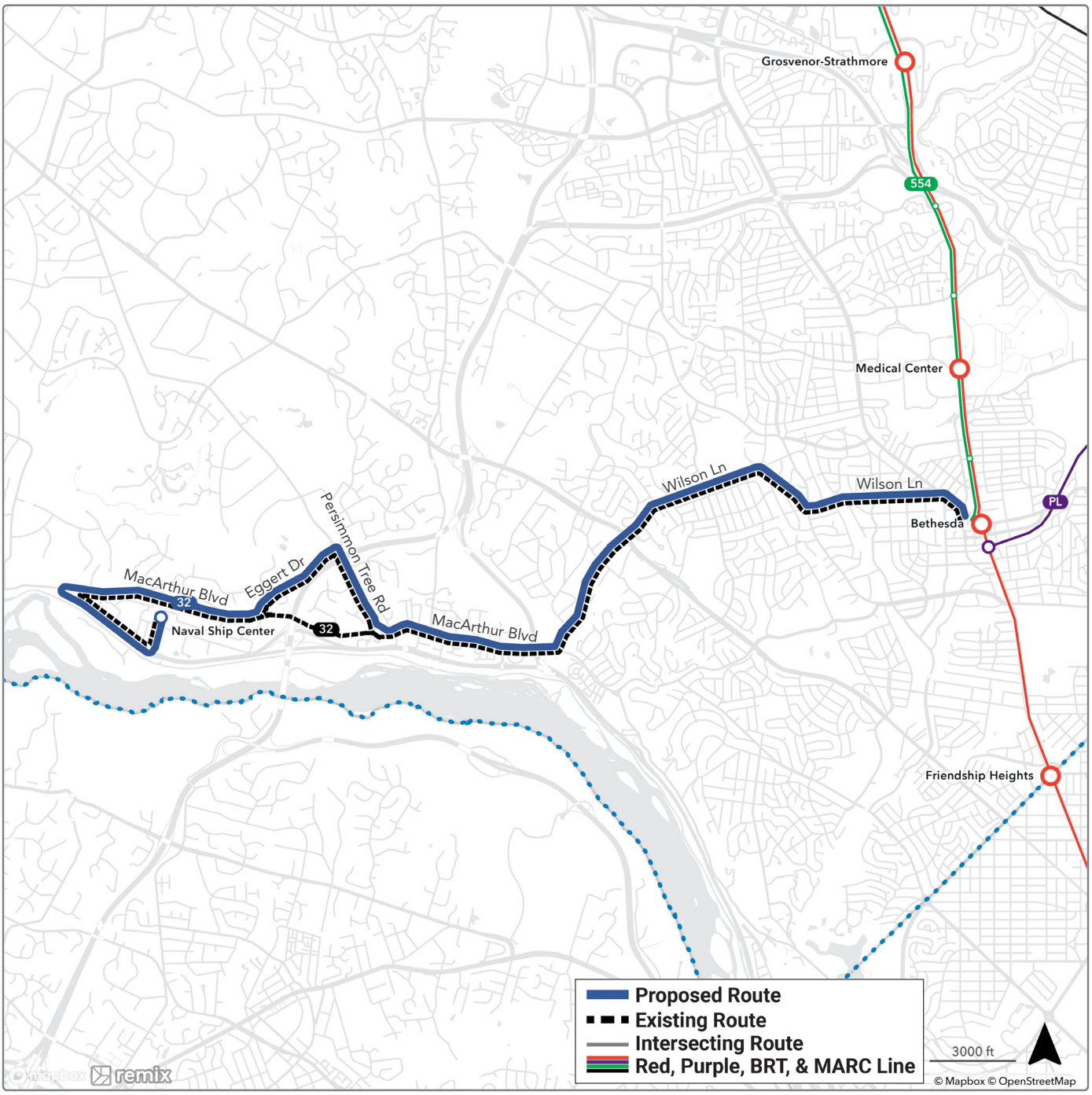
Coverage-Local | Vision

Service Change

Route 32 is modified to provide bi-directional service on Eggert Drive and Persimmon Tree Road instead of MacArthur Boulevard on all trips.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 33
Wheaton-Glenmont

Changed Route

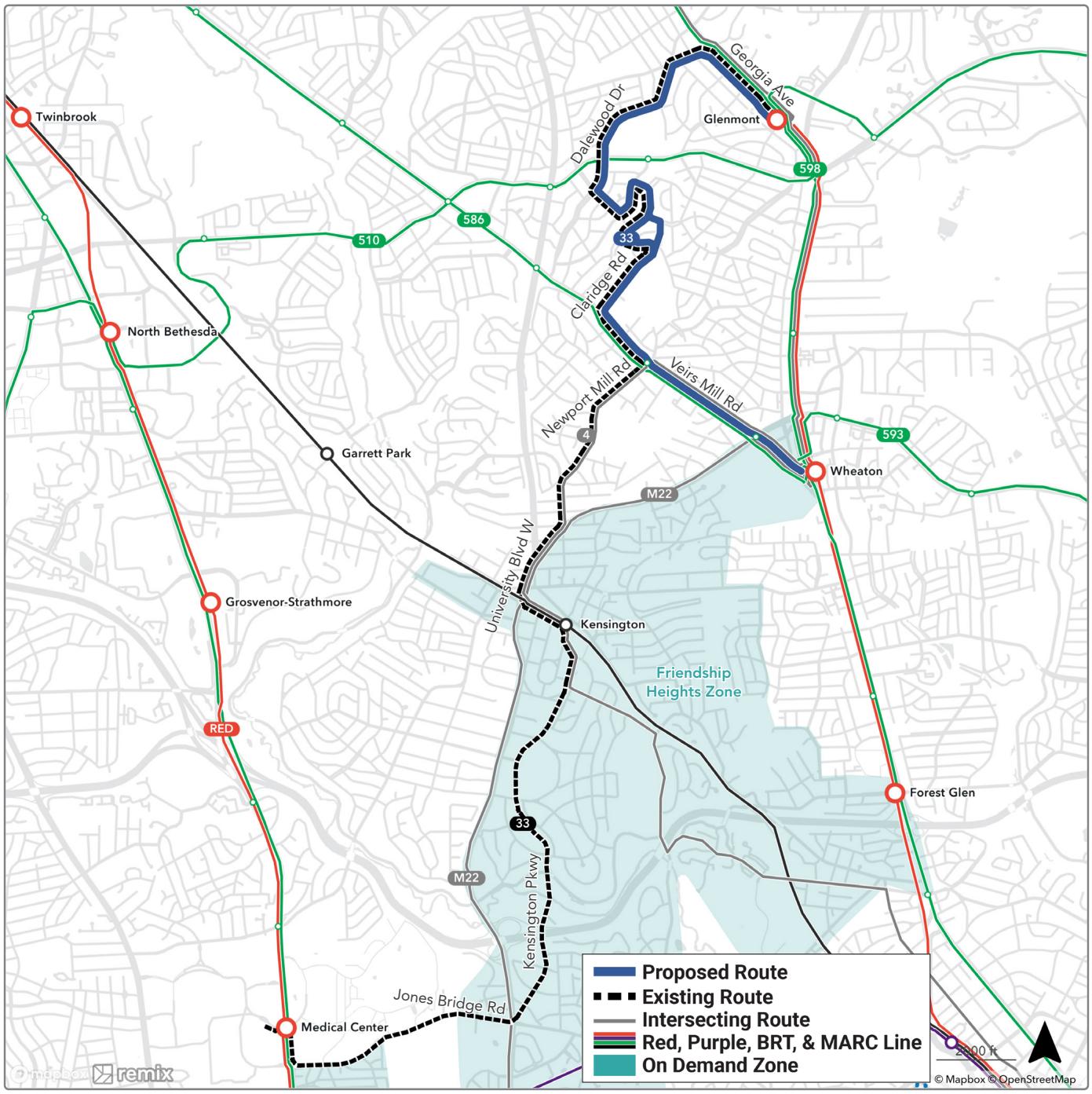
Coverage-Local | Year 5

Service Change

Route 33 is modified to provide new service between Glenmont and Wheaton Metrorail stations via Georgia Avenue, Dalewood Drive, and Veirs Mills Road. Service along Newport Mill Road and Kensington Parkway to Medical Center Metrorail Station is discontinued and replaced with Route 4, WMATA Route M22, and Chevy Chase-Kensington Flex zone.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



Ride On Reimagined

ROUTE 34
Aspen Hill-Bethesda

Changed Route

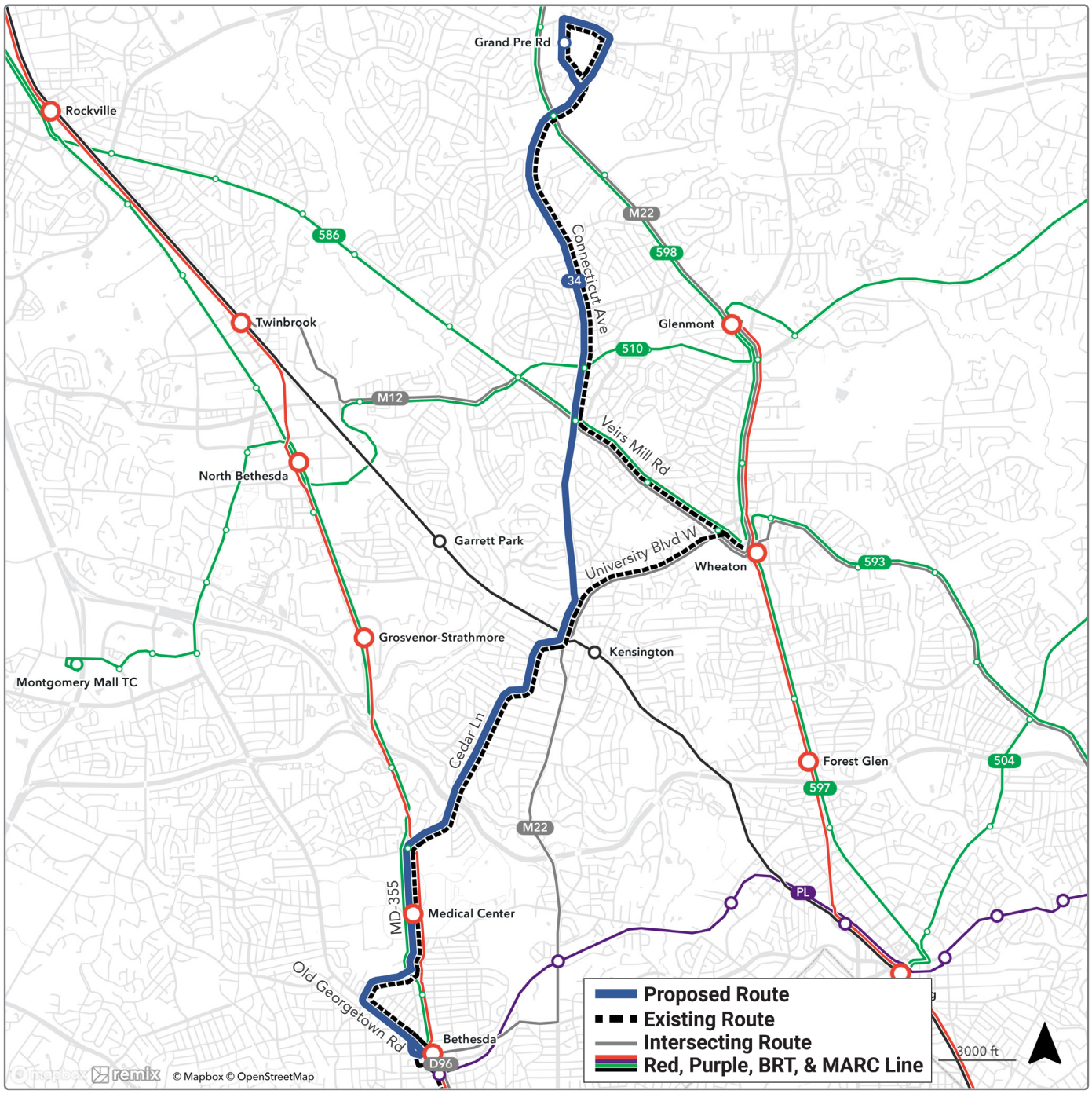
Coverage-Trunk | Year 1

Service Change

Route 34 is modified to provide a more direct path between Medical Center Metrorail station and Aspen Hill via the Connecticut Avenue corridor. Discontinued segments of the route are replaced by Route 40 and WMATA Routes M12 and M22.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Trunk routes will operate at least every 15 minutes on Weekdays during the AM and PM peak periods and at least every 30 minutes from 5 AM to 11 PM and on weekends. Less frequent service may be available at other times of day.



ROUTE 36
Bethesda-Potomac

Changed Route

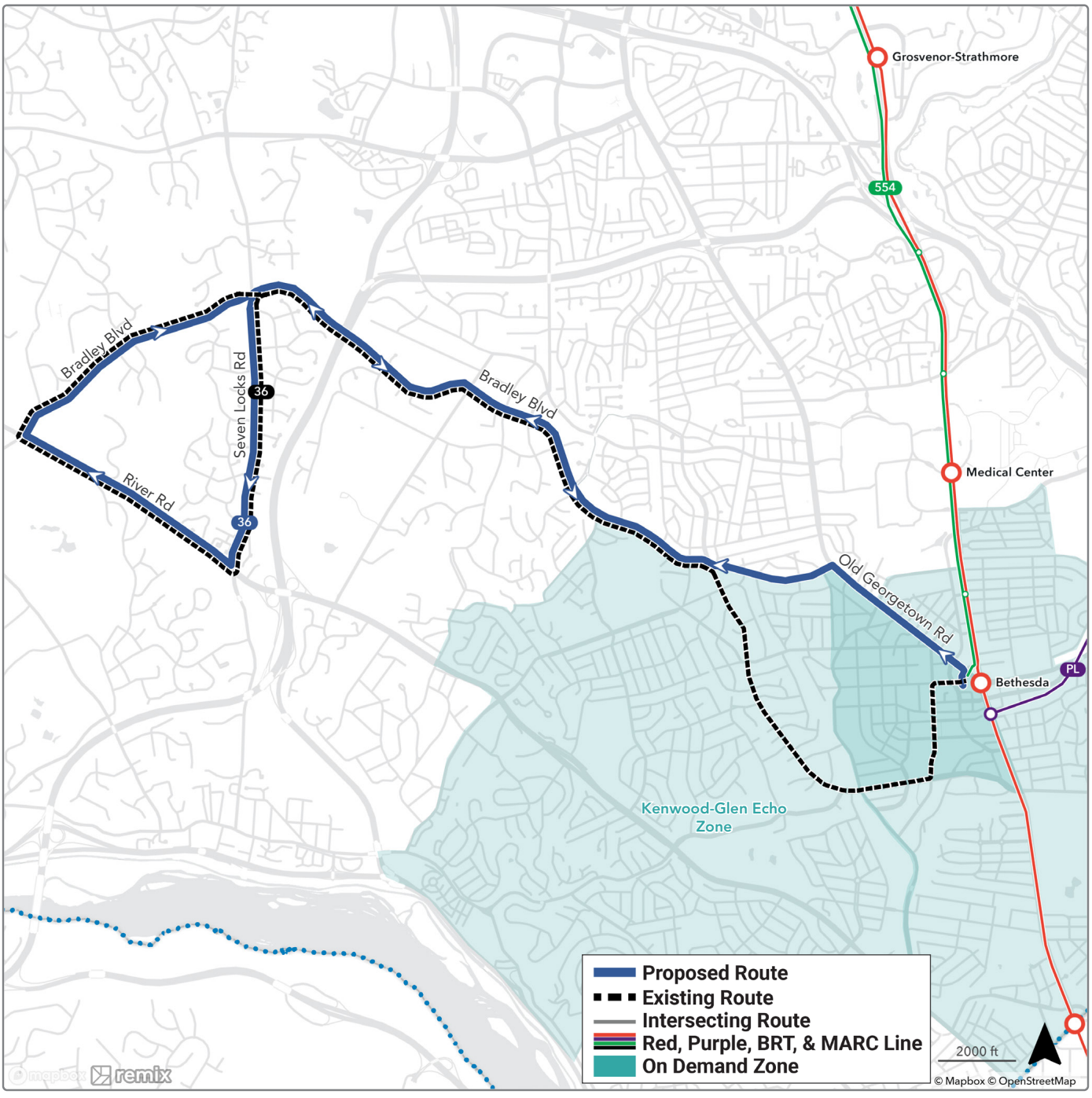
Coverage-Local | Vision

Service Change

Route 36 is modified to provide a more direct path between Bethesda Metrorail station and Bradley Boulevard / Bradmoor Drive via Old Georgetown Road and Huntington Parkway. Discontinued segments of the route along Bradley Boulevard are replaced by the new Kenwood-Glen Echo and Friendship Heights Flex zones .

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 37
Rockville-Wheaton via Falls Rd

Changed Route

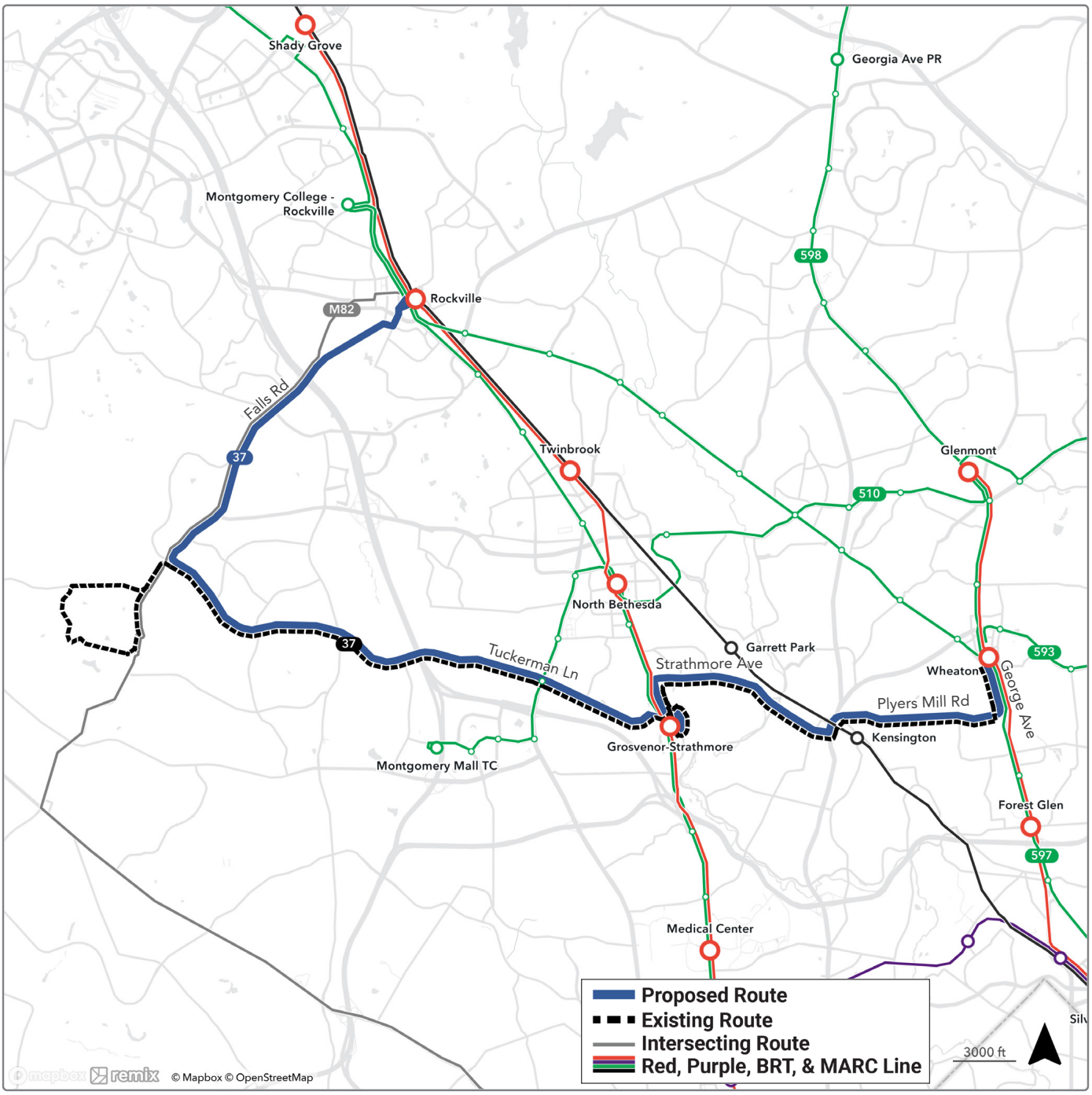
Coverage-Local | Year 5

Service Change

Route 37 is modified to provide new service between Grosvenor-Strathmore and Rockville Metrorail stations via Tuckerman Lane and Falls Road. Service along Eldwick Way and Glen Road is discontinued.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 38

Discontinued Route

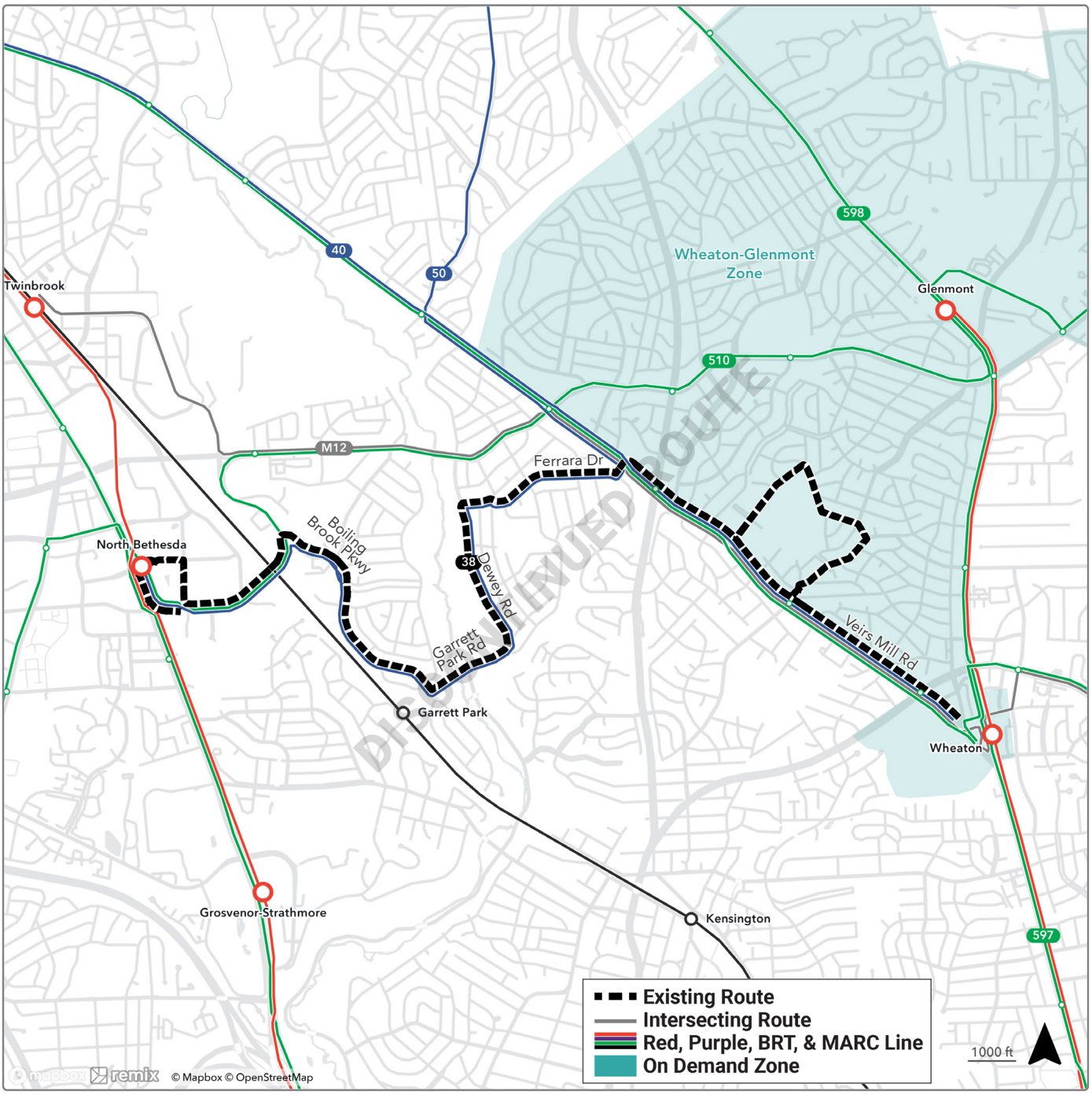
Year 1

Service Change

Route 38 is discontinued and replaced with the revised Route 50, new Veirs Mill Road FLASH BRT, new Route 40, and new Wheaton-Glenmont Flex zone.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

N/A



ROUTE 39
Twinbrook-Briggs Chaney Park & Ride

Changed Route

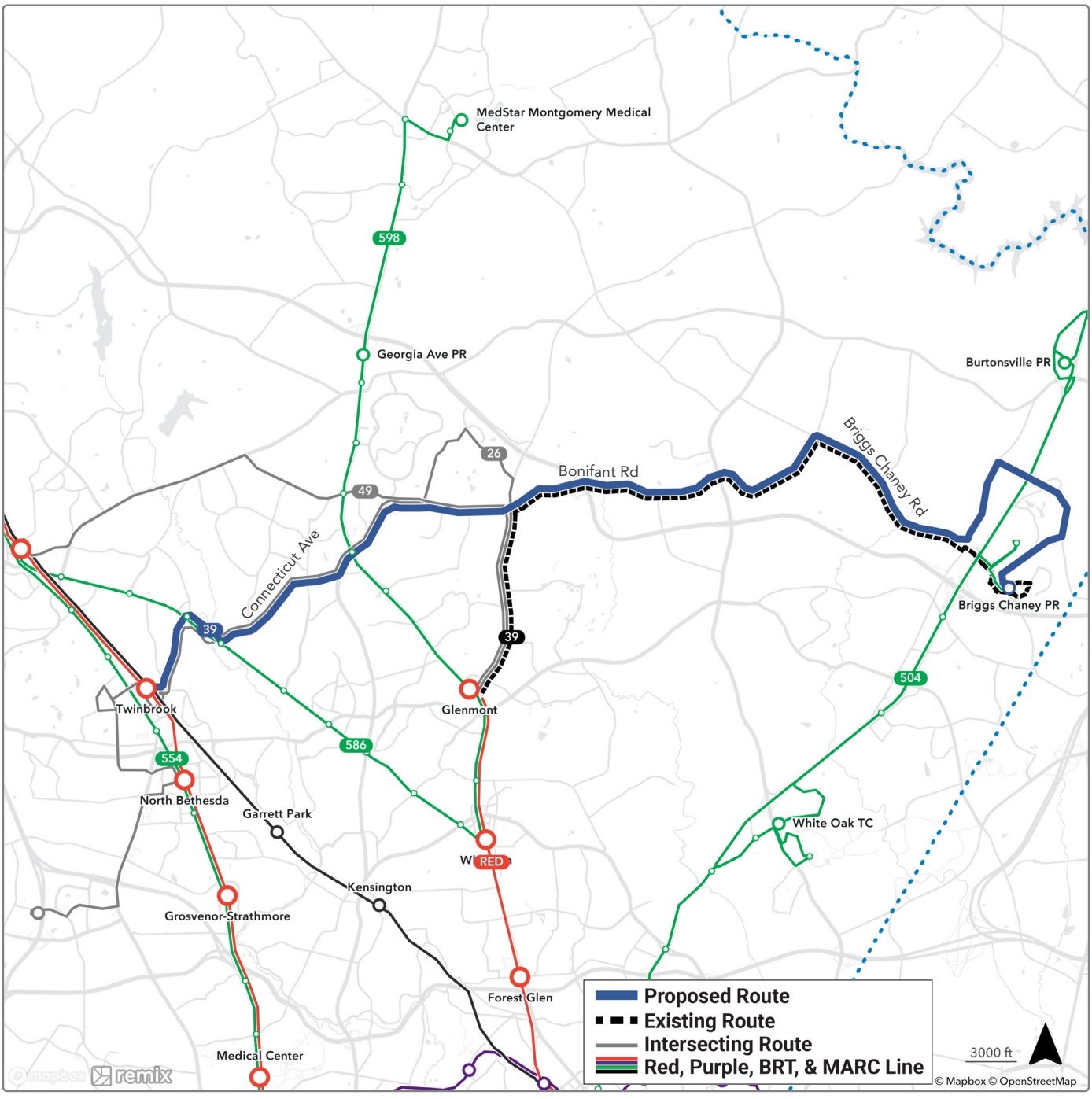
Coverage-Trunk | Year 5

Service Change

Route 39 is modified to provide new service between Briggs Chaney Park and Ride and Twinbrook Station via Bel Pre Road. Service along Layhill Road to Glenmont Metrorail station is discontinued and replaced by Routes 26 and 49.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Trunk routes will operate at least every 15 minutes on Weekdays during the AM and PM peak periods and at least every 30 minutes from 5 AM to 11 PM and on weekends. Less frequent service may be available at other times of day.



ROUTE 40
Montgomery College-Rockville-Wheaton

New Service

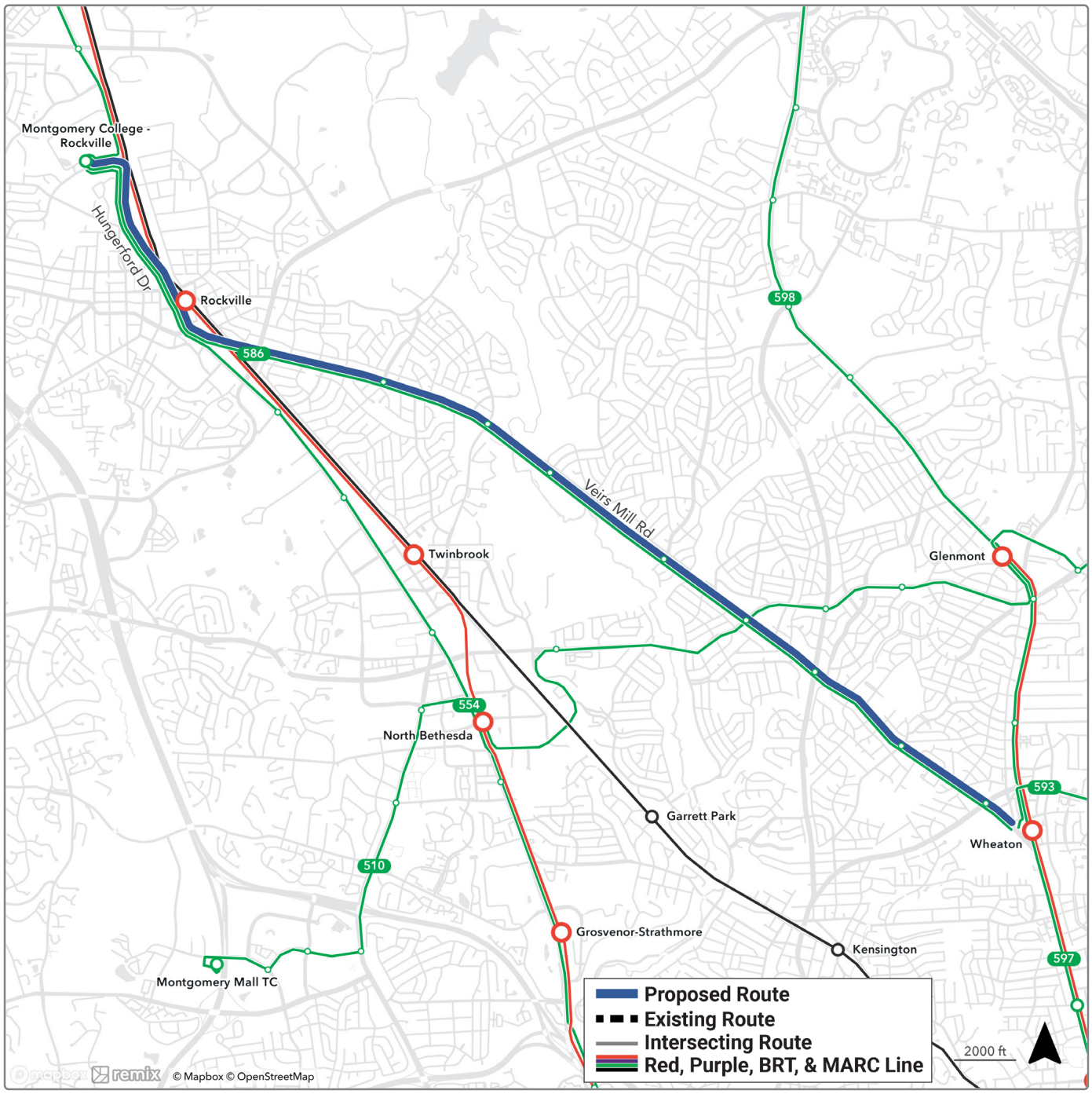
Coverage-Local | Year 1

Service Change

Route 40 is a new route, introduced in Year 1 to replace the existing Q2/Q4/Q6 along the alignment of the M10, as proposed by WMATA during the Bus Network Redesign process. With the opening of the Veirs Mill BRT by Year 5, it will become the local underlay service.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

N/A



ROUTE 41
Aspen Hill-Glenmont

No Change

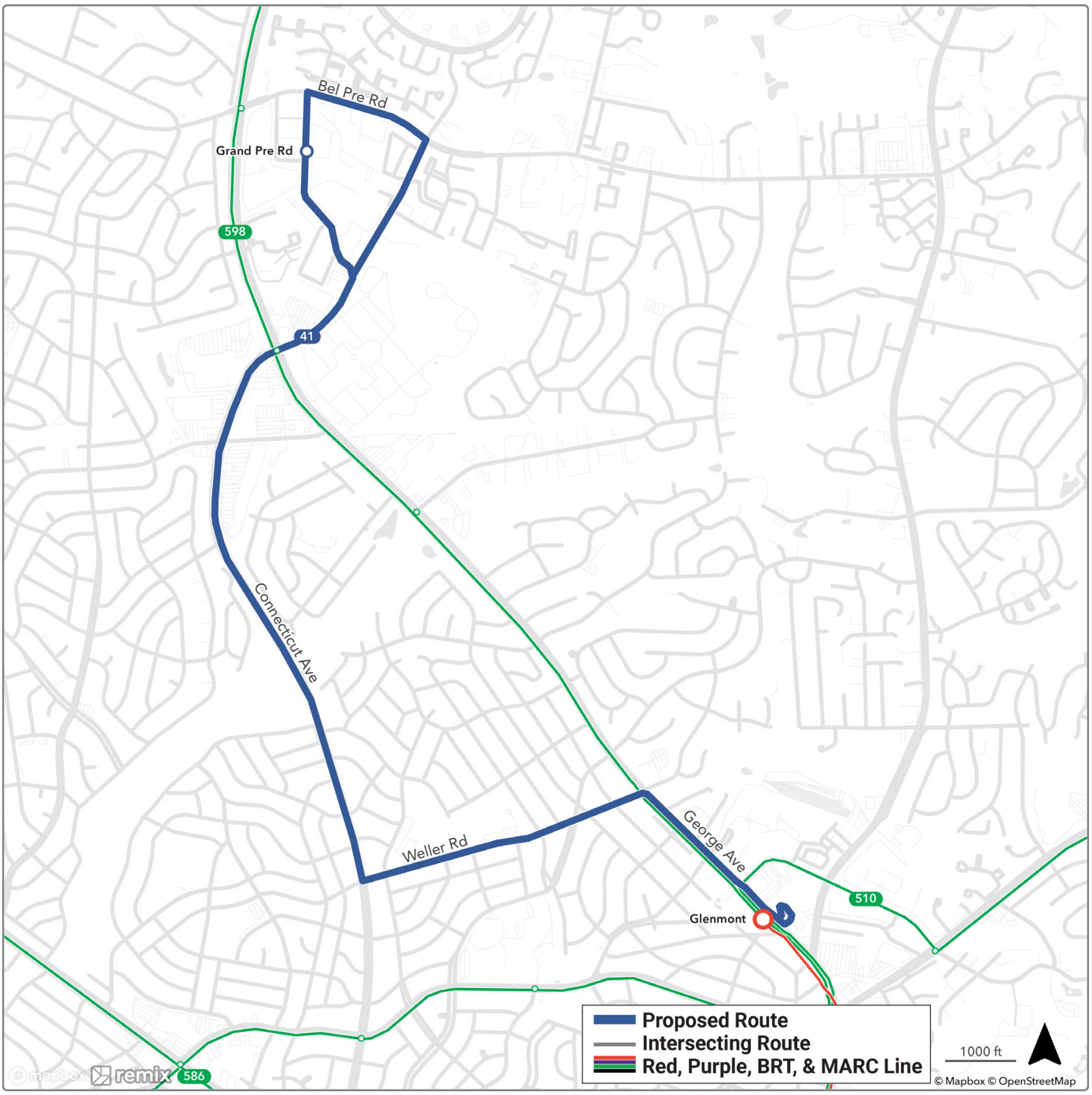
Coverage-Local | Vision

Service Change

There are no alignment changes to Route 41.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 42
Twinbrook-Montgomery Mall

Changed Route

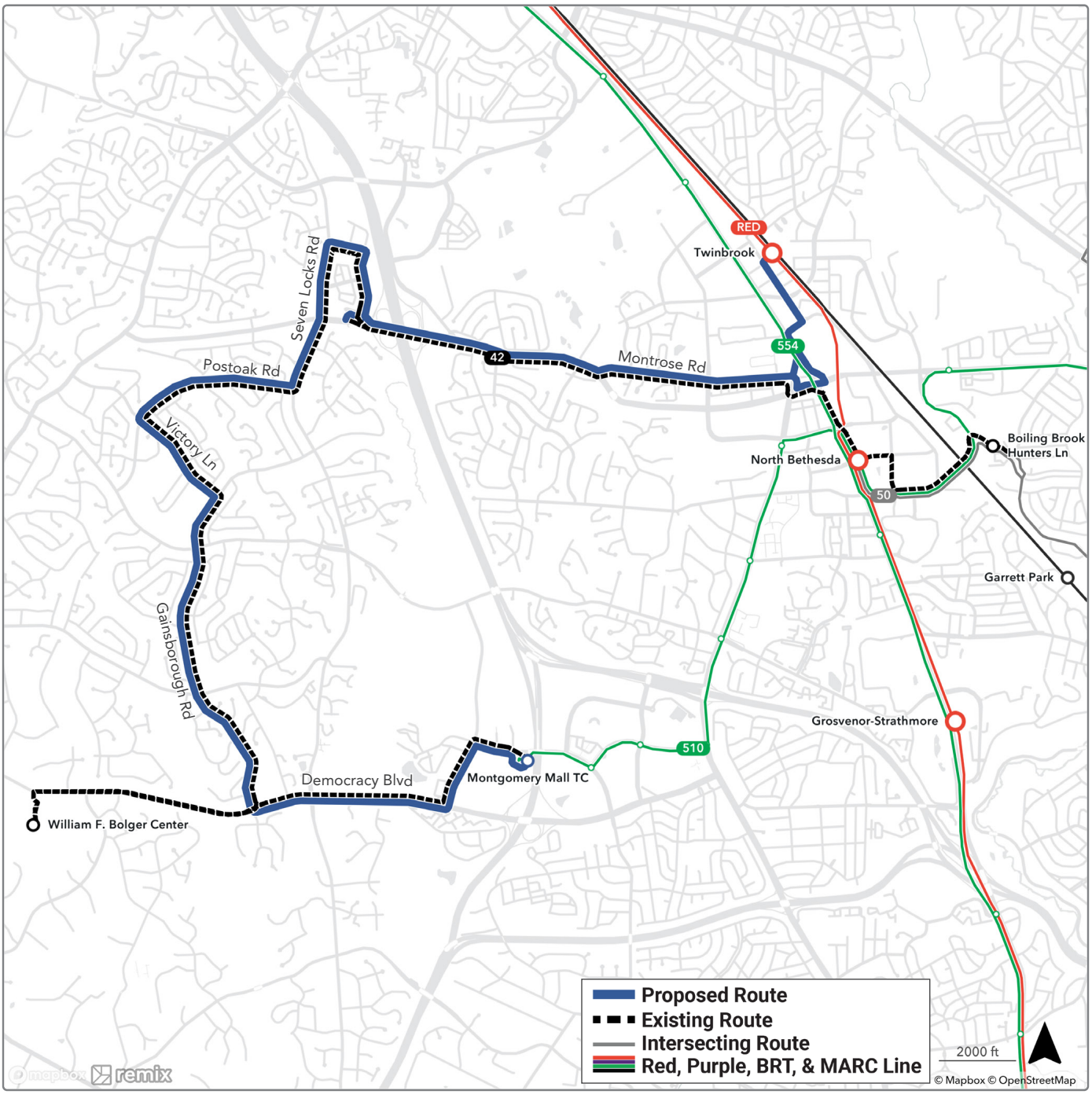
Coverage-Local | Year 1

Service Change

Route 42 is modified to provide new service between Twinbrook Metrorail station and Montgomery Mall Transit Center via Montrose Road, Gainsborough Road, and Democracy Road. Service to William F. Bolger Center, North Bethesda Metrorail station, and Rocking Horse Road is discontinued. Service to the latter two are replaced by Route 50.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 43

Shady Grove-Traville Gateway TC via Shady Grove Rd

Changed Route

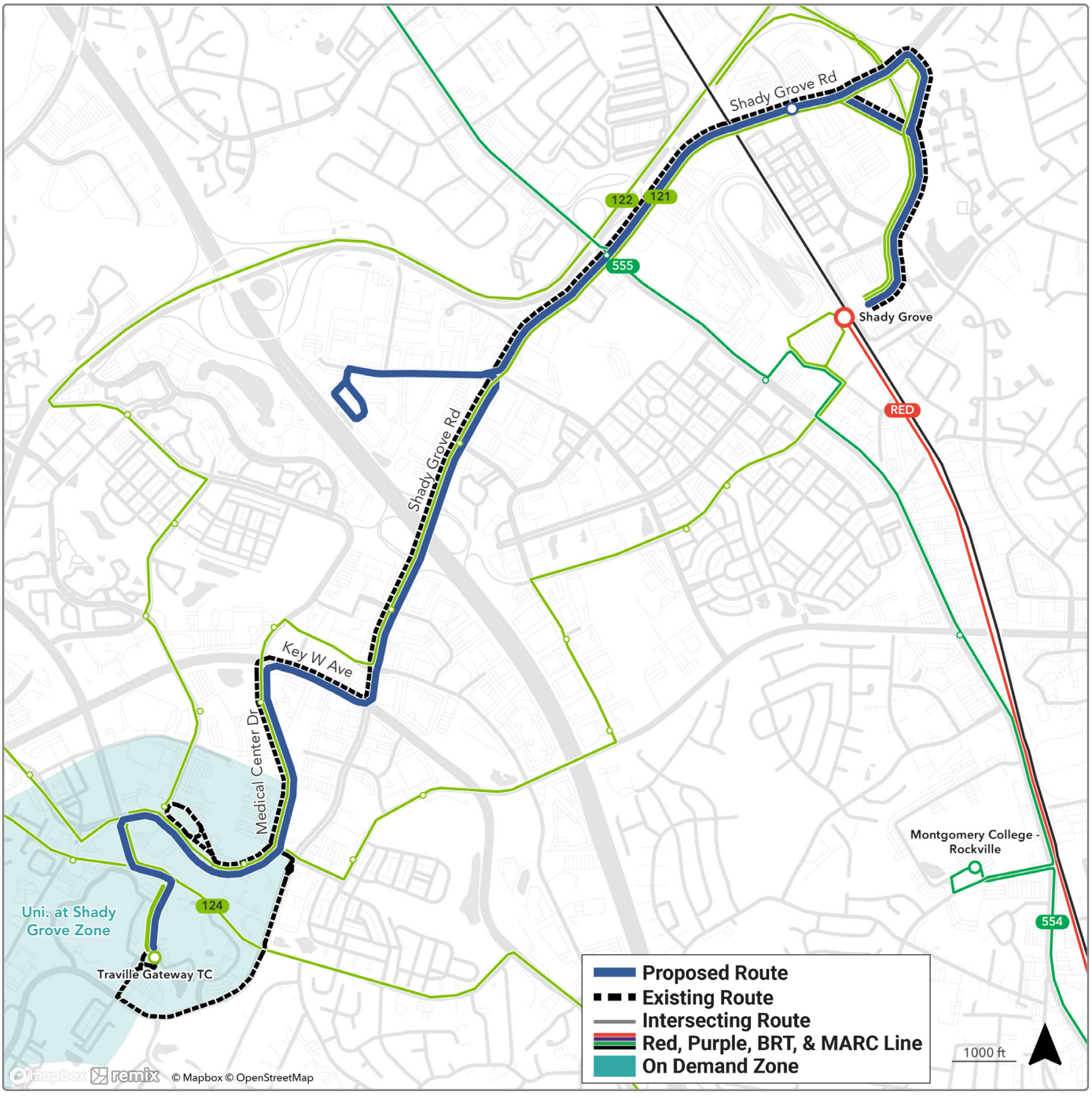
Coverage-Local | Year 1

Service Change

Route 43 is modified to provide a detour on Gaither Road and a more direct path between Shady Grove Metrorail station and Traville Gateway Transit Center via Medical Center Drive. Discontinued segments of the route are replaced by the new Universities at Shady Grove Flex zone.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 44

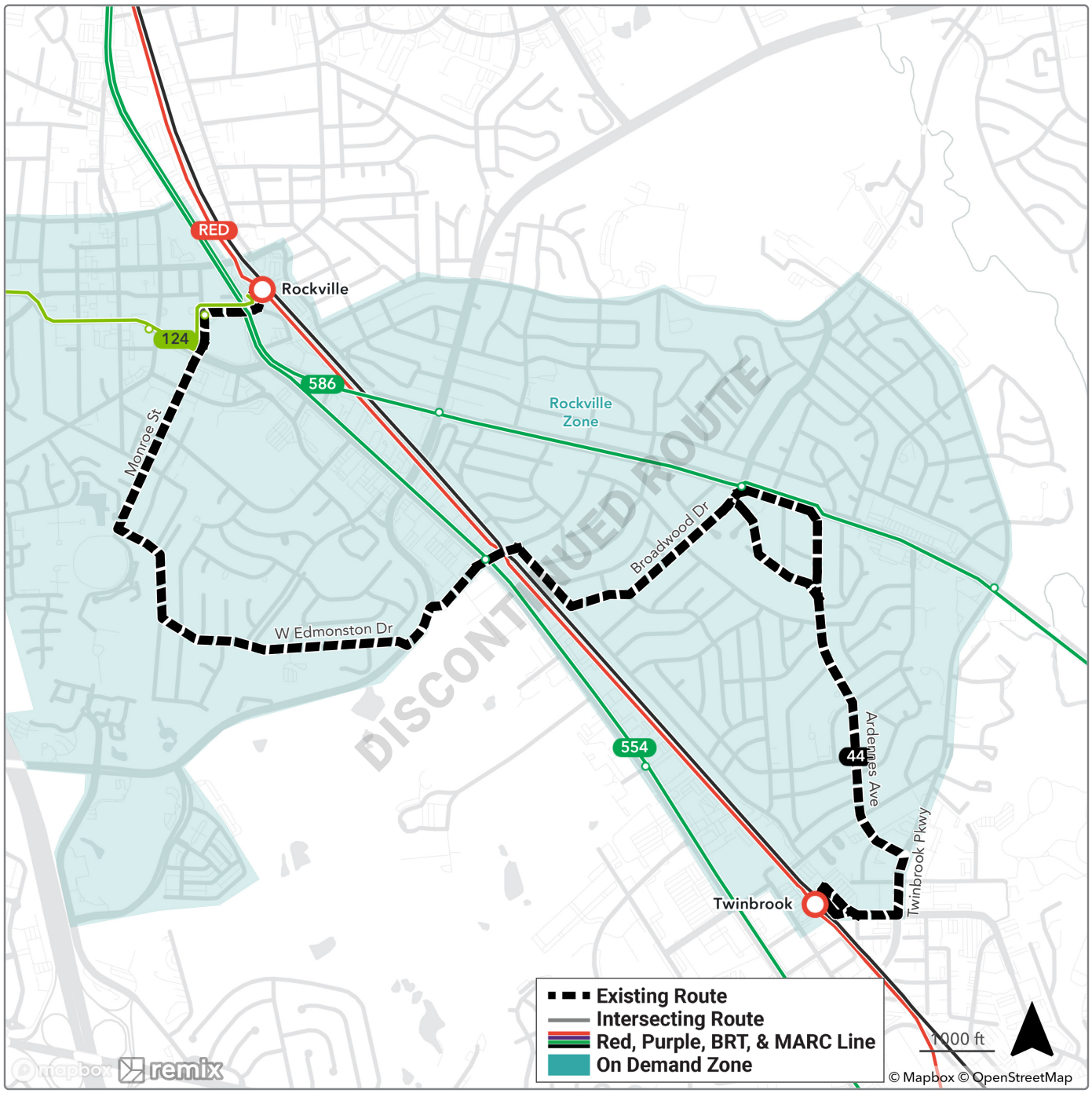
Discontinued Route

| Vision

Service Change

Route 44 is discontinued and replaced with the new Rockville Flex zone.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE
N/A



ROUTE 45
Rockville Regional TC-Twinbrook

No Change

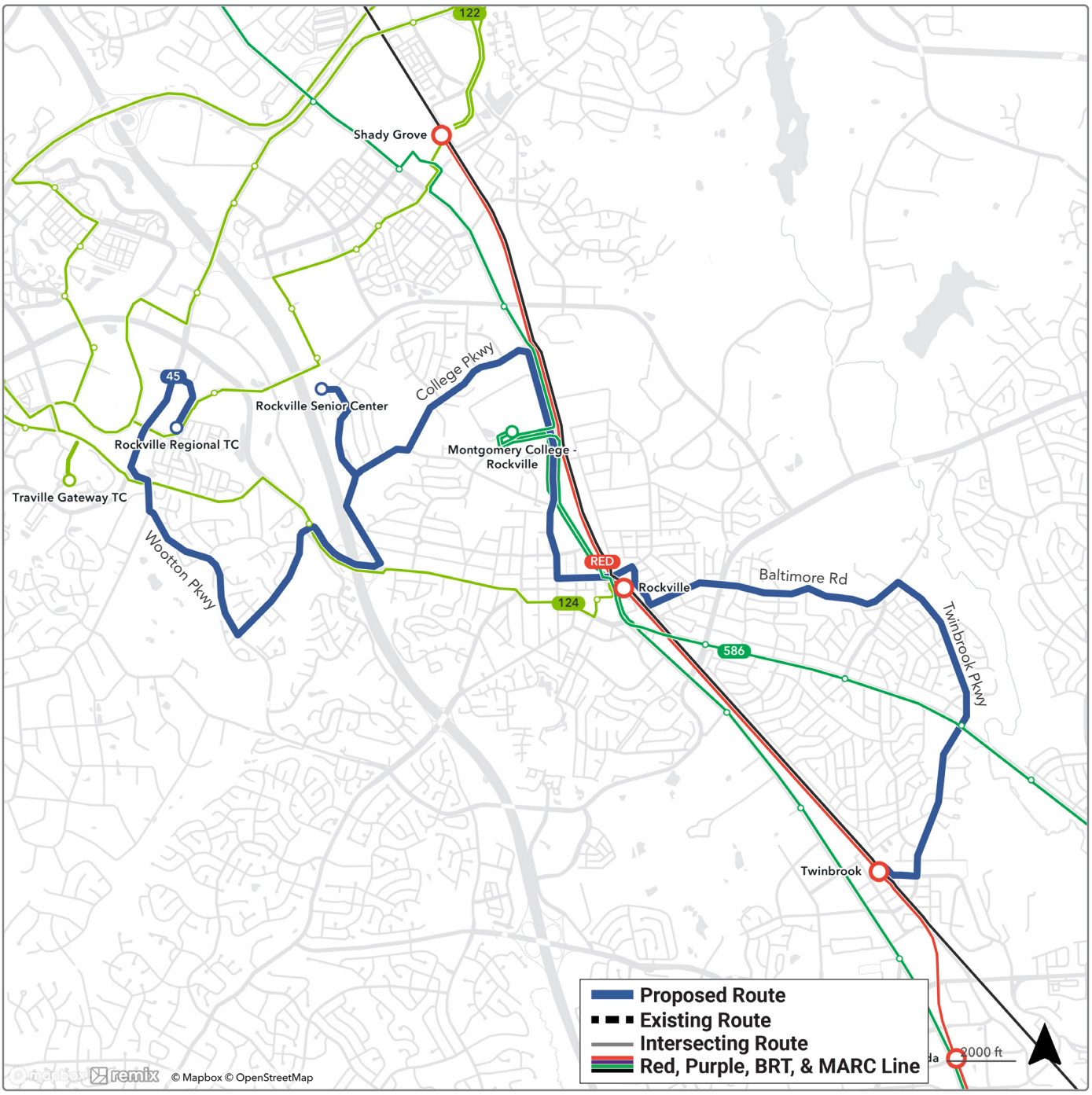
Coverage-Trunk | Vision

Service Change

There are no alignment changes to Route 45.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Trunk routes will operate at least every 15 minutes on Weekdays during the AM and PM peak periods and at least every 30 minutes from 5 AM to 11 PM and on weekends. Less frequent service may be available at other times of day.



ROUTE 46
Montgomery College-Medical Center

No Change

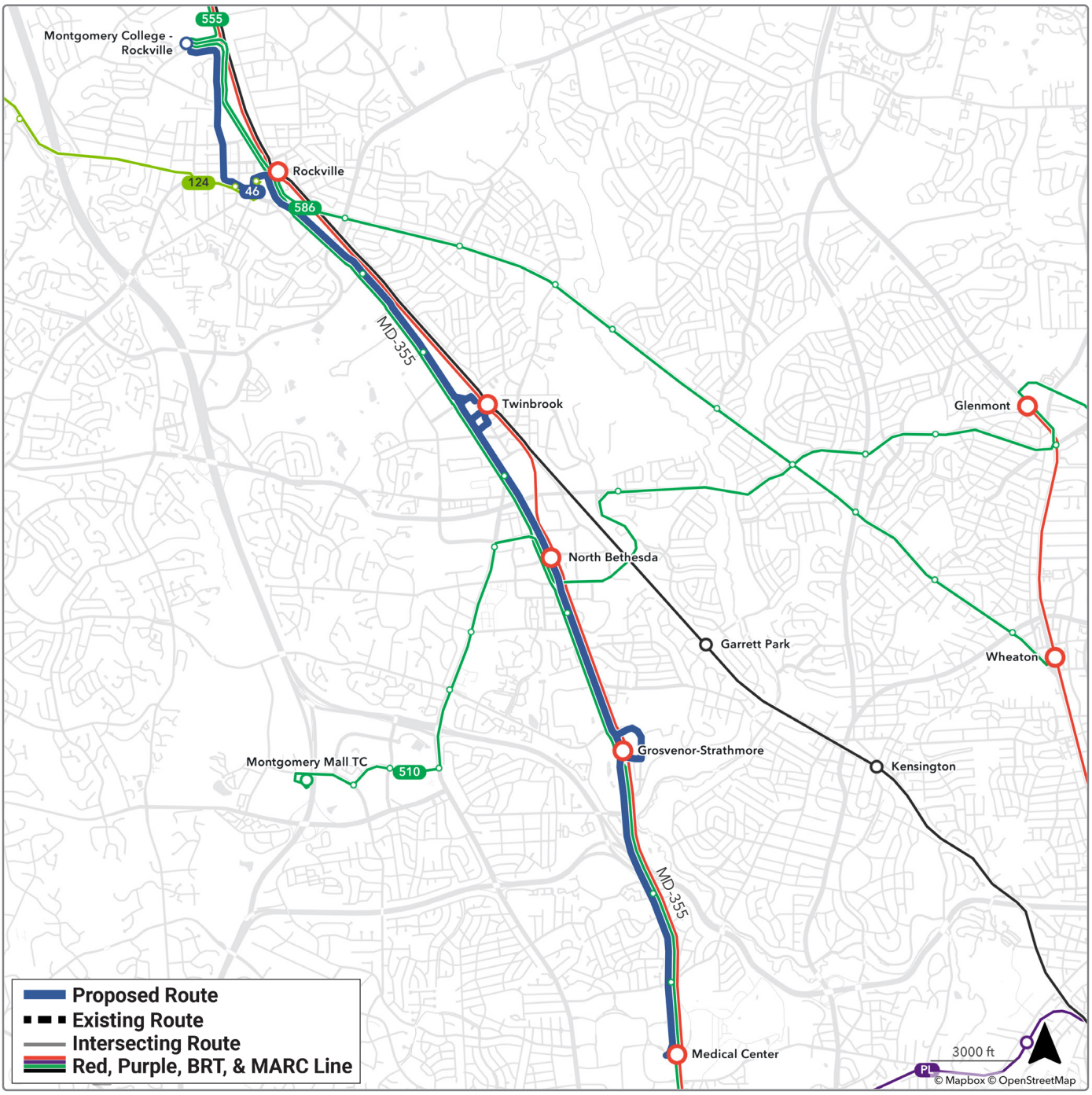
Coverage-Trunk | Vision

Service Change

There are no alignment changes to Route 46.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Trunk routes will operate at least every 15 minutes on Weekdays during the AM and PM peak periods and at least every 30 minutes from 5 AM to 11 PM and on weekends. Less frequent service may be available at other times of day.



ROUTE 49
Rockville-Glenmont

No Change

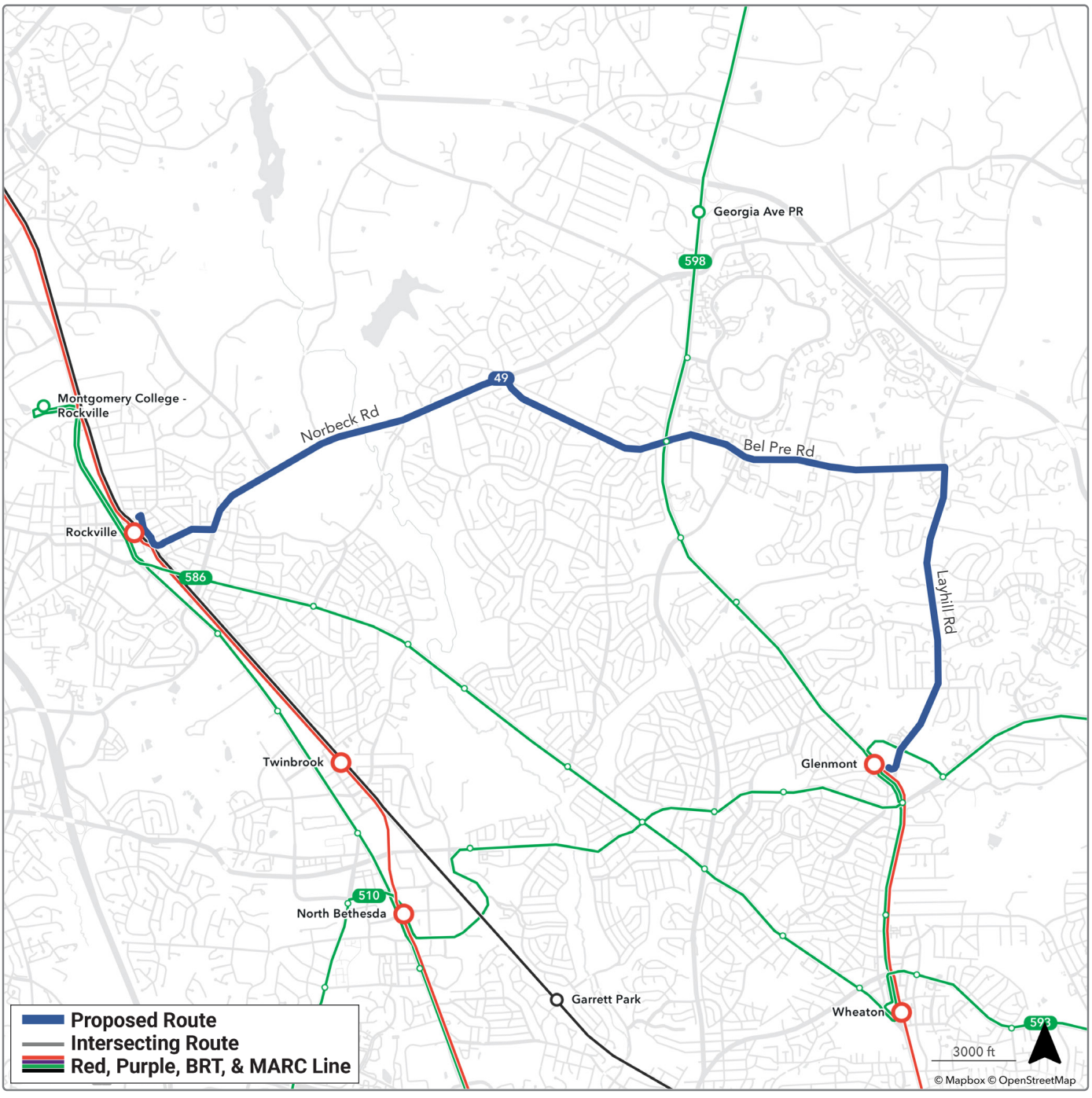
Coverage-Trunk | Year 5

Service Change

There are no alignment changes to Route 49.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Trunk routes will operate at least every 15 minutes on Weekdays during the AM and PM peak periods and at least every 30 minutes from 5 AM to 11 PM and on weekends. Less frequent service may be available at other times of day.



ROUTE 50 (Previously Route 48)
Rockville-North Bethesda via Parkland Dr

Changed Route

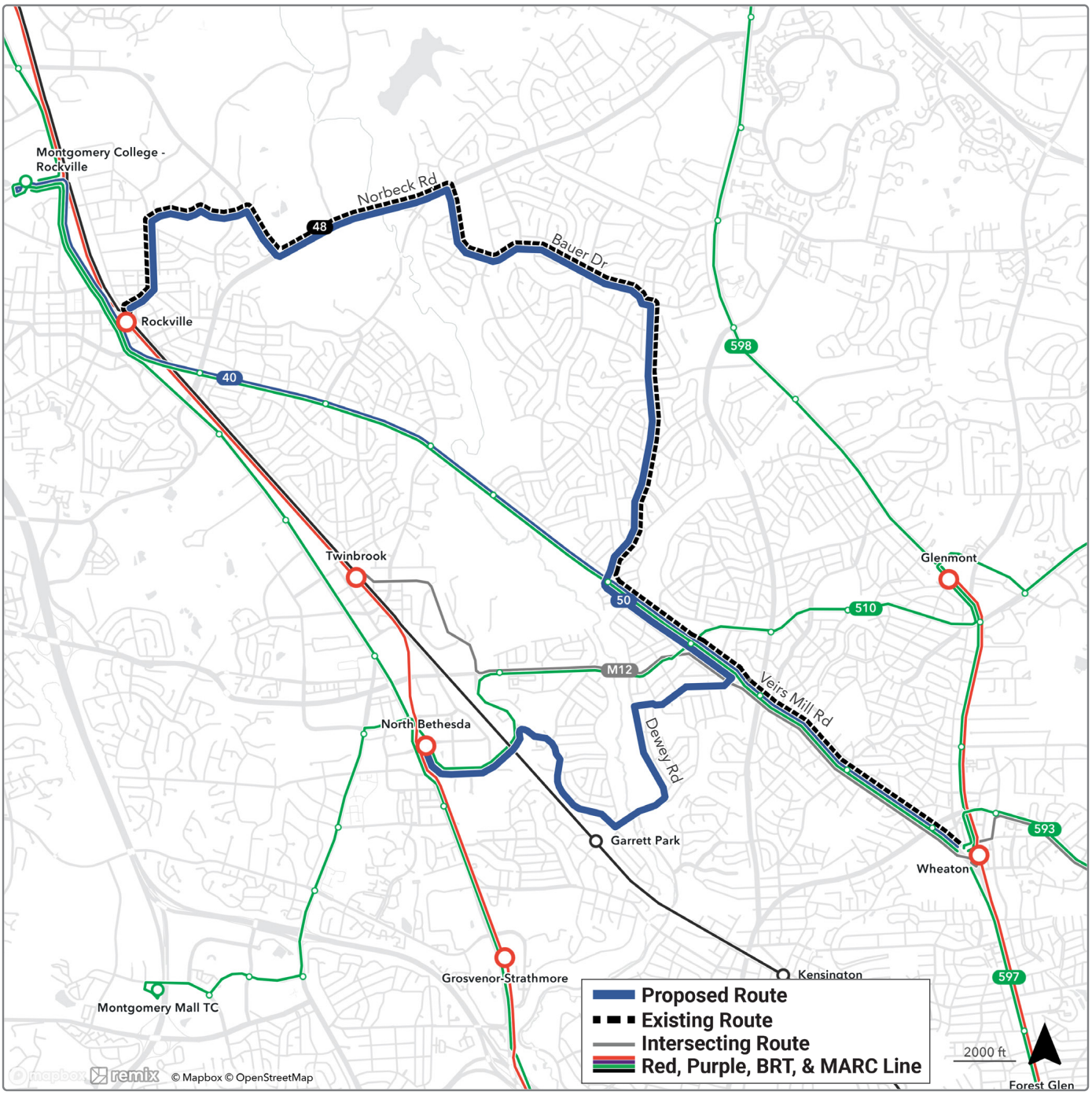
Coverage-Trunk | Year 5

Service Change

Route 48 is modified to provide new service between Rockville and White Flint Metrorail stations via Schuylkill Road and Dewey Road. Service along Veirs Mill Road is discontinued and replaced by Veirs Mill BRT, Route 40, and WMATA Route M12.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Trunk routes will operate at least every 15 minutes on Weekdays during the AM and PM peak periods and at least every 30 minutes from 5 AM to 11 PM and on weekends. Less frequent service may be available at other times of day.



ROUTE 51

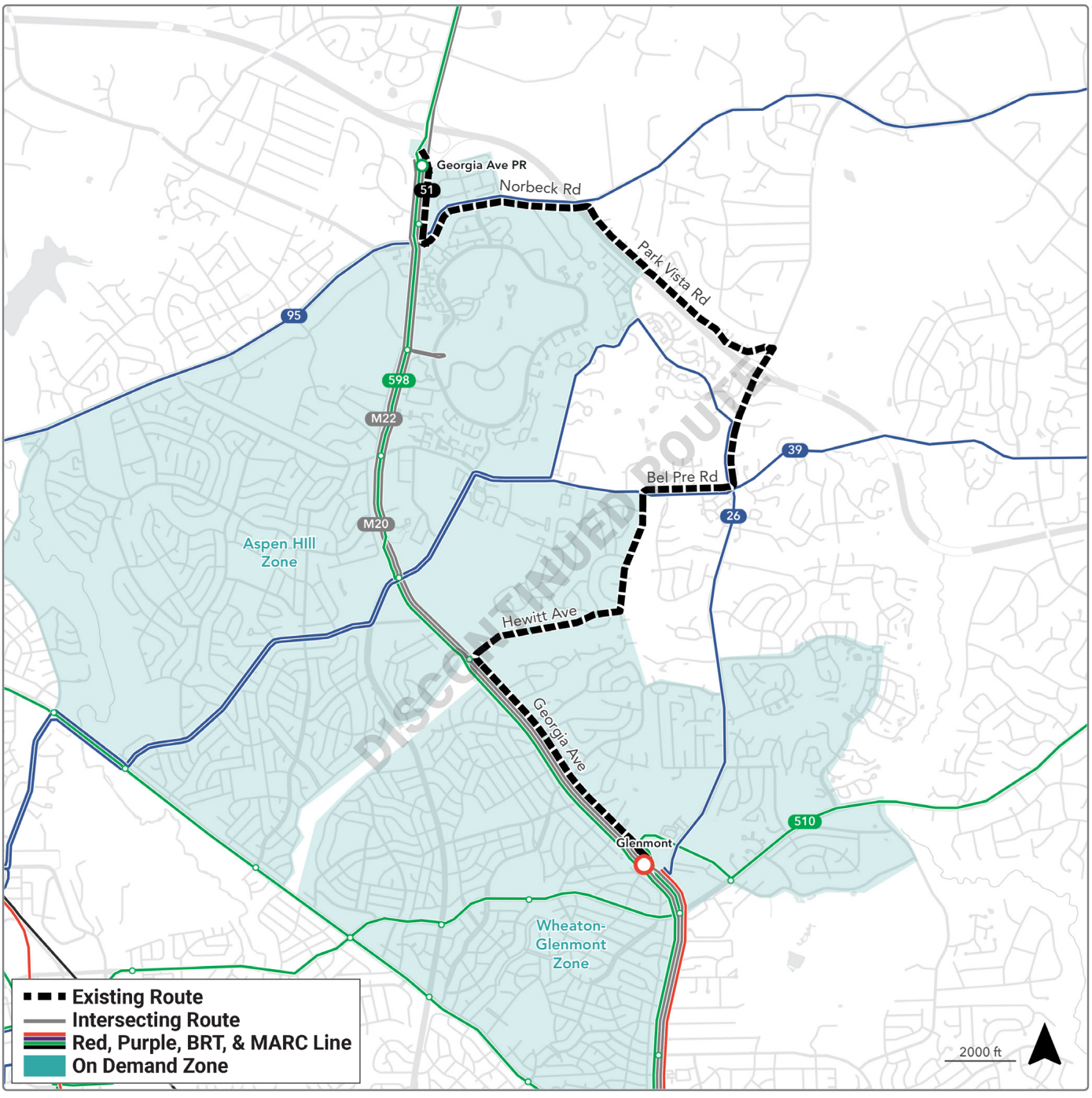
Discontinued Route

| Year 5

Service Change

Route 51 is discontinued and replaced with the new Wheaton-Glenmont and Aspen Hill Flex zones.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE
N/A



ROUTE 52
Rockville-MGH

Changed Route

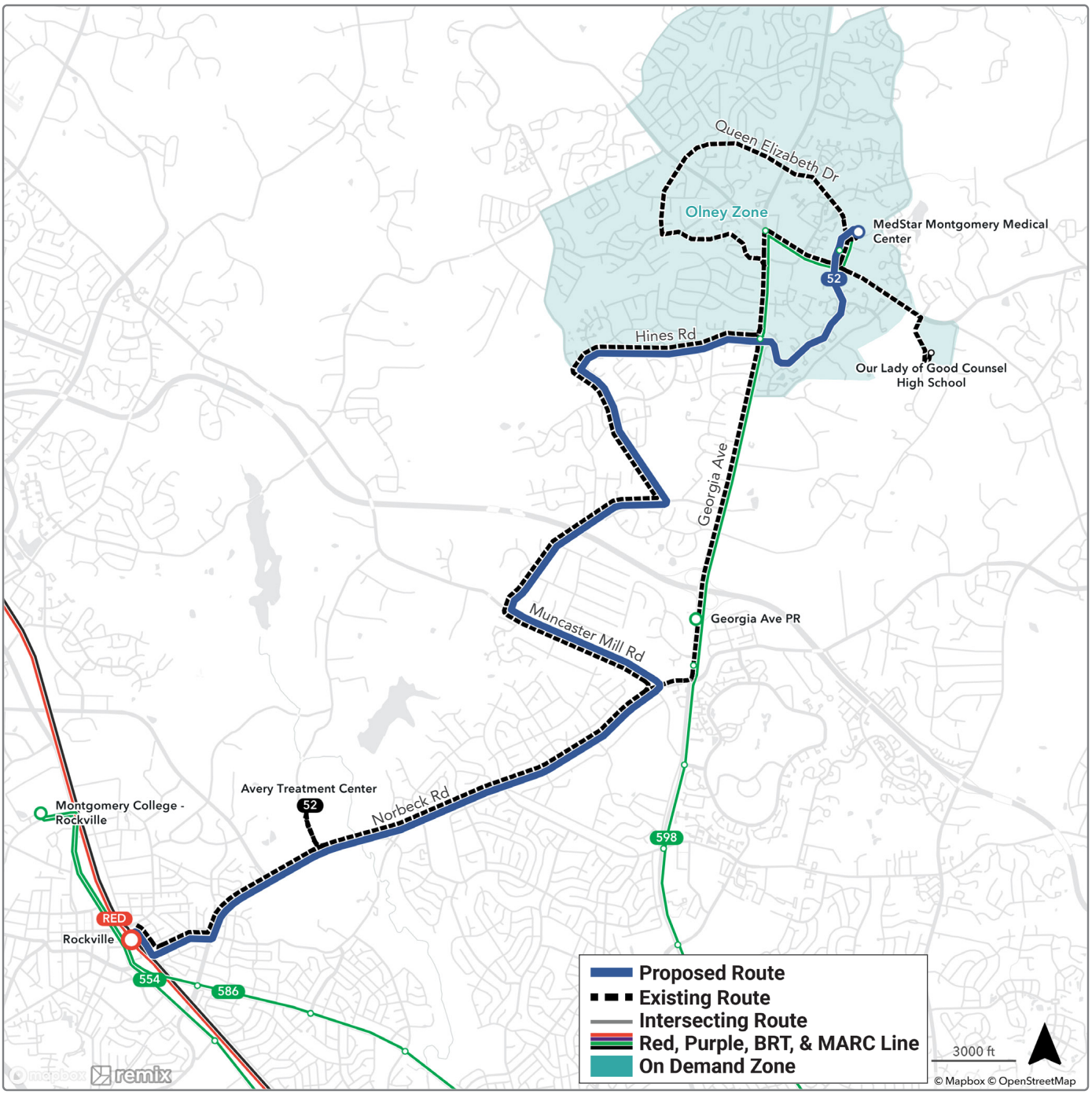
Coverage-Local | Vision

Service Change

Route 52 is modified to provide a more direct path between Rockville Metrorail station and MedStar Montgomery Hospital via Prince Philip Drive. Discontinued segments of the route are placed by the new Olney Flex zone and Georgia Avenue BRT.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 53
Shady Grove-MGH

Changed Route

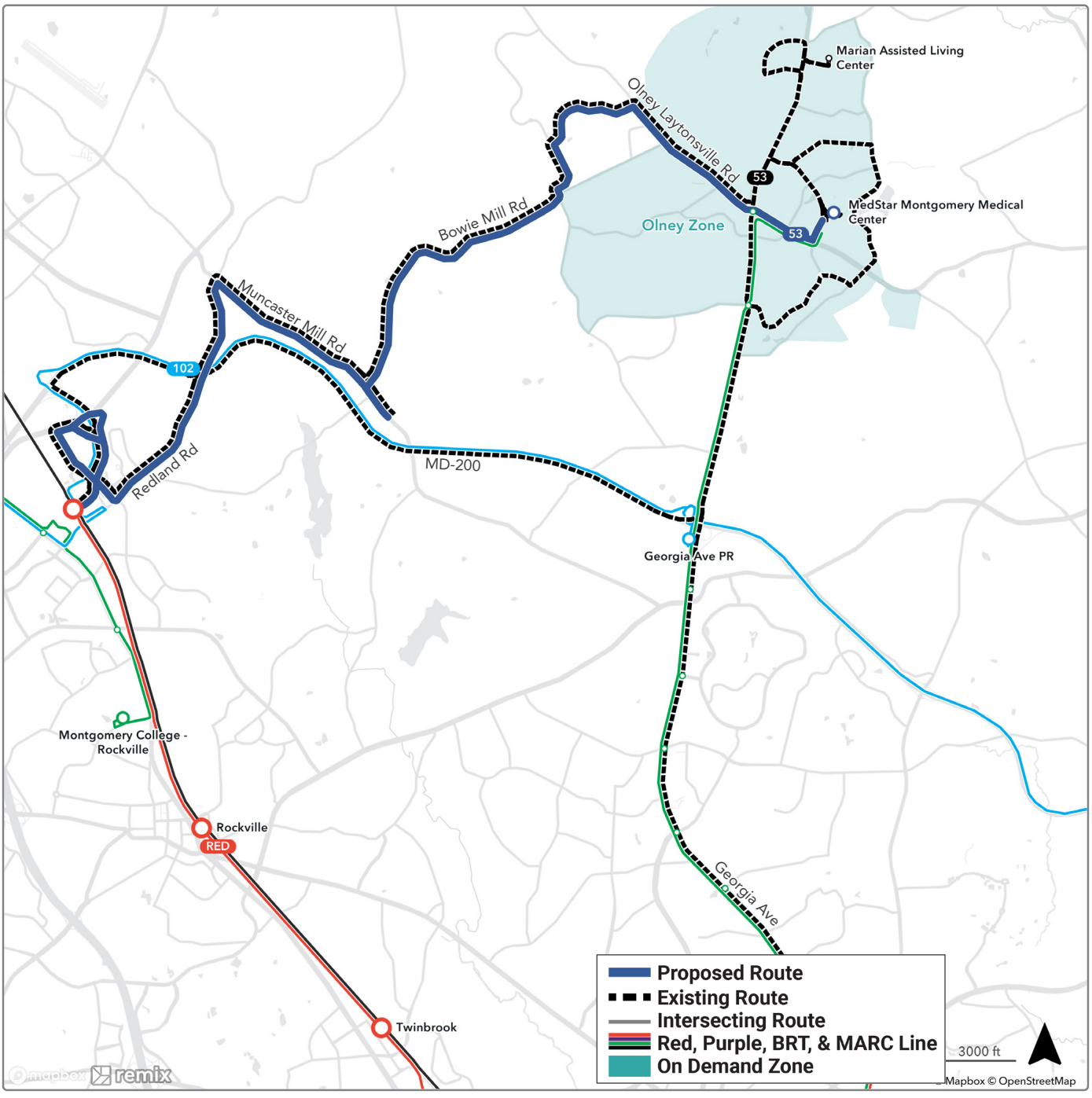
Coverage-Local | Vision

Service Change

Route 52 is modified to provide a more direct path between Shady Grove Metrorail station and MedStar Montgomery Hospital via Olney Laytonsville Road. Discontinued segments of the route are placed by the new Olney Flex zone, Route 102, and Georgia Avenue BRT.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 54
Rockville-Lakeforest via Research Blvd

Changed Route

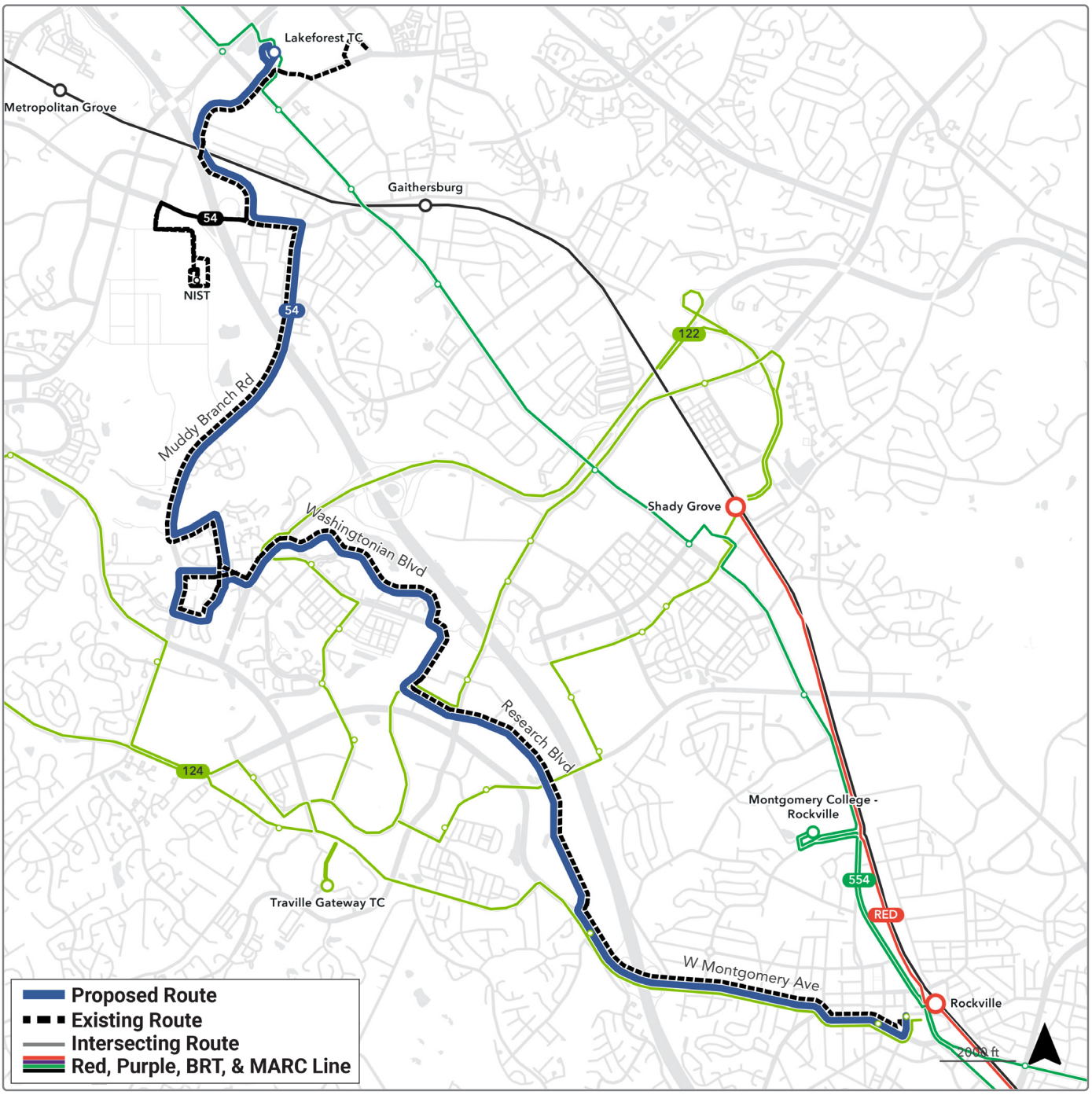
Coverage-Trunk | Year 5

Service Change

Route 54 is modified to eliminate the mid-route deviation to the NIST.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Trunk routes will operate at least every 15 minutes on Weekdays during the AM and PM peak periods and at least every 30 minutes from 5 AM to 11 PM and on weekends. Less frequent service may be available at other times of day.



ROUTE 56
Traville Gateway TC-Lakeforest

Changed Route

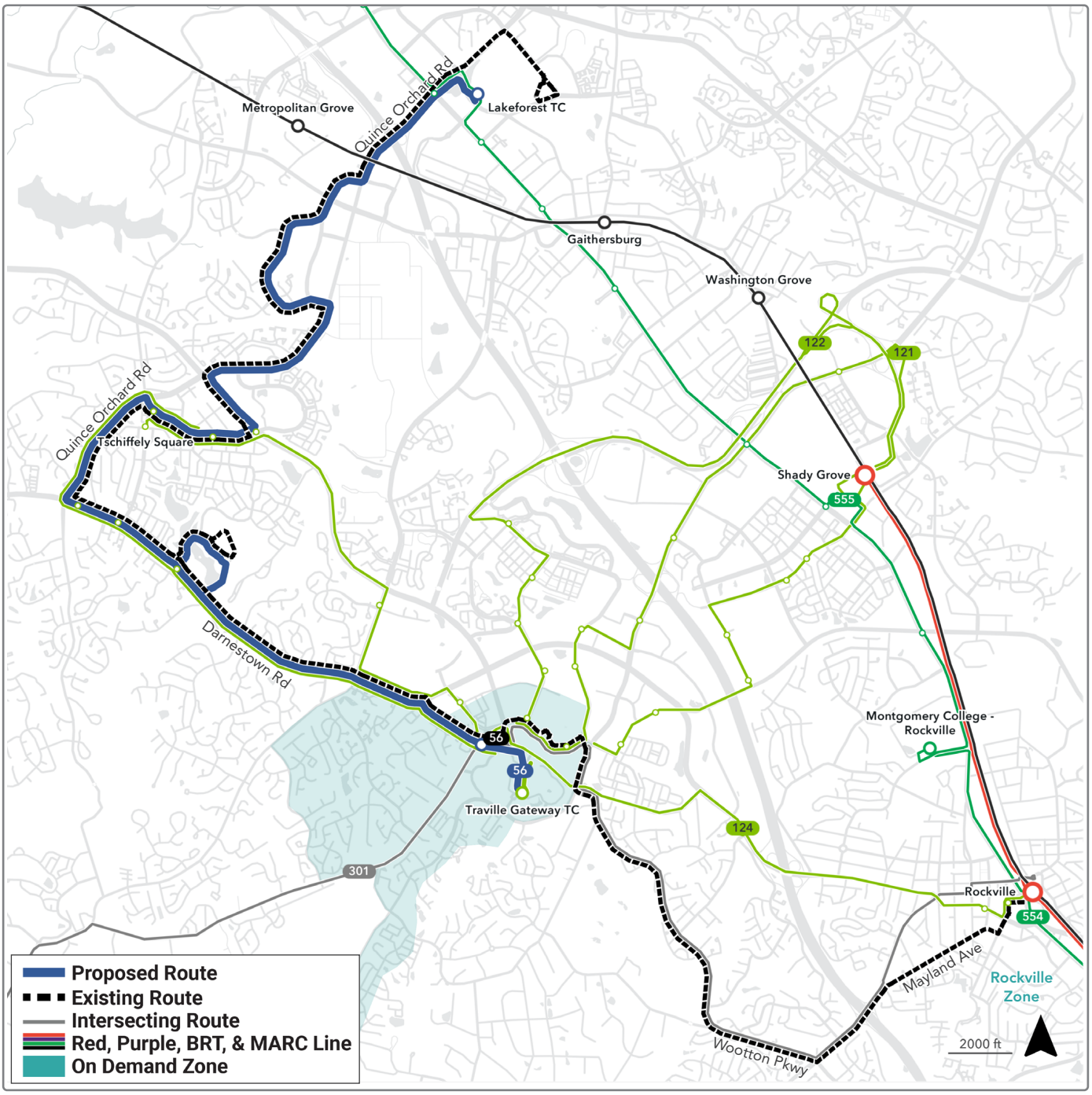
Coverage-Trunk | Vision

Service Change

Route 56 is modified to truncate the southern segment of the route between Rockville Metrorail station and Traville Gateway Transit Center. Service along Wootton Parkway and Falls Road is replaced by Route 301.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Trunk routes will operate at least every 15 minutes on Weekdays during the AM and PM peak periods and at least every 30 minutes from 5 AM to 11 PM and on weekends. Less frequent service may be available at other times of day.



ROUTE 57
Shady Grove-Lakeforest via Washington Grove Ln

No Change

Coverage-Local | Year 5

Service Change

There are no alignment changes to Route 57.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.

ROUTE 58
Shady Grove-Lakeforest via Montgomery Village

No Change

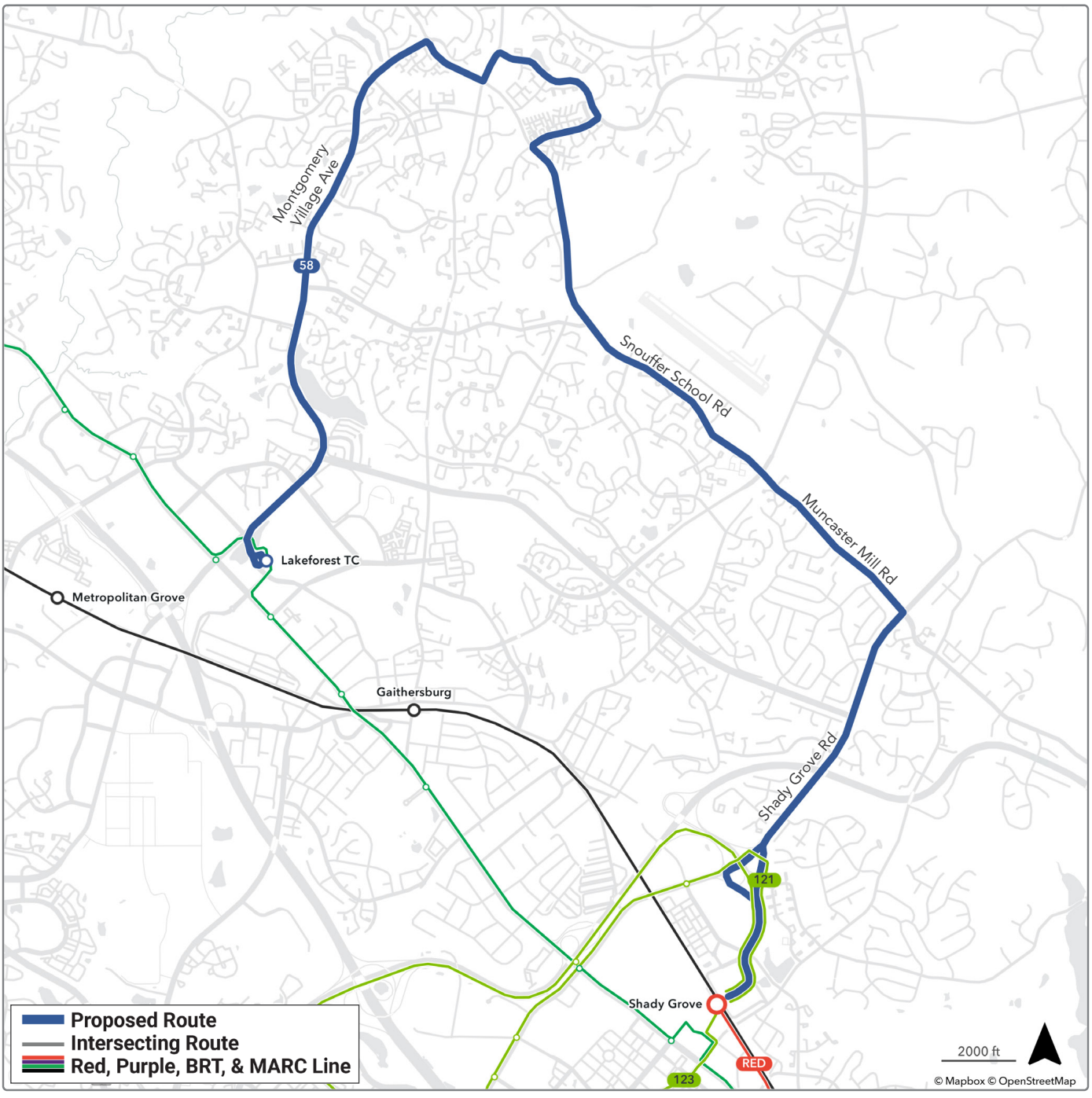
Coverage-Local | Year 5

Service Change

There are no alignment changes to Route 58.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 59
Rockville-Montgomery Village

No Change

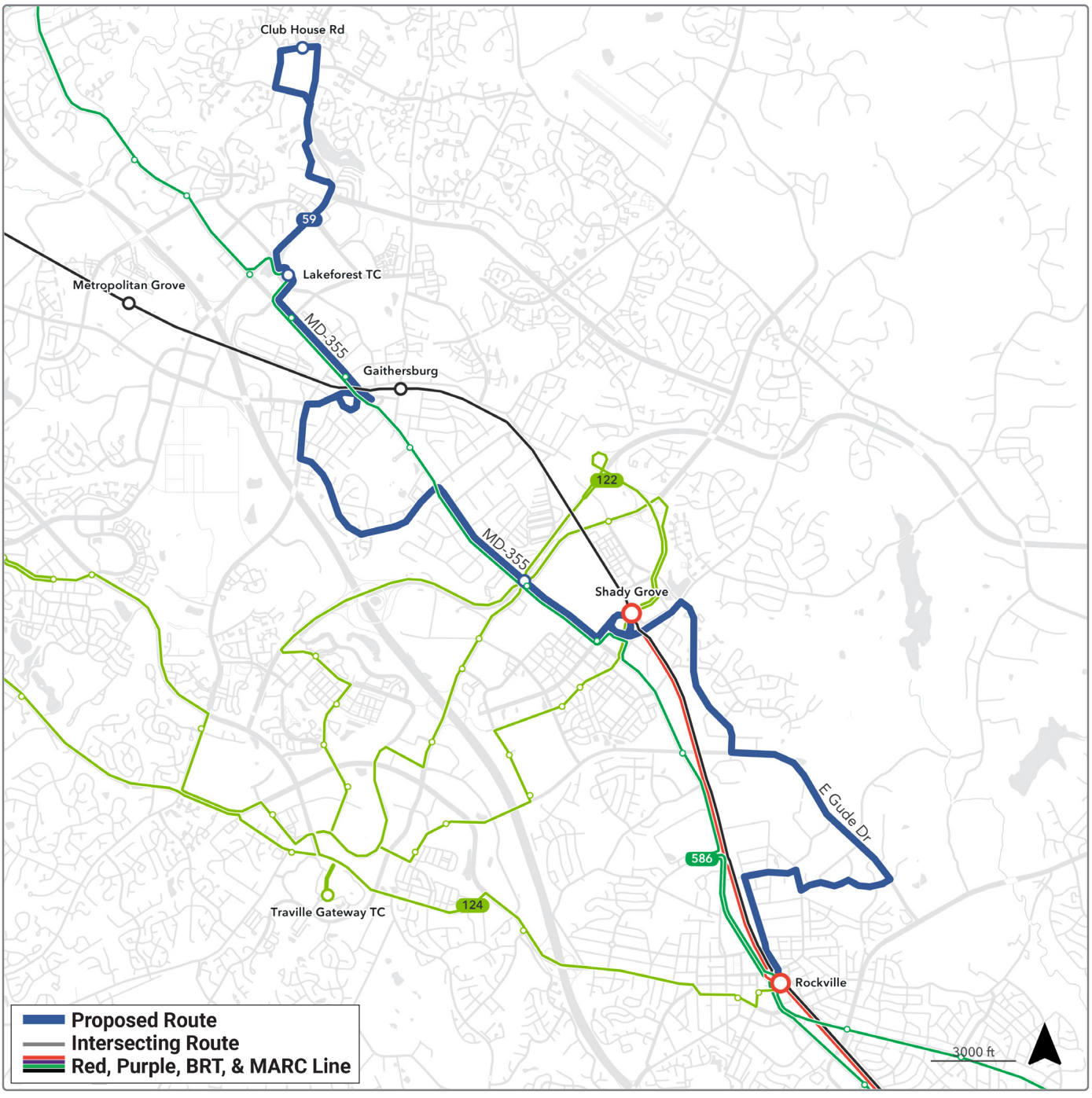
Coverage-Trunk | Year 5

Service Change

There are no alignment changes to Route 59.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Trunk routes will operate at least every 15 minutes on Weekdays during the AM and PM peak periods and at least every 30 minutes from 5 AM to 11 PM and on weekends. Less frequent service may be available at other times of day.



ROUTE 61
Shady Grove-Germantown TC

No Change

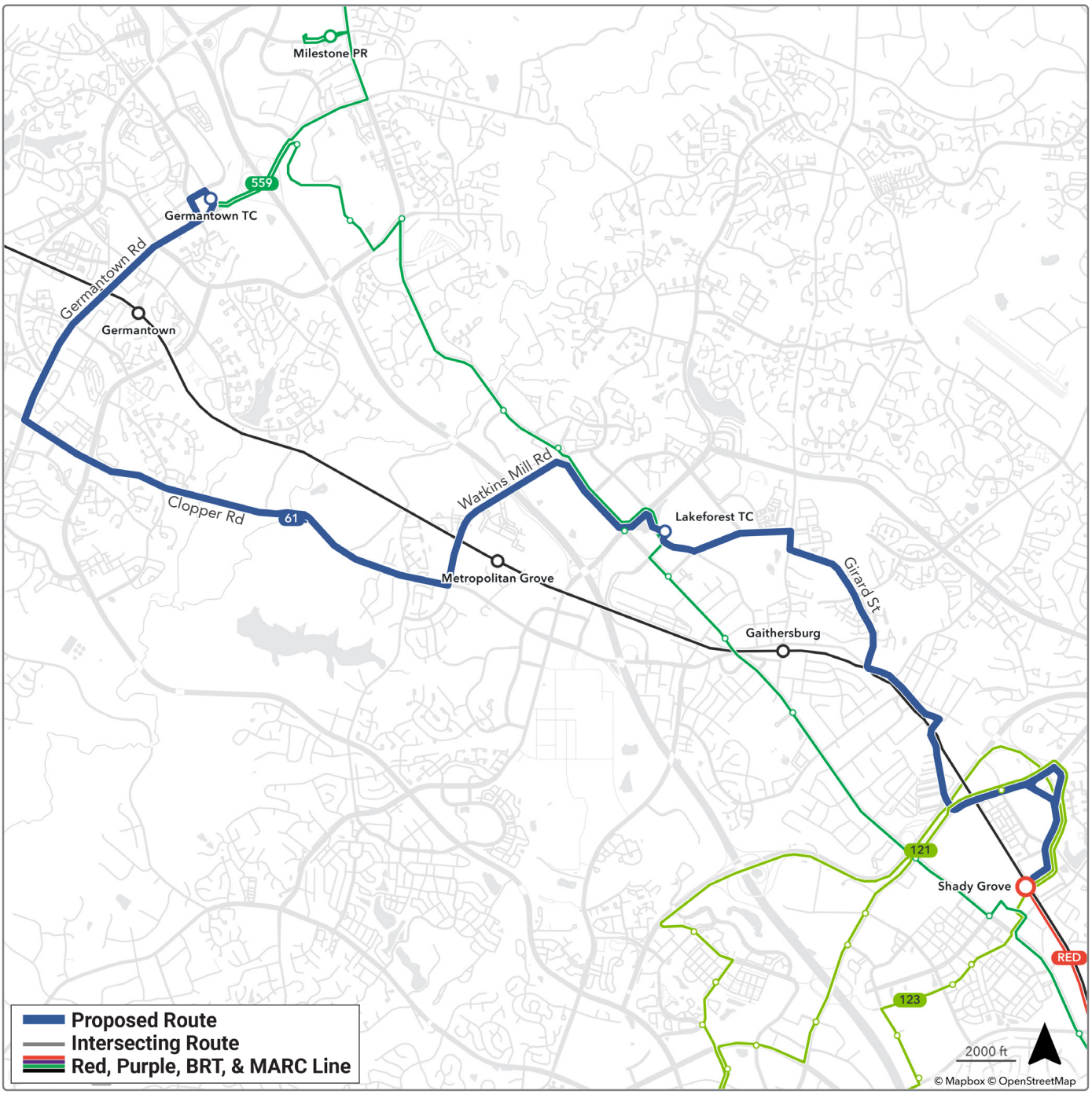
Coverage-Local | Year 5

Service Change

There are no alignment changes to Route 61.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 63
Shady Grove-Traville Gateway TC via Gaither Rd

Changed Route

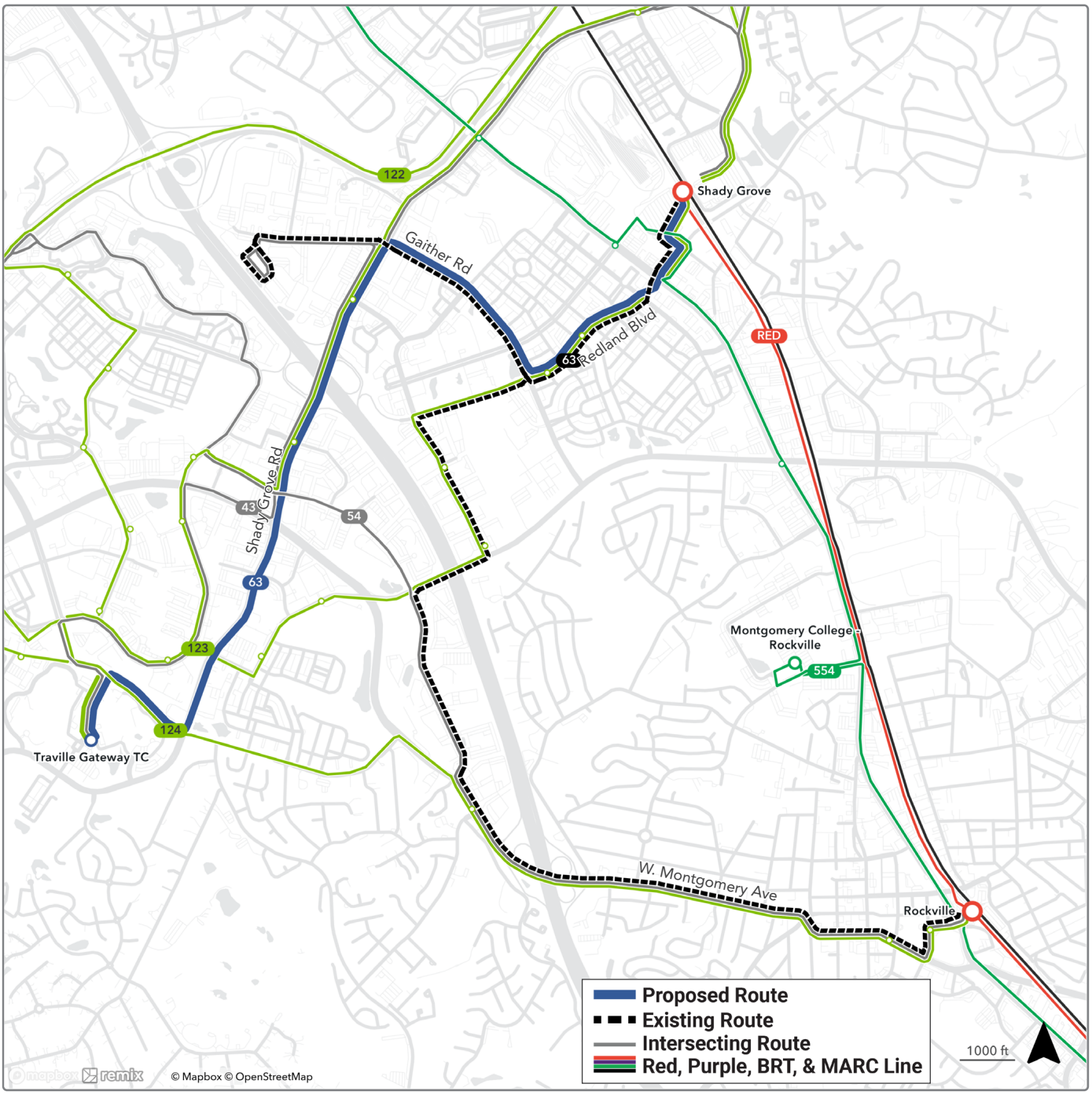
Coverage-Local | Vision

Service Change

Route 63 is modified to provide new service between Shady Grove Metrorail station and Traville Gateway Transit Center via Redland Boulevard and Shady Grove Road. Service to Rockville Metrorail station via W. Montgomery Avenue is replaced by Routes 43, 54 and GSTN Cobalt (123).

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 64
Lakeforest-Montgomery Village

Changed Route

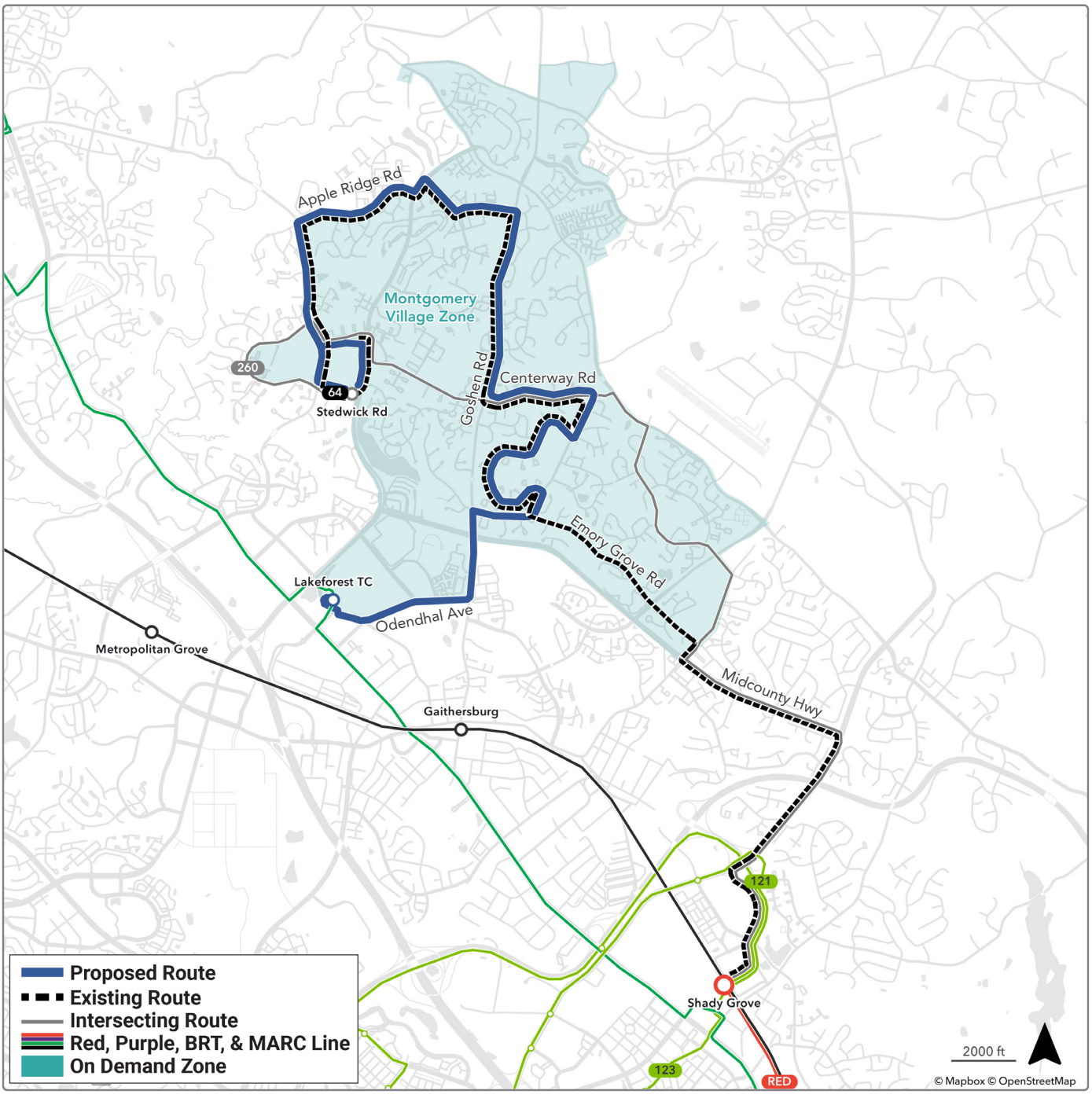
Coverage-Local | Year 5

Service Change

Route 64 is modified to provide new service between Stedwick Road and Lakeforest Transit Center via Goshen Road. Service along Emory Grove Road is discontinued and replaced by Route 260 and new Montgomery Village Flex zone.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 65

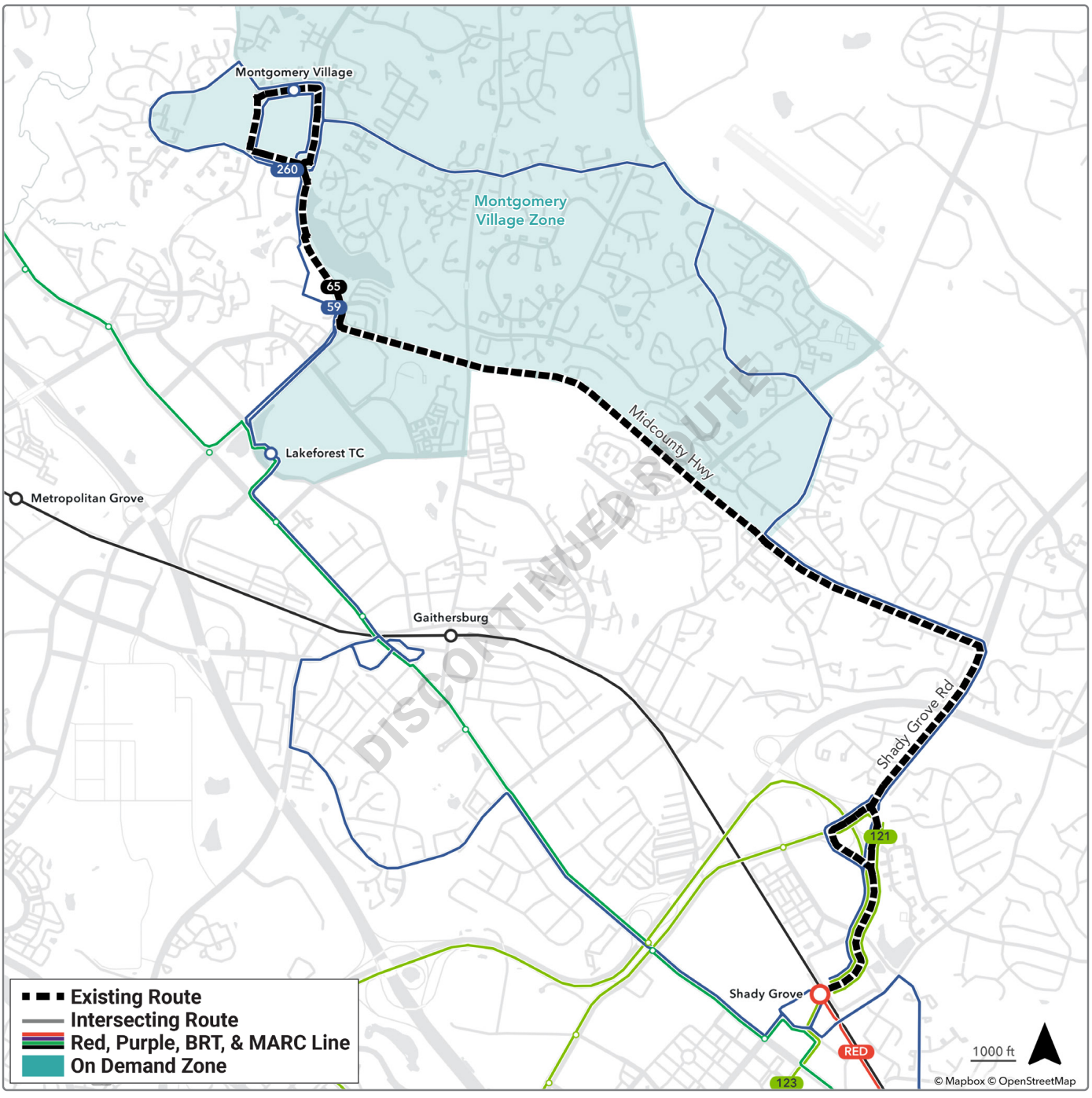
Discontinued Route

| Year 5

Service Change

Route 65 is discontinued and replaced with new Commuter Route 260.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE
N/A



ROUTE 66

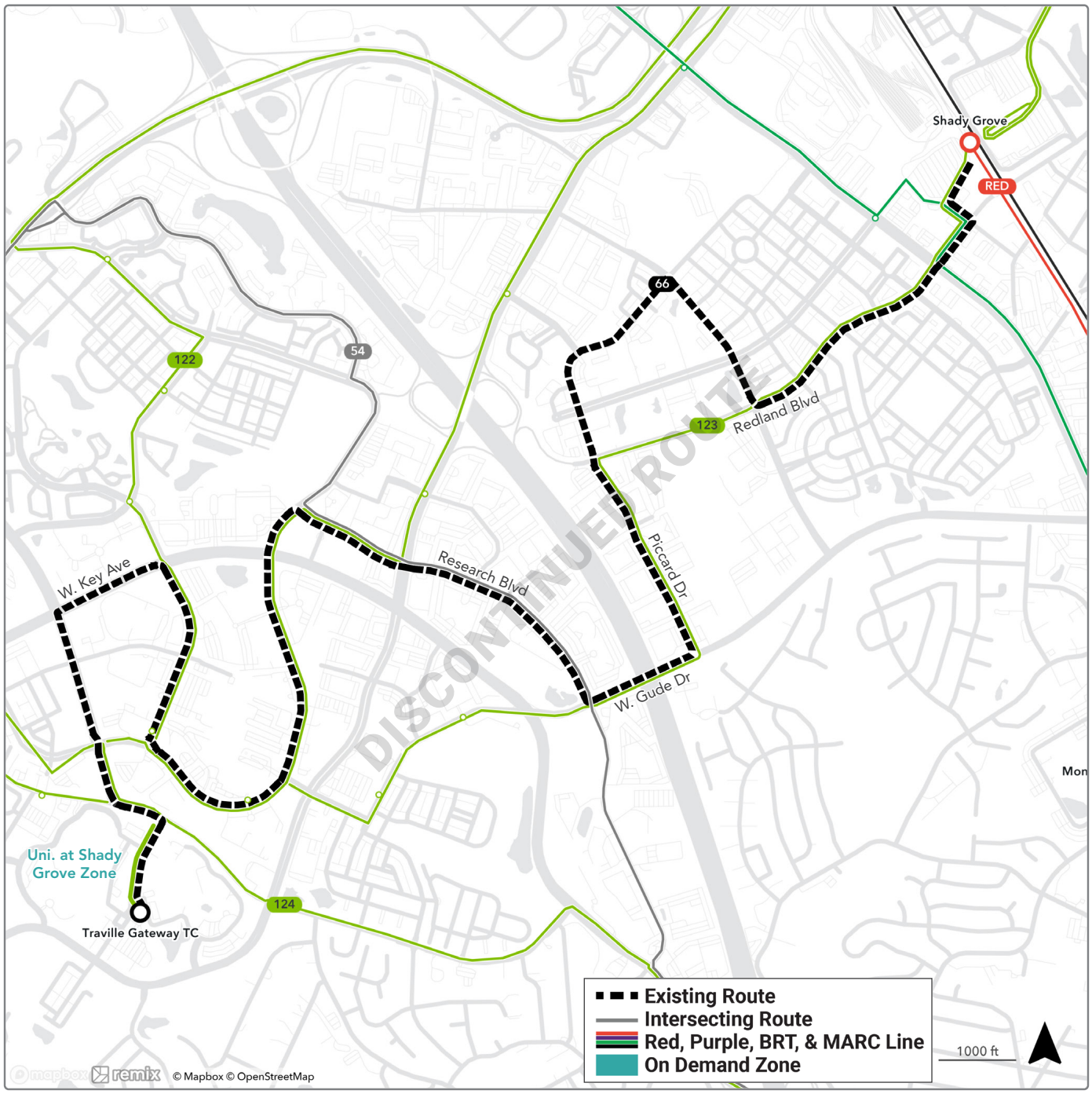
Discontinued Route

| Vision

Service Change

Route 66 is discontinued and replaced with the new GSTN Cobalt (123) and Pink (121) routes and local Route 54.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE
N/A



ROUTE 67

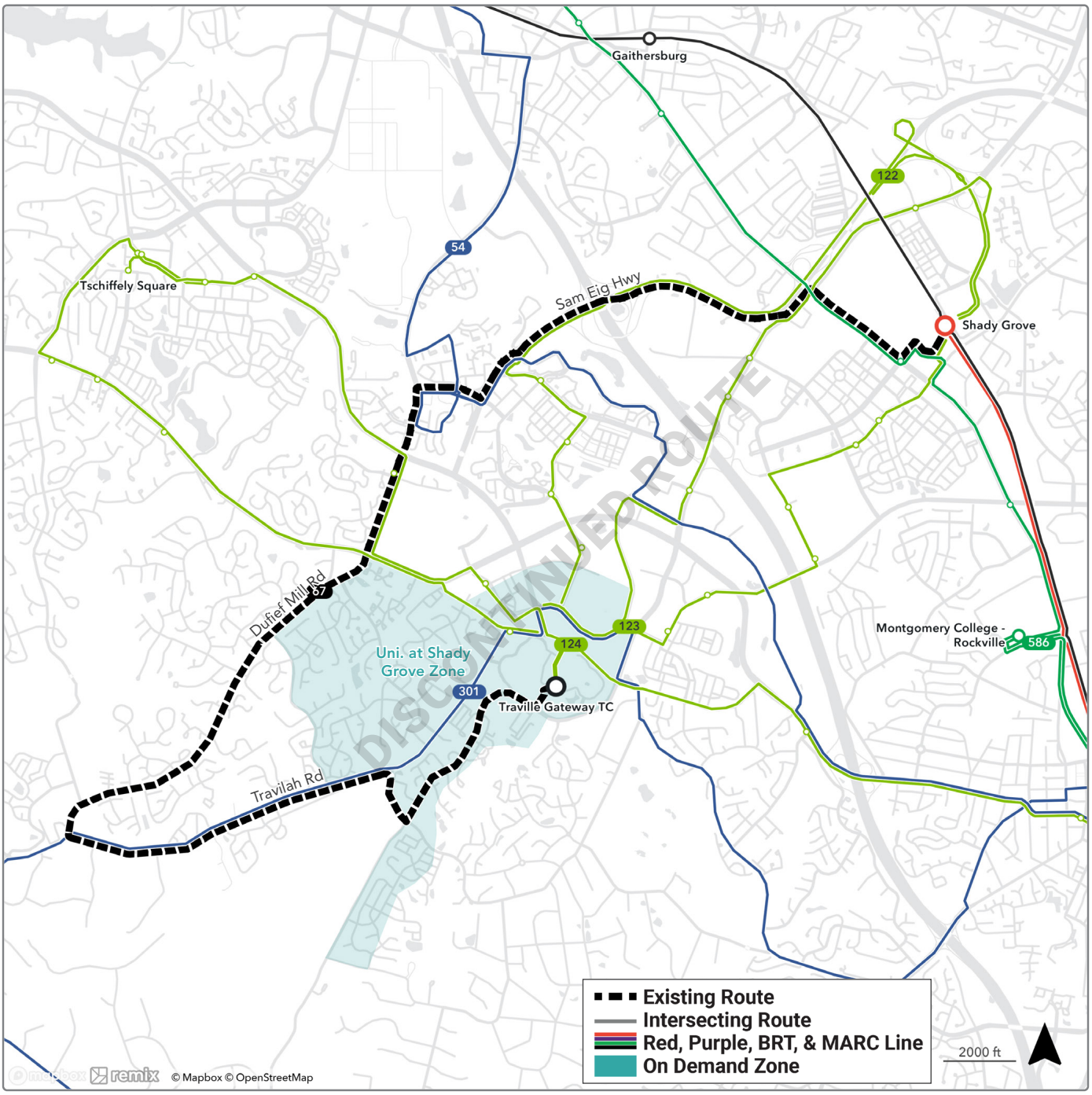
Discontinued Route

| Year 1

Service Change

Route 67 is discontinued and replaced with the new GSTN Lime (122) and Pink (121) routes.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE
N/A



ROUTE 68/69 (Previously Route 47)

Bethesda-Montgomery Mall via Fernwood / Rockville-Montgomery Mall

Changed Route

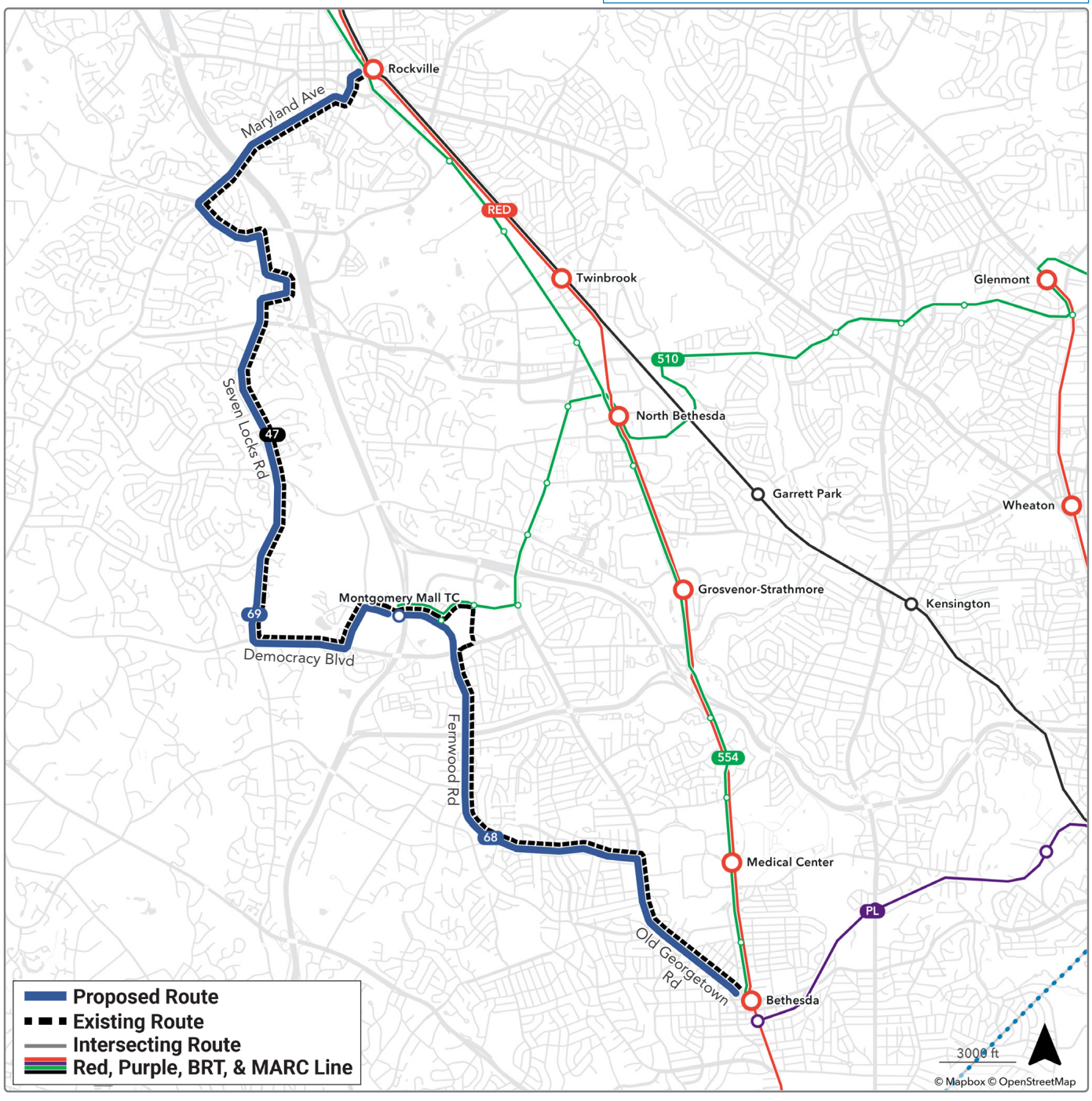
Coverage-Local | Year 5

Service Change

There are no alignment changes to Route 47, but it is split into two routes at Montgomery Mall Transit Center. The new Route 68 replaces the southern segment of the existing Route 47 between Montgomery Mall Transit Center and Bethesda Metrorail station. The new Route 69 replaces the northern segment of the existing Route 47 between Montgomery Mall Transit Center and Rockville Metrorail station.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 73
Clarksburg-Germantown TC

Changed Route

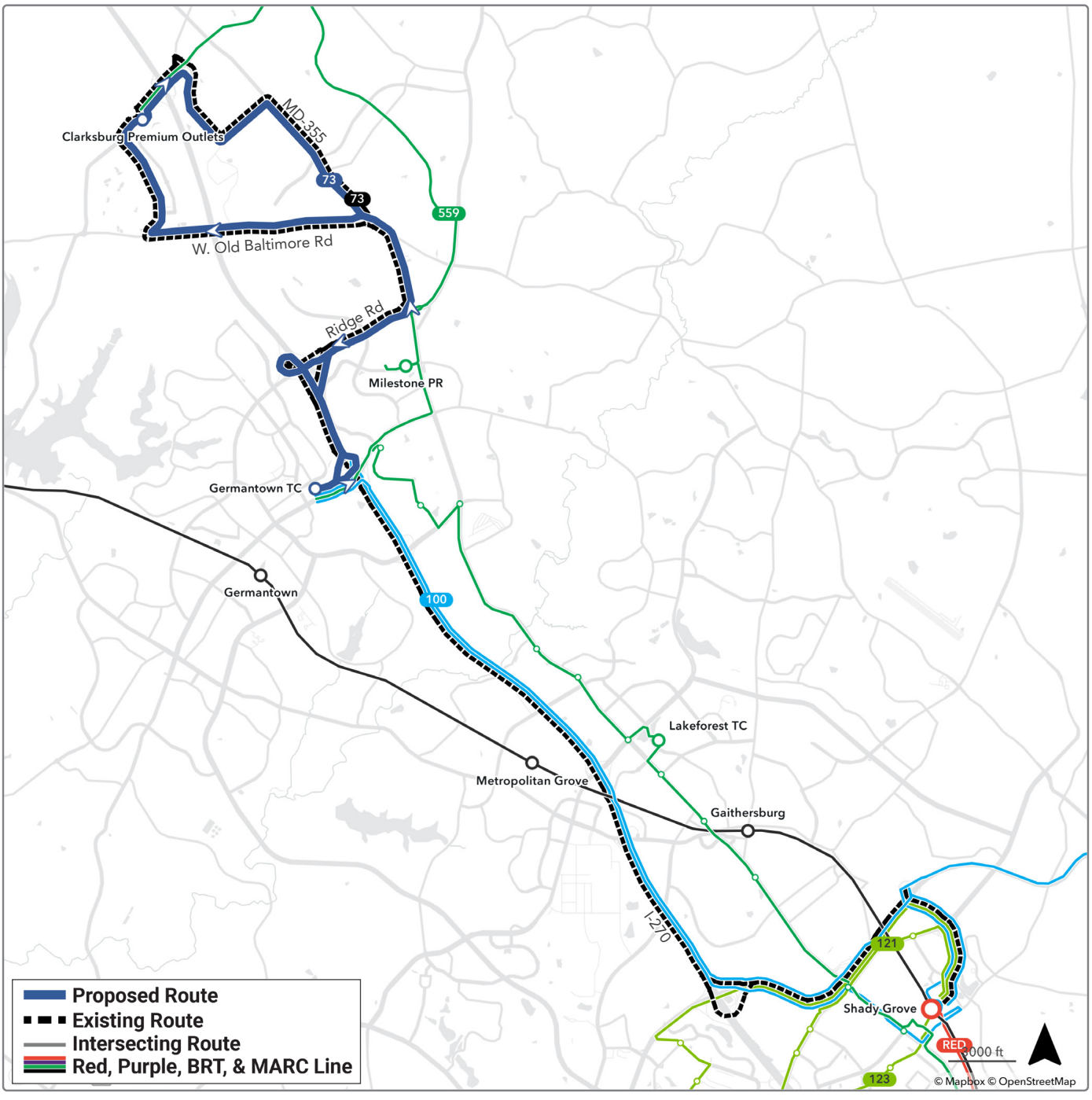
Coverage-Local | Vision

Service Change

Route 73 is modified to be truncated from Shady Grove Metrorail station to Germantown Transit Center. Service to Shady Grove Metrorail station is discontinued and replaced by Routes 100 and 102, and MD 355 BRT.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 74
Shady Grove-GTC

Changed Route

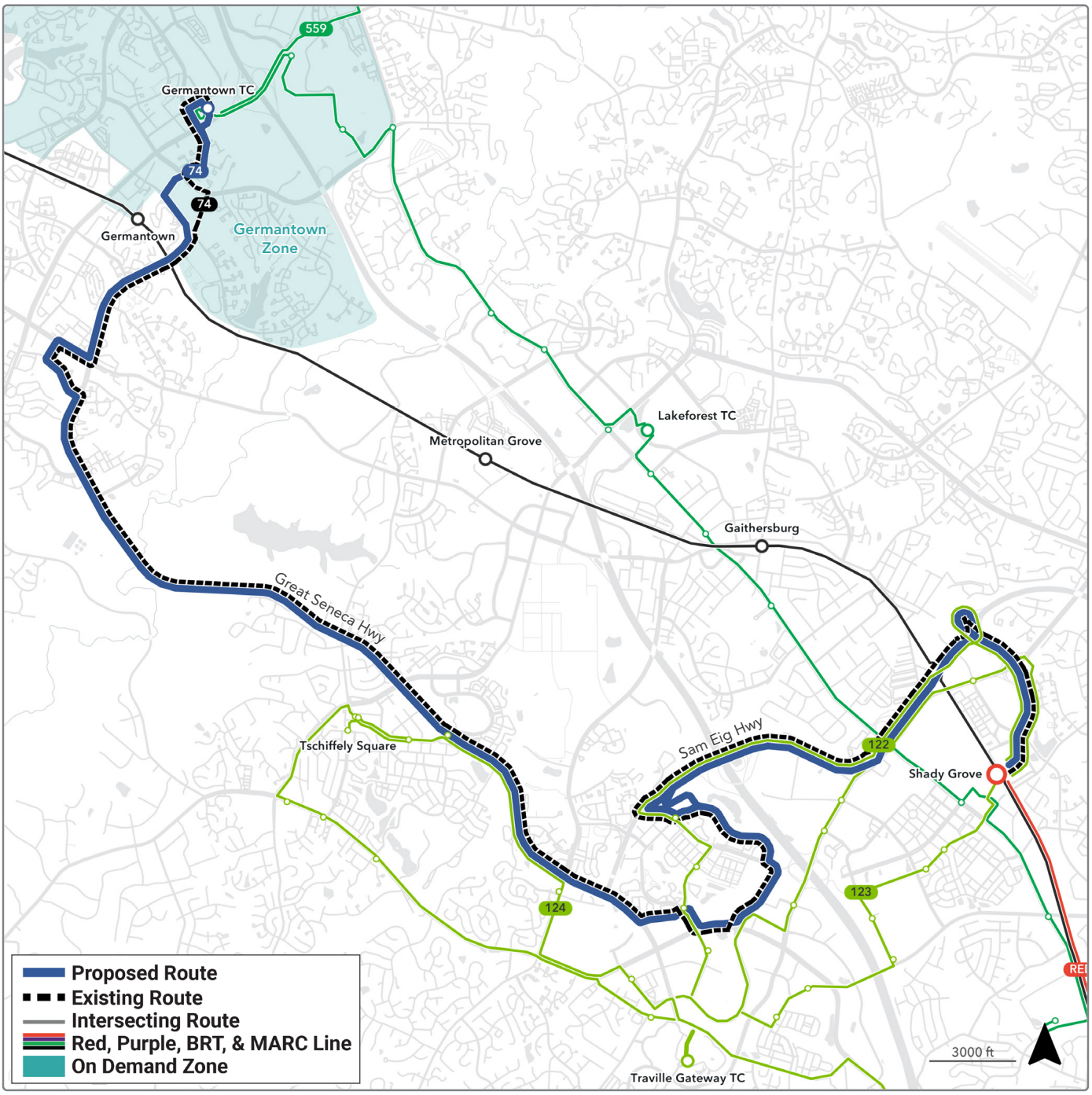
Coverage-Local | Year 5

Service Change

Route 74 is modified to serve Wisteria Drive between Great Seneca Highway and Crystal Rock Drive, instead of Middlebrook Road.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 75
Clarksburg Correctional Facility-South Germantown

Changed Route

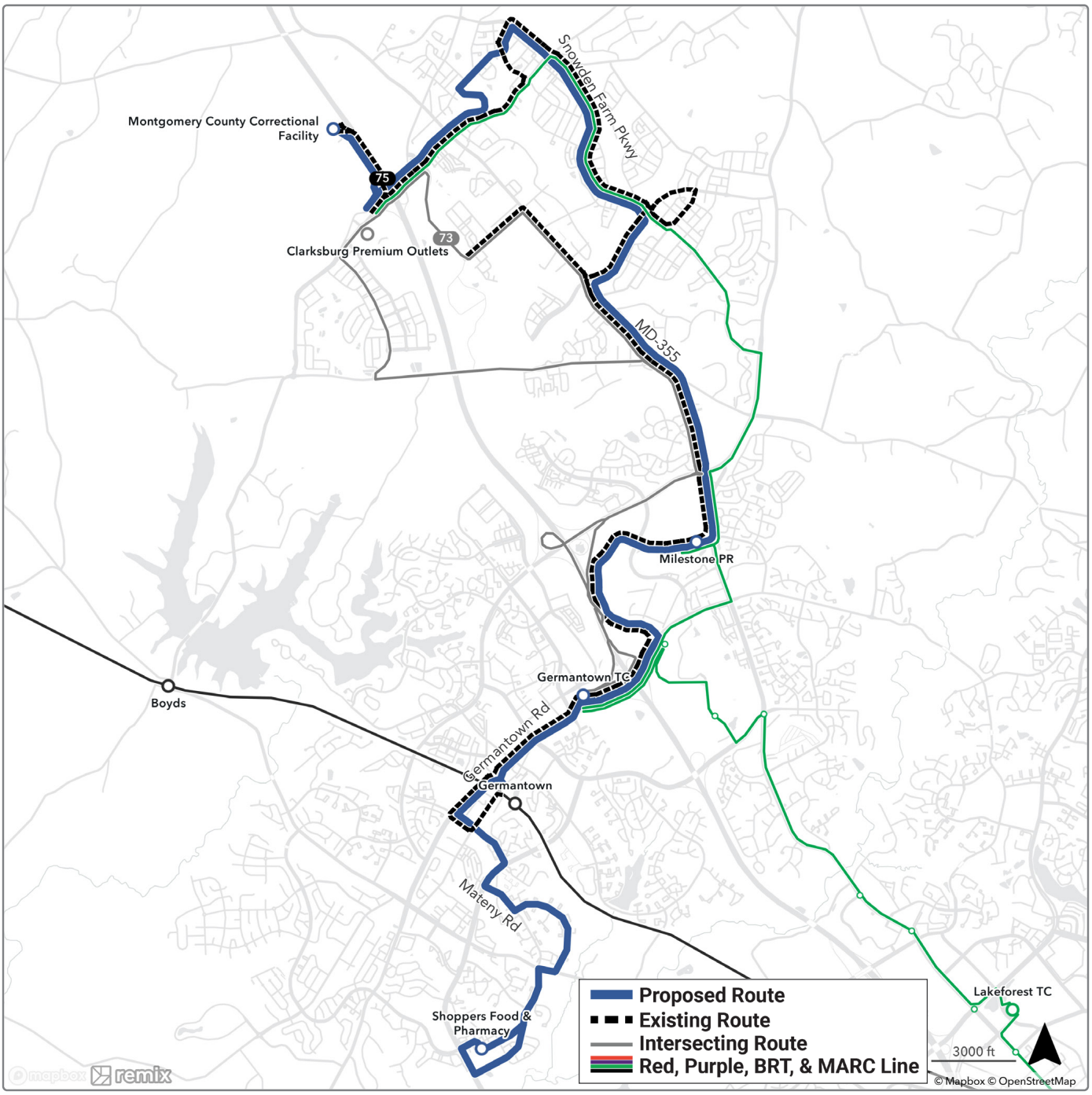
Coverage-Trunk | Vision

Service Change

Route 75 will be extended from Germantown MARC station to Shoppers Food and Pharmacy via Mateny Road. Service on Little Seneca Parkway, Frederick Road, and Shawnee Lane is discontinued and replaced by Routes 279, 990, and 73.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Trunk routes will operate at least every 15 minutes on Weekdays during the AM and PM peak periods and at least every 30 minutes from 5 AM to 11 PM and on weekends. Less frequent service may be available at other times of day.



ROUTE 76
Shady Grove-Poolesville

Changed Route

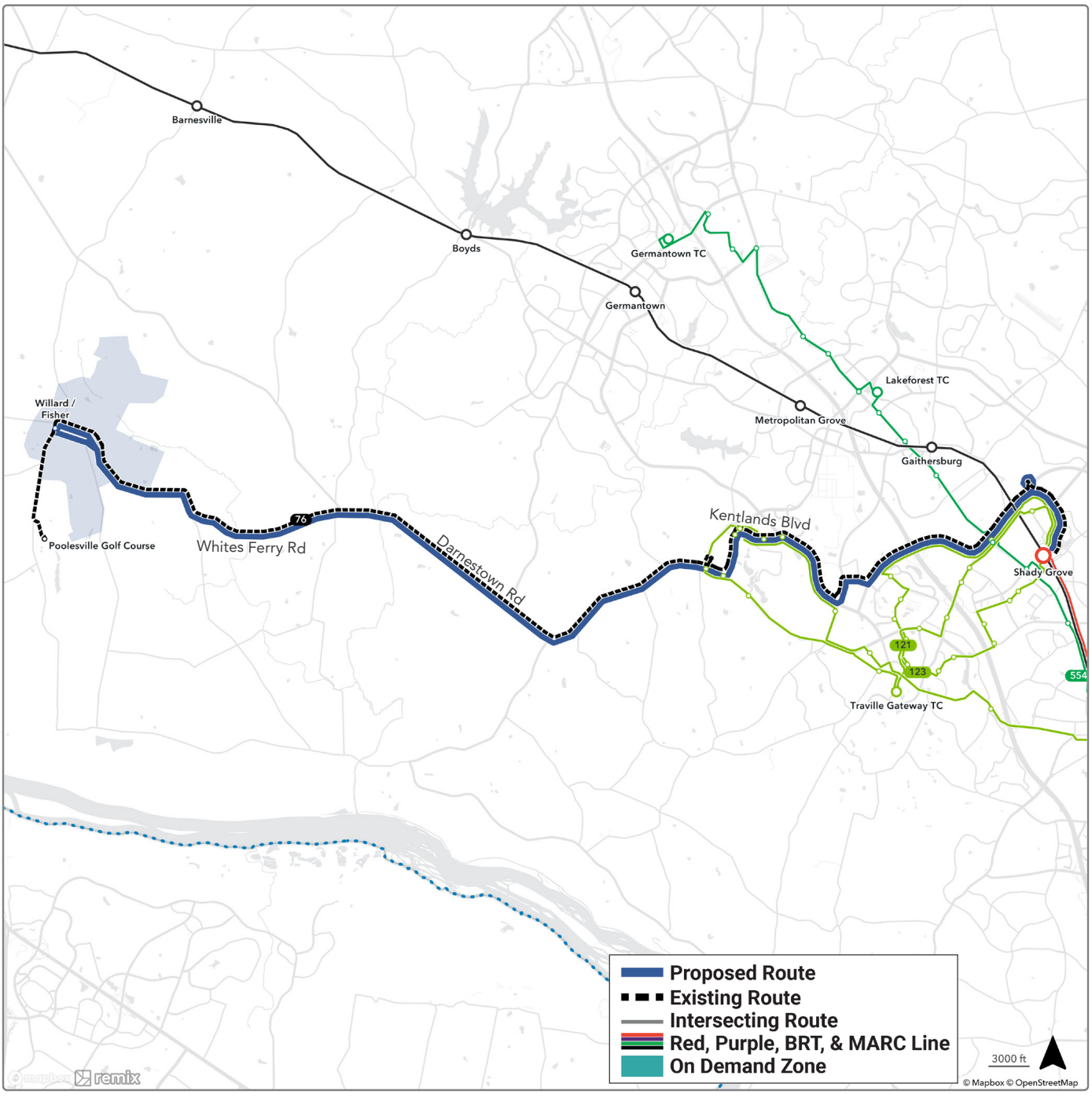
Coverage-Local | Year 5

Service Change

Route 76 is modified to truncate the segment between Poolesville Golf Course and Willard Road at Fisher Avenue. Discontinued segments are replaced by the new Poolesville Flex zone.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 81
Rockville-North Bethesda via Montrose Rd

Changed Route

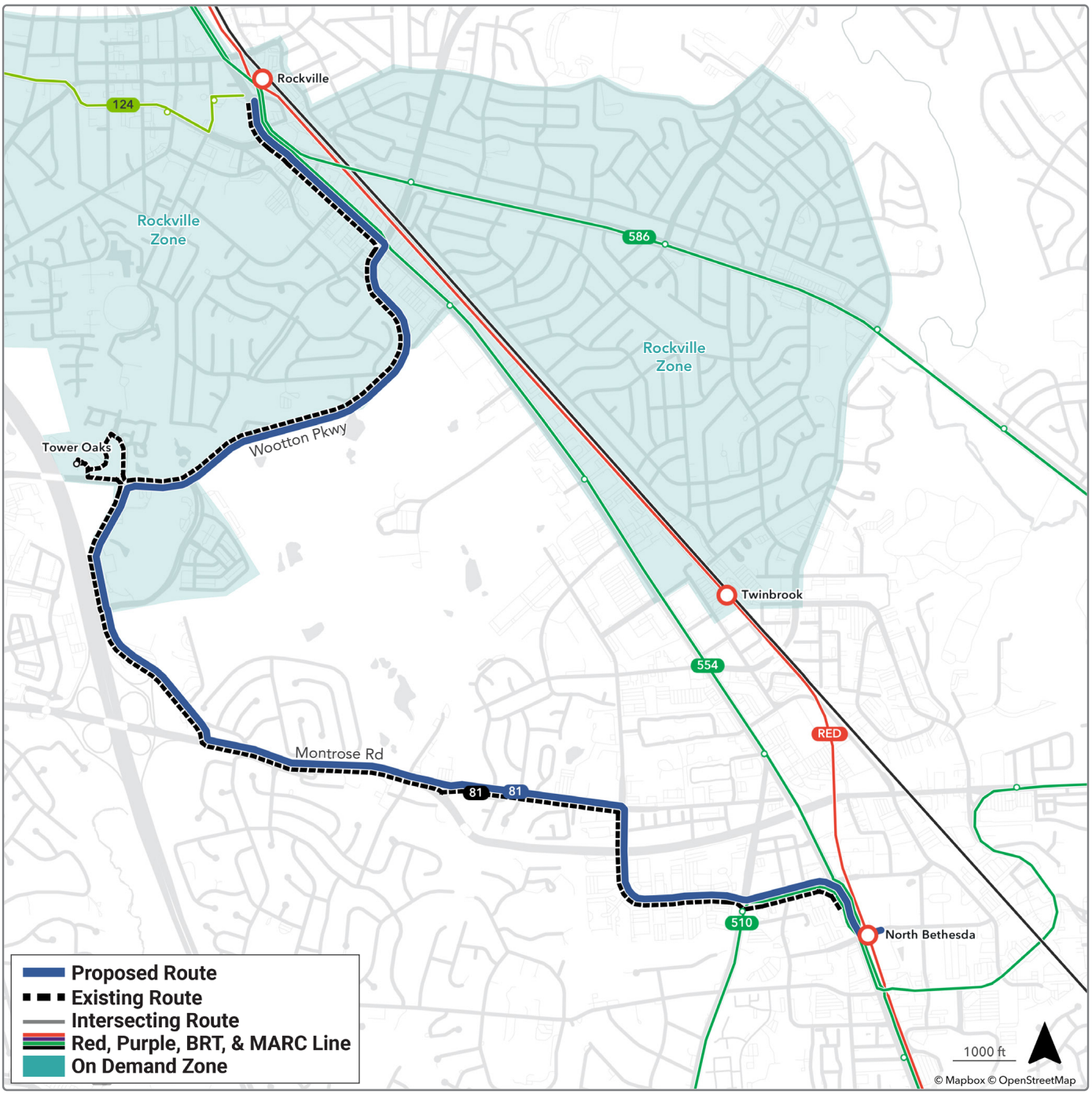
Coverage-Local | Vision

Service Change

Route 81 is modified to eliminate the mid-route deviation to Tower Oaks. Discontinued service to Tower Oaks is replaced by the new Rockville Flex zone.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 83
Germantown TC - Holy Cross Hospital

Changed Route

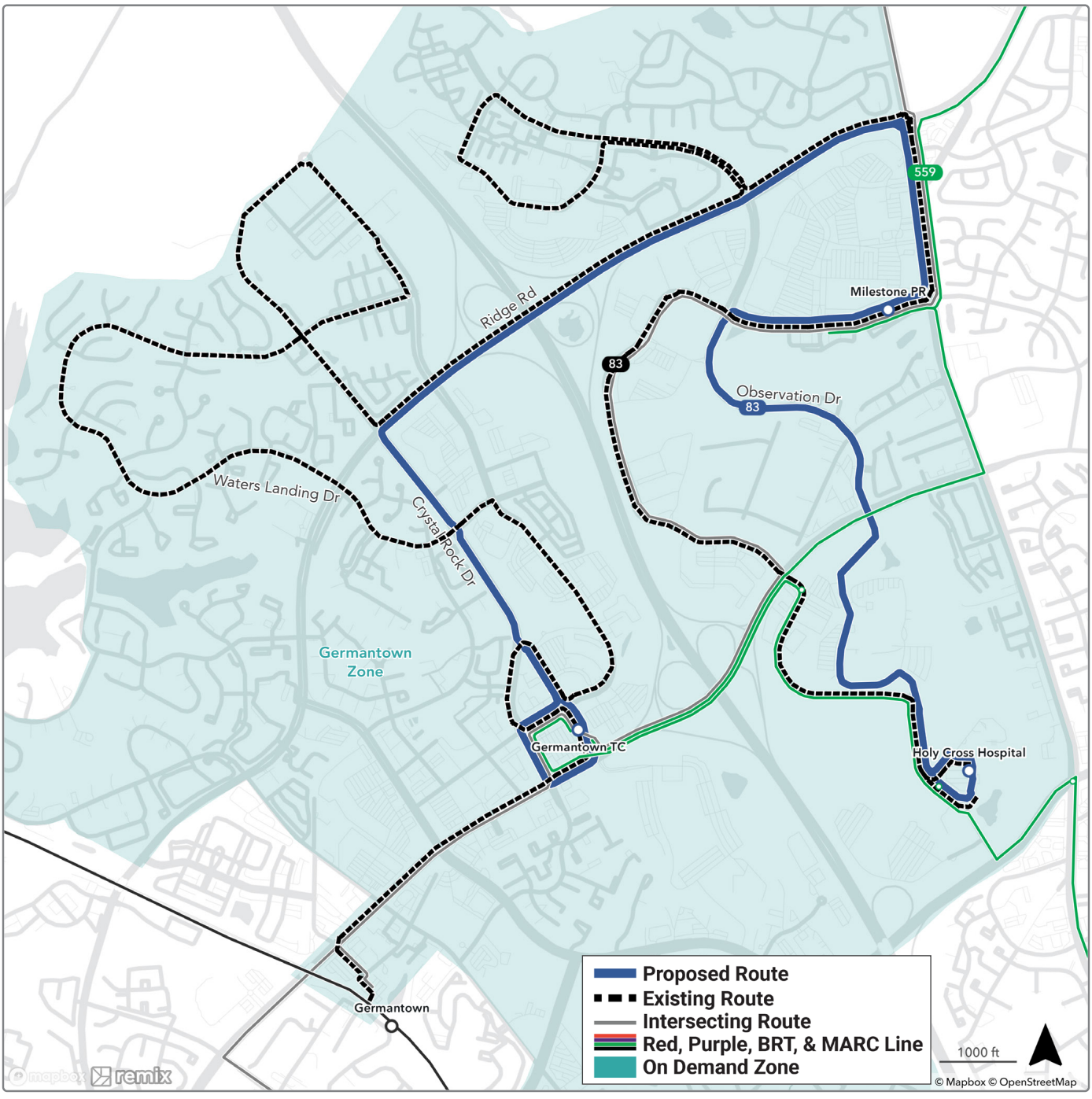
Coverage-Trunk | Year 5

Service Change

Route 83 is modified to provide a more direct path between Germantown Transit Center and Germantown Holy Cross Hospital. Discontinued segments of the route are replaced by Route 75 and the new Germantown Flex zone.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Trunk routes will operate at least every 15 minutes on Weekdays during the AM and PM peak periods and at least every 30 minutes from 5 AM to 11 PM and on weekends. Less frequent service may be available at other times of day.



ROUTE 84/85 (Previously Route 55)

Rockville-Lakeforest via MD 355 / Lakeforest-Germantown TC

Changed Route

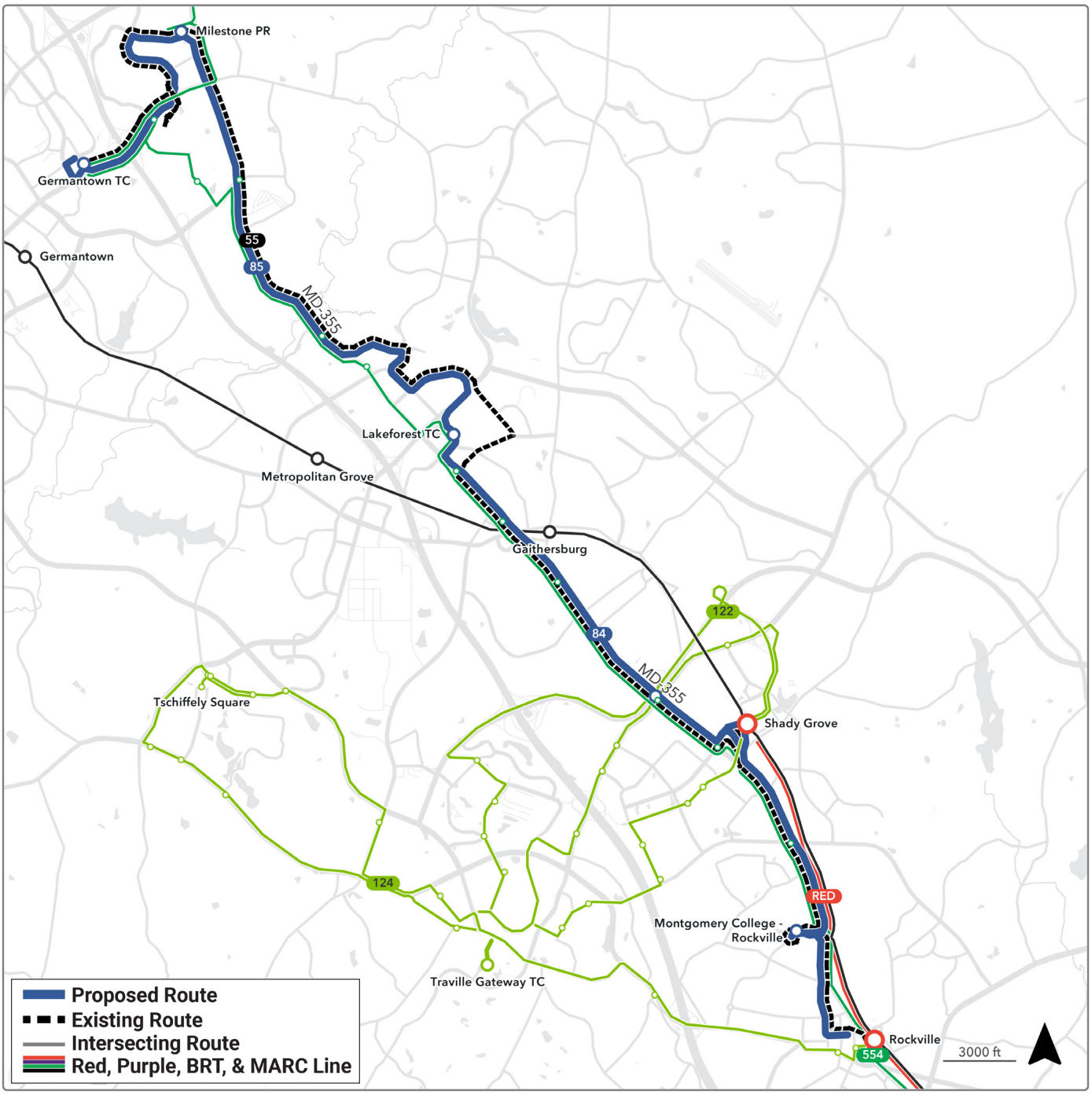
Coverage-Trunk | Year 5

Service Change

Route 55 is split into two routes at Lakeforest Transit Center. The new Route 84 replaces the northern segment of the existing Route 55 between Lakeforest Transit Center and Germantown Transit Center. The new Route 85 replaces the southern segment of the existing Route 55 between Lakeforest Transit Center and Rockville Metrorail station.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Trunk routes will operate at least every 15 minutes on Weekdays during the AM and PM peak periods and at least every 30 minutes from 5 AM to 11 PM and on weekends. Less frequent service may be available at other times of day.



ROUTE 90
Shady Grove-Damascus

Changed Route

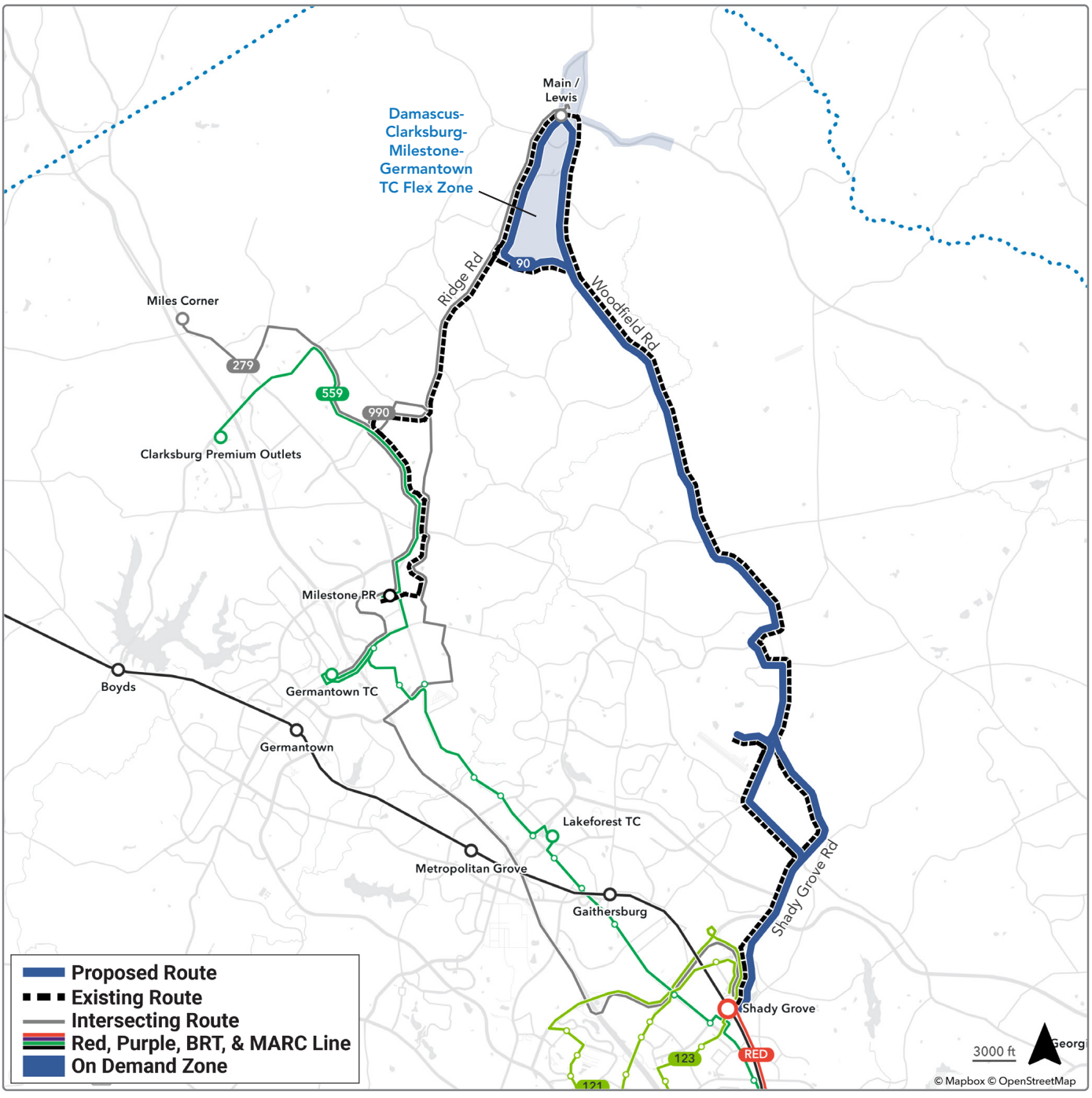
Coverage-Local | Year 5

Service Change

Route 90 is split at Damascus to form two new routes. Route 990 will serve the segment between Damascus and Germantown Transit Center as a new fixed-flex hybrid route. The existing Route 90 segment between Damascus and Shady Grove Metrorail station is unchanged.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 95
Rockville-Burtonsville Park & Ride

New Service

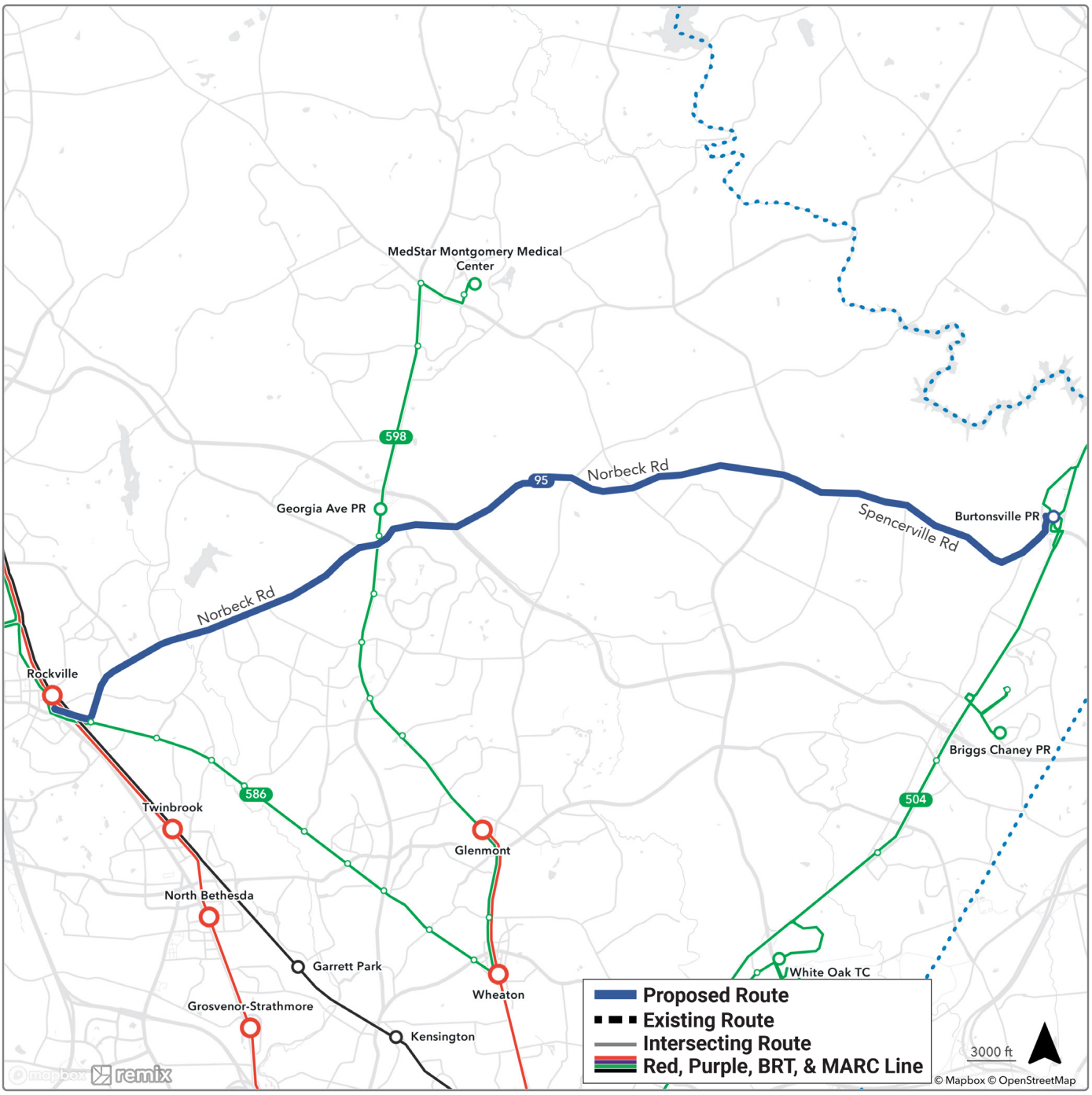
Coverage-Local | Vision

Service Change

The new Route 95 provides cross-county local service between Rockville Metrorail station and Burtonsville Park and Ride via the Norbeck Road and Spencerville Road corridors.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 96

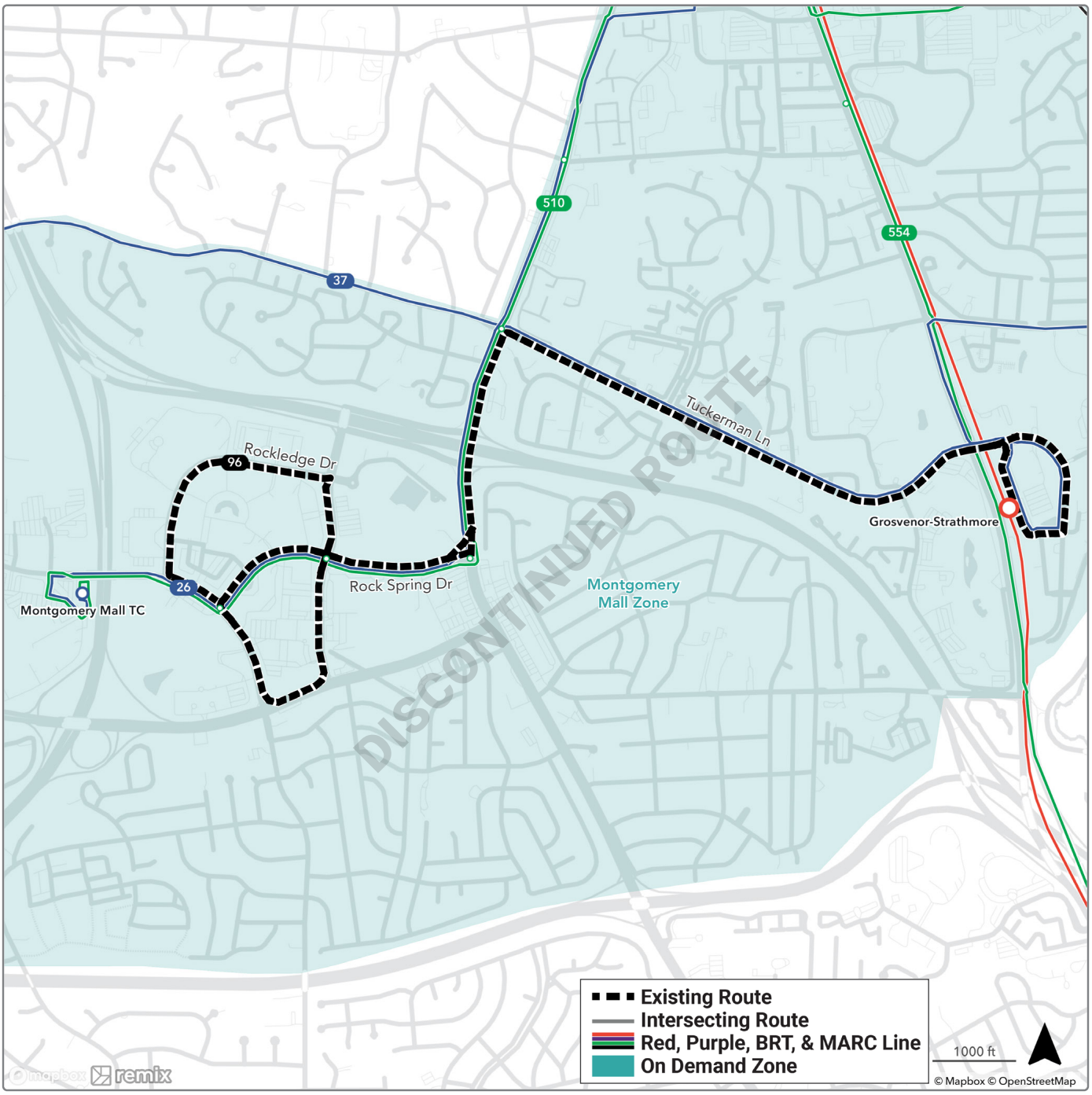
Discontinued Route

| Vision

Service Change

Route 96 is discontinued and replaced with Montgomery Mall-North Bethesda-Garrett Park Flex zone.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE
N/A



ROUTE 97

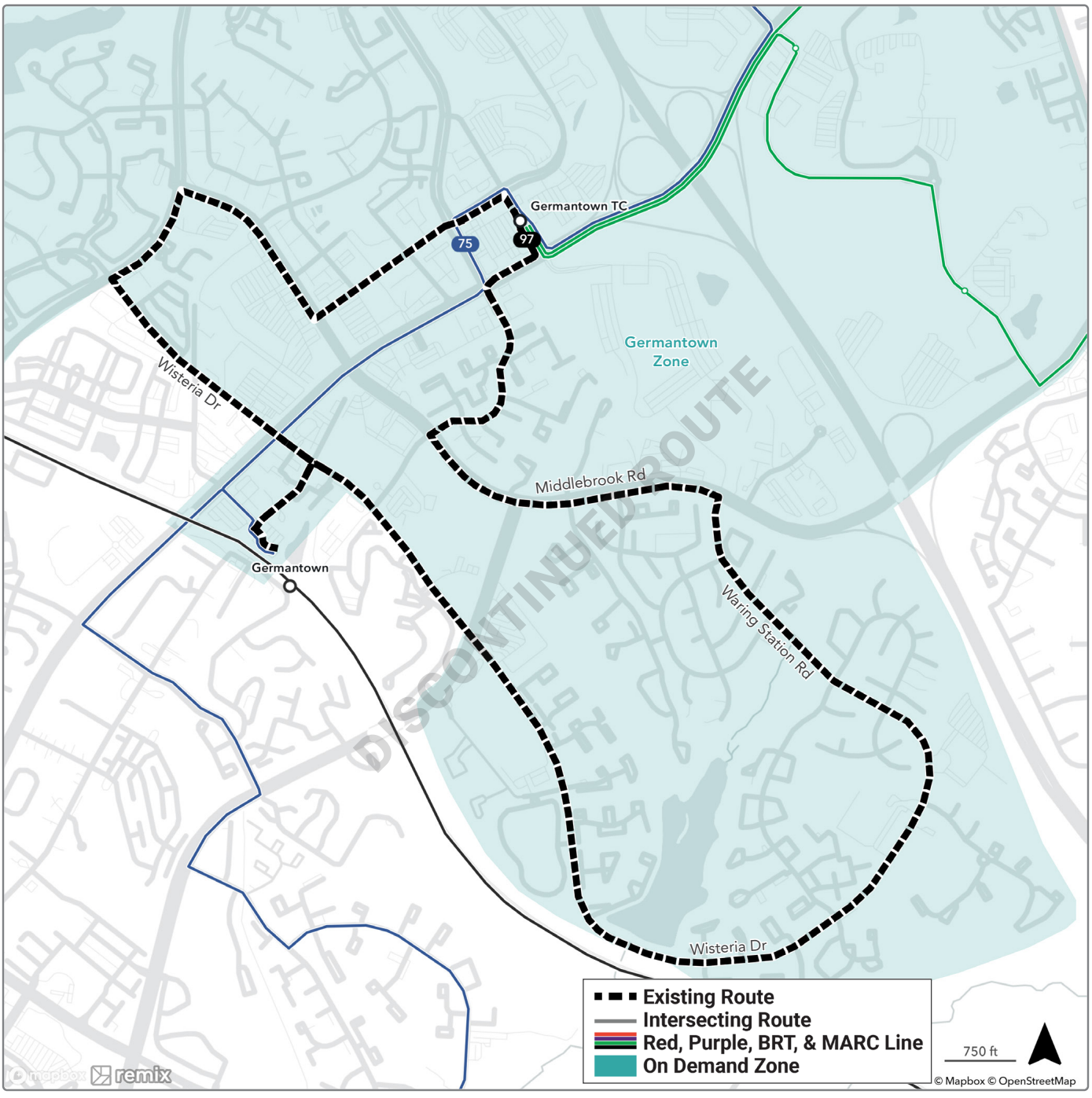
Discontinued Route

| Year 5

Service Change

Route 97 is discontinued and replaced with the new Germantown Flex zone.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE
N/A



ROUTE 98

Discontinued Route

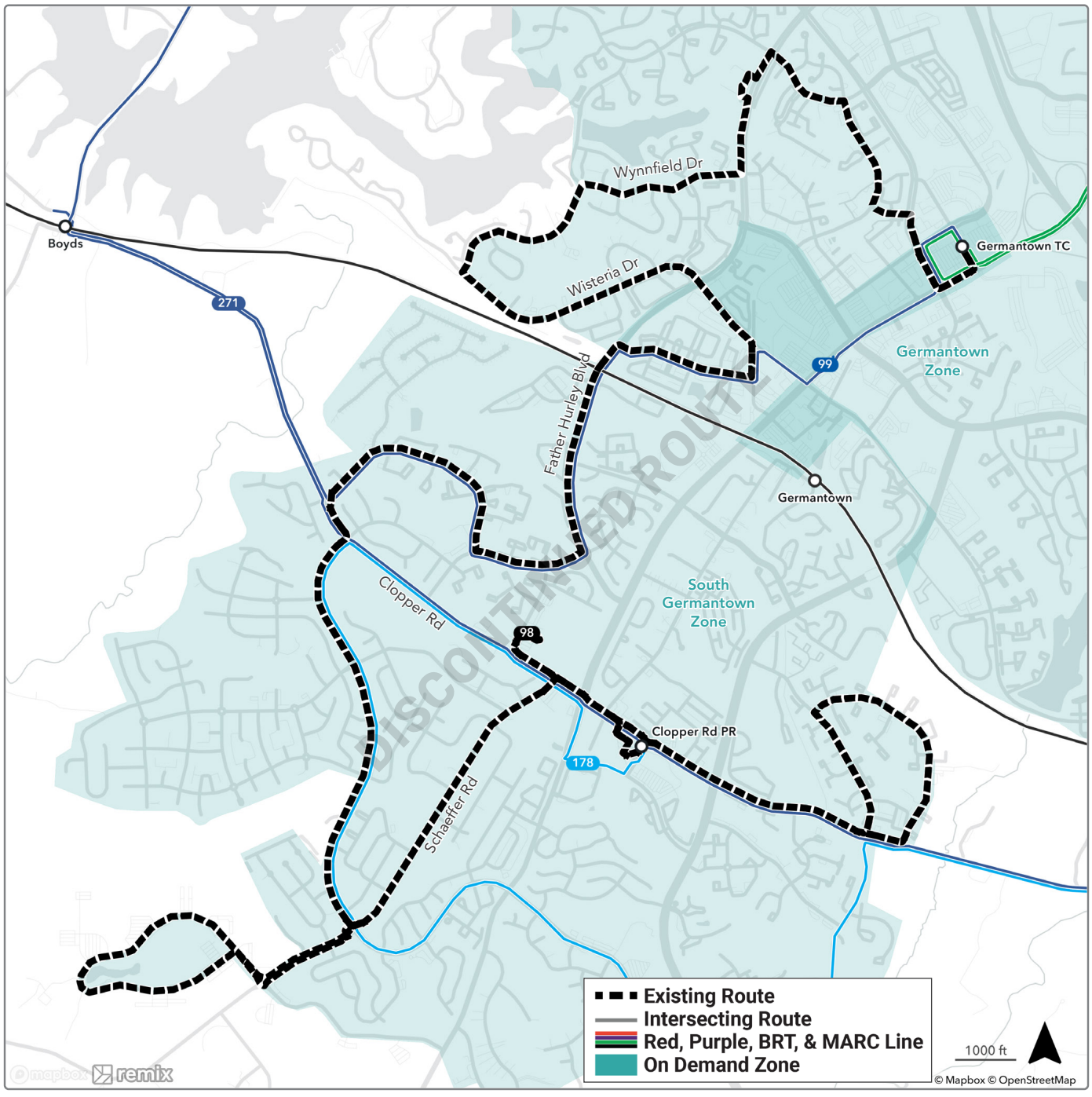
| Year 5

Service Change

Route 98 is discontinued and replaced with the new South Germantown and Germantown Flex zones and the new Local Route 99.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

N/A



ROUTE 99
Germantown TC-Boyds

New Service

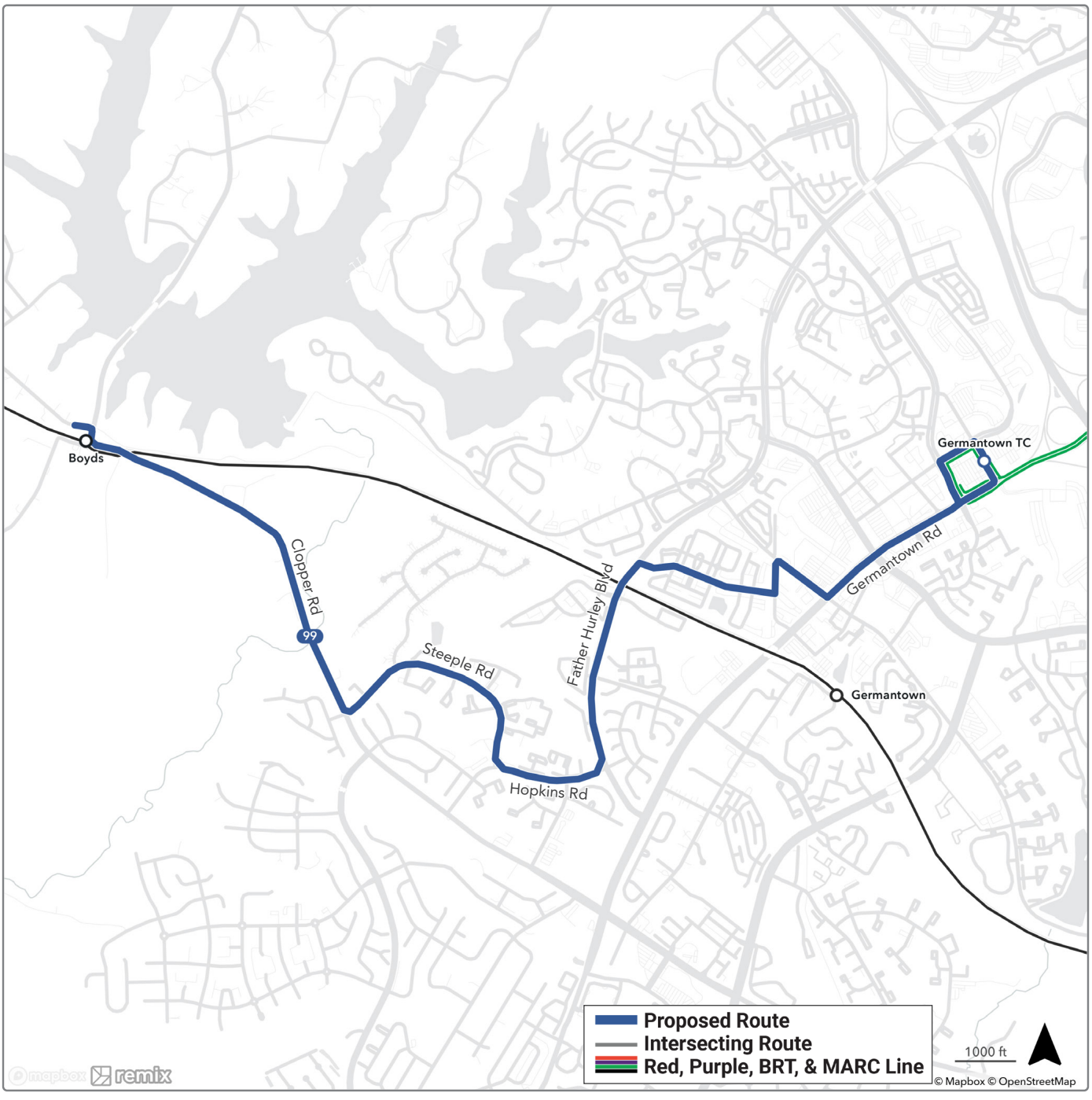
Coverage-Local | Vision

Service Change

The new Route 99 provides local service between Germantown Transit Center and Boyds MARC station via Germantown Road, Father Hurley Boulevard, Steeple Road, and Clopper Road.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 100
Shady Grove-Germantown TC Express

No Change

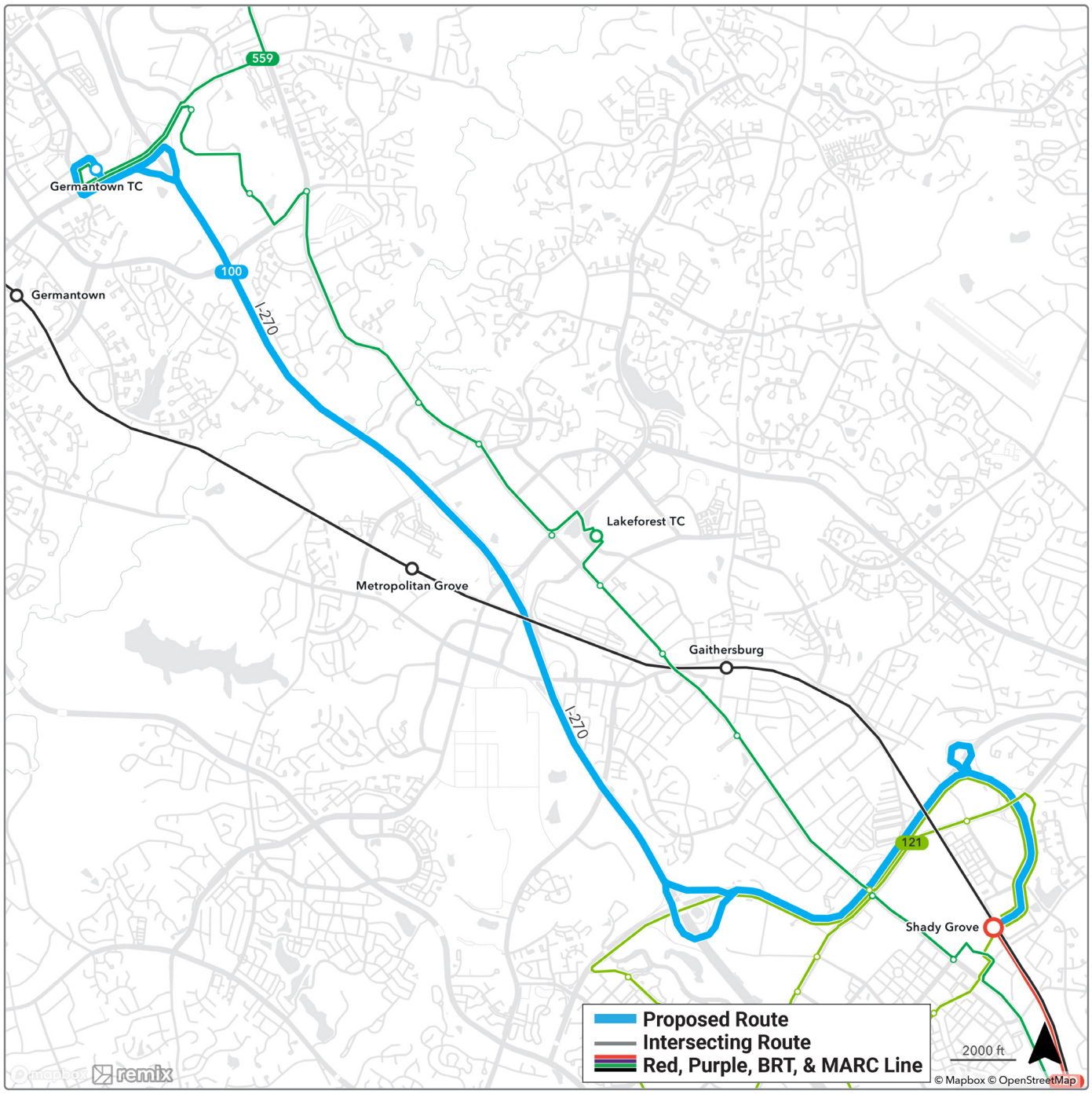
Express | Vision

Service Change

There are no alignment changes to Route 100.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Express routes will operate at least every 15 minutes on Weekdays and Saturdays from 5 AM to 12 AM. On Sundays, routes will operate at least every 30 minutes from 6 AM to 10 PM. Less frequent service may be available at other times of day.



ROUTE 102
Silver Spring-Germantown TC

New Service

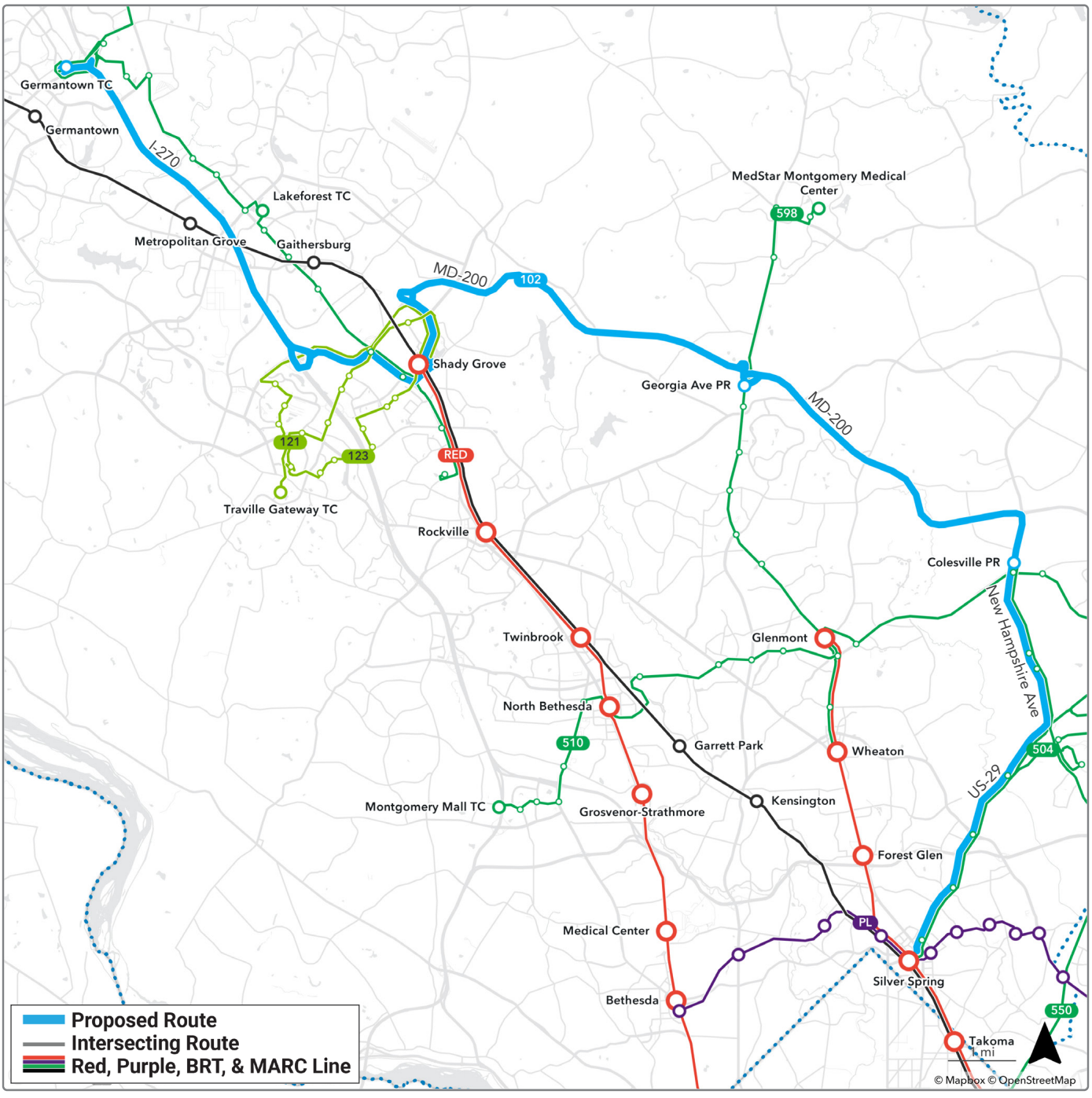
Express | Vision

Service Change

The new Route 102 provides cross-county express service between Germantown Transit Center and Silver Spring Metrorail station via I-270, the Intercounty Connector, New Hampshire Avenue, and Columbia Pike.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Express routes will operate at least every 15 minutes on Weekdays and Saturdays from 5 AM to 12 AM. On Sundays, routes will operate at least every 30 minutes from 6 AM to 10 PM. Less frequent service may be available at other times of day.



ROUTE 121
Pink - Shady Grove Rd

New Service

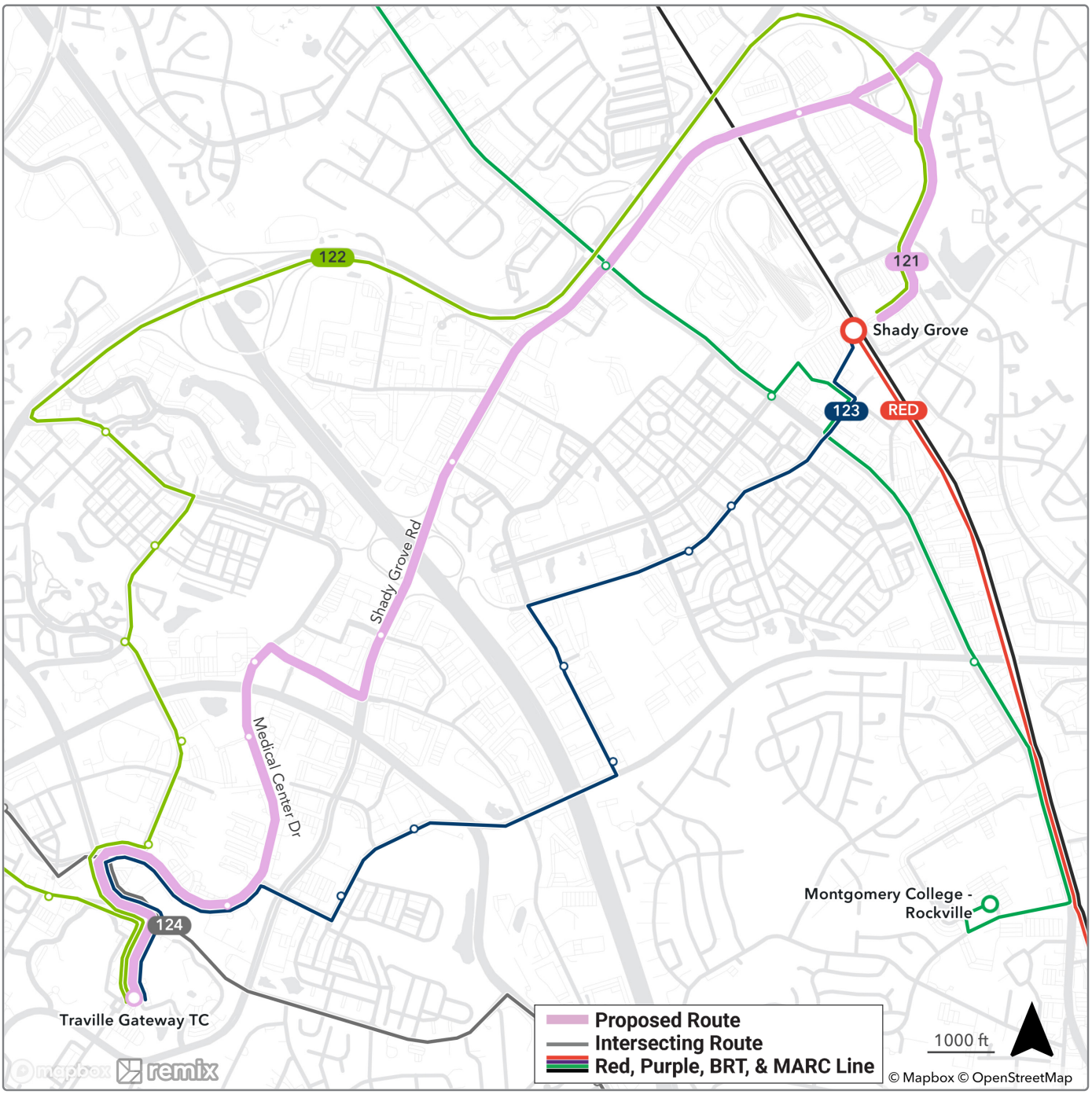
extRa | Year 1

Service Change

The new GSTN Pink Line (121) links the Shady Grove Road corridor with Life Sciences Center via Medical Center Drive.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most extRa routes will operate at least every 10 minutes on Weekdays during the AM and PM peak periods. Less frequent service may be available at other times of day.



ROUTE 122
Lime - to Kentlands via Rio/Crown

New Service

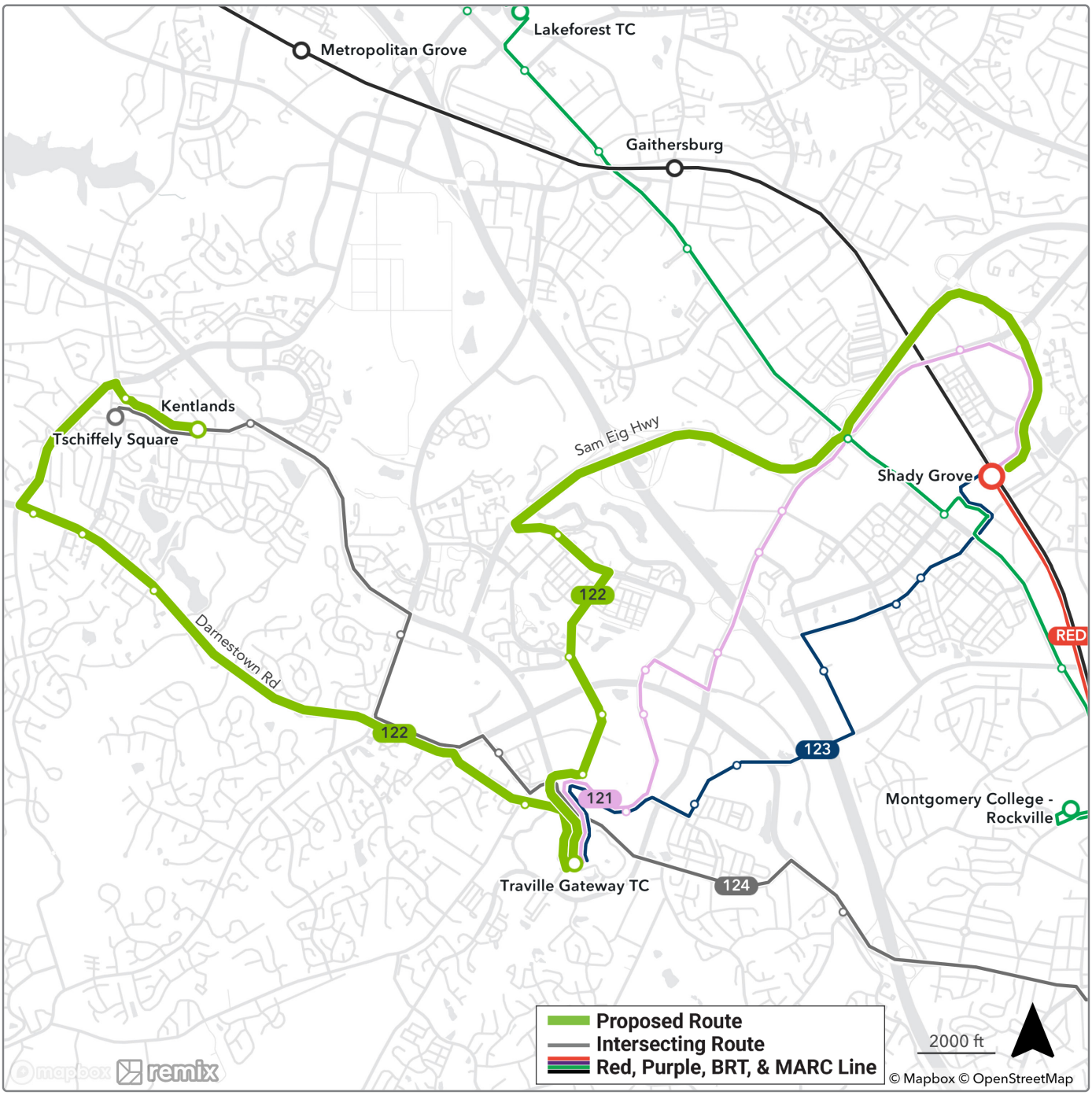
extRa | Vision

Service Change

The new GSTN Lime Line (122) links the Kentlands and Darnestown Road corridor with Life Sciences Center via Traville Gateway Drive. Phase 1, between Shady Grove and the Traville Gateway Transit Center will open in September of 2024. The extension to the Kentlands is currently planned as part of the Vision Network.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most extRa routes will operate at least every 10 minutes on Weekdays during the AM and PM peak periods. Less frequent service may be available at other times of day.



ROUTE 123
Cobalt - via Redland

New Service

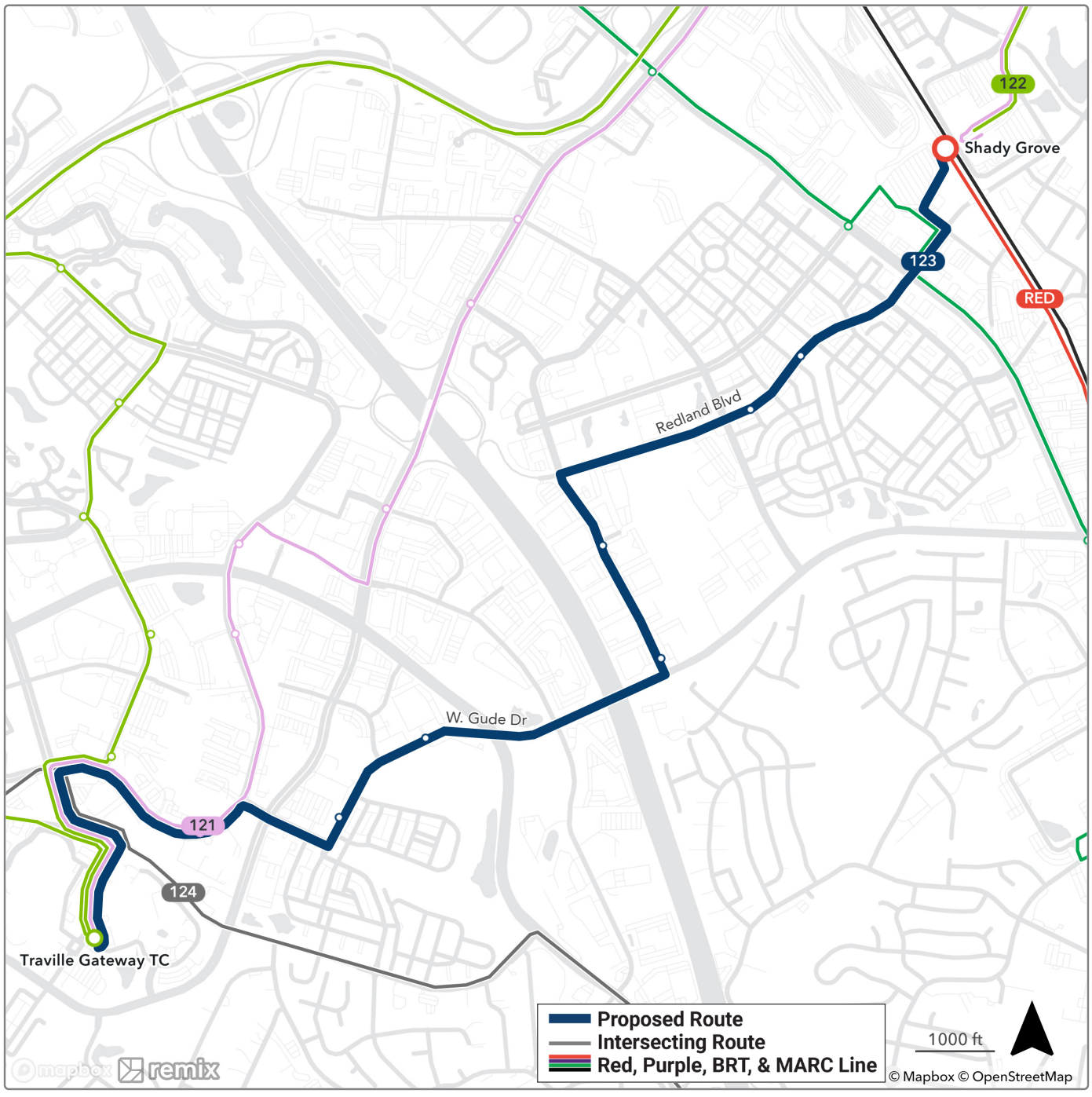
extRa | Vision

Service Change

The new GSTN Cobalt Line (123) links the Redland Boulevard and Gude Drive corridors with Life Sciences Center via Medical Center Drive.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most extRa routes will operate at least every 10 minutes on Weekdays during the AM and PM peak periods. Less frequent service may be available at other times of day.



ROUTE 124
Grey - Kentlands - Rockville

New Service

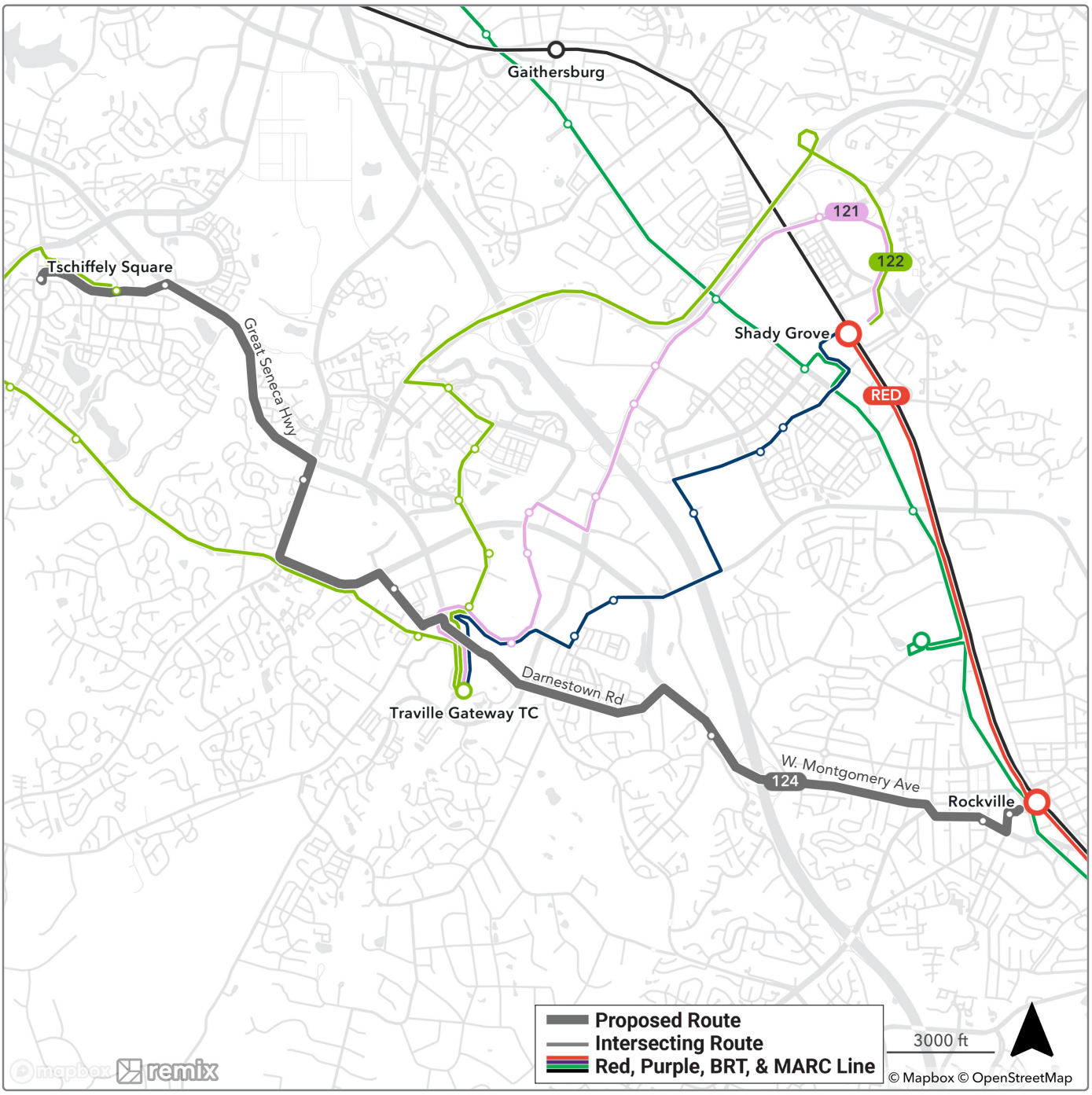
extRa | Vision

Service Change

The new GSTN Grey Line (124) links the Tschiffely Square and Great Seneca Highway Corridor with Rockville Metrorail station via W. Montgomery Avenue.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most extRa routes will operate at least every 10 minutes on Weekdays during the AM and PM peak periods. Less frequent service may be available at other times of day.



ROUTE 170 (Previously Route 70)
Germantown-Bethesda Express

No Change

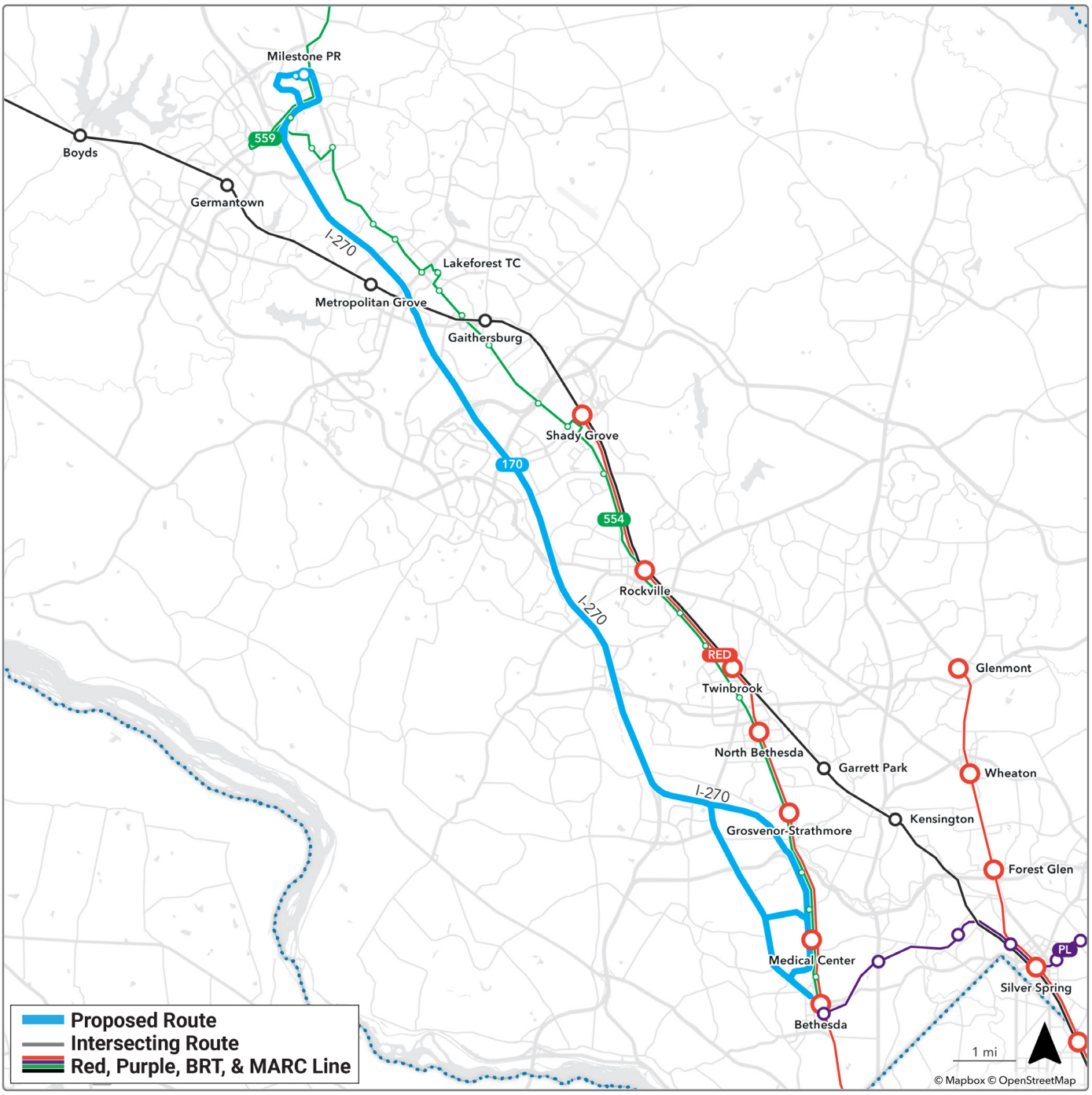
Express | Vision

Service Change

There are no alignment changes to Route 70.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Express routes will operate at least every 15 minutes on Weekdays and Saturdays from 5 AM to 12 AM. On Sundays, routes will operate at least every 30 minutes from 6 AM to 10 PM. Less frequent service may be available at other times of day.



ROUTE 178 (Previously Route 78)
Shady Grove-Kingsview Park & Ride Express

No Change

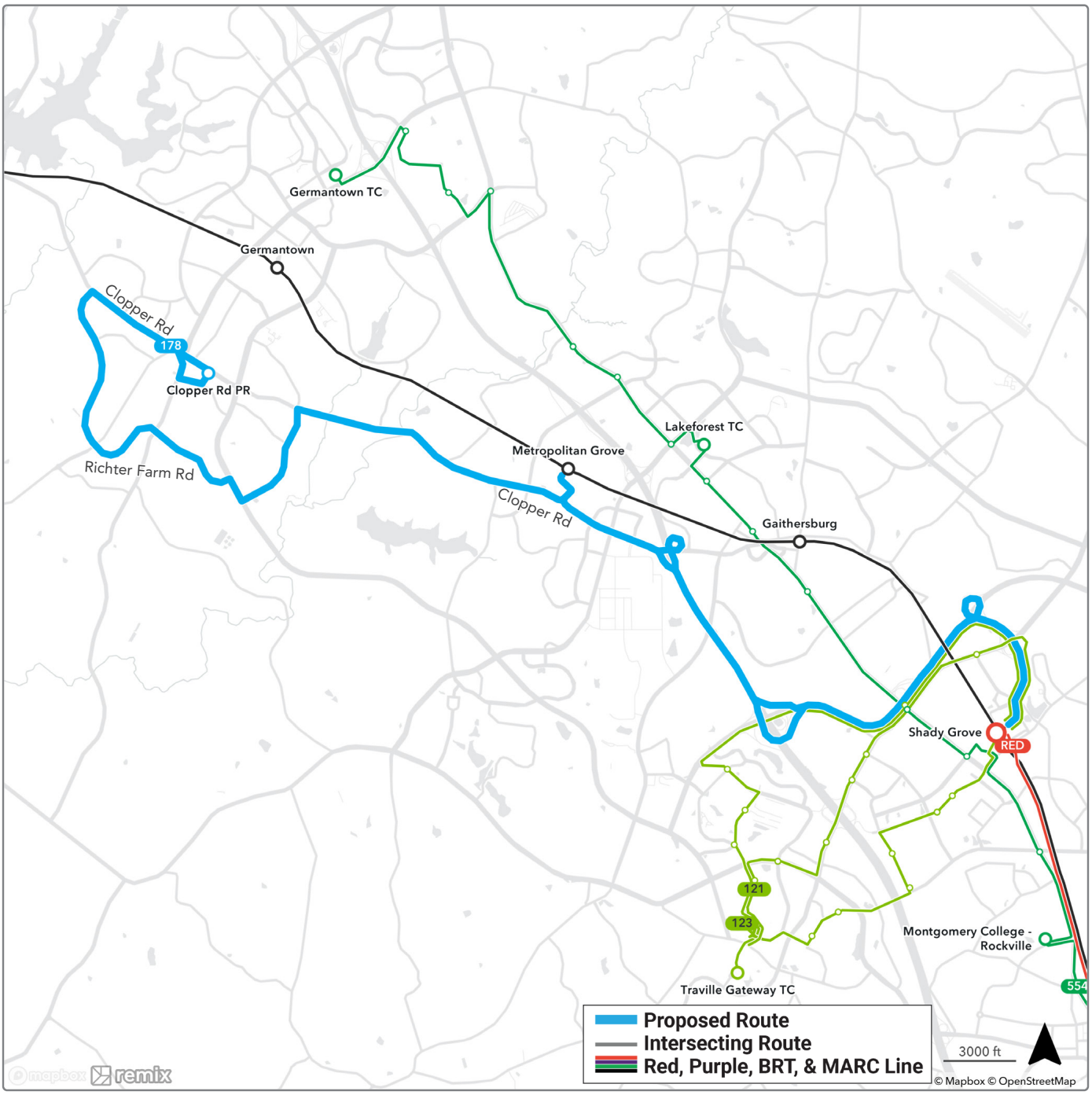
Express | Vision

Service Change

There are no alignment changes to Route 78.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Express routes will operate at least every 15 minutes on Weekdays and Saturdays from 5 AM to 12 AM. On Sundays, routes will operate at least every 30 minutes from 6 AM to 10 PM. Less frequent service may be available at other times of day.



ROUTE 201 (Previously Route 101)

Lakeforest-Medical Center Commuter

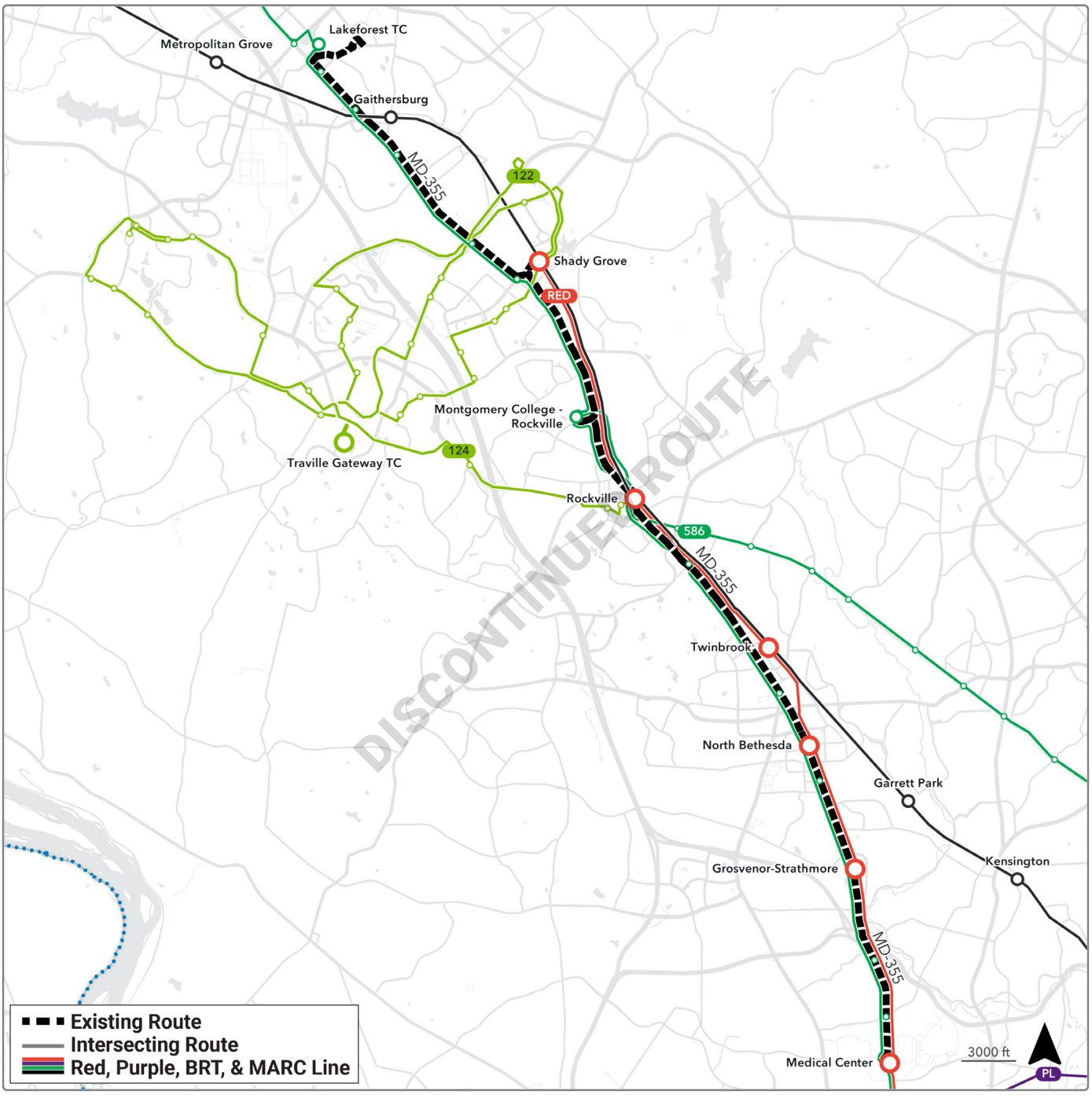
Discontinued Route

| Year 5

Service Change

Route 101 is discontinued and replaced with the new MD 355 BRT.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE
N/A



ROUTE 260 (Previously Route 60)
Shady Grove-Montgomery Village Commuter

No Change

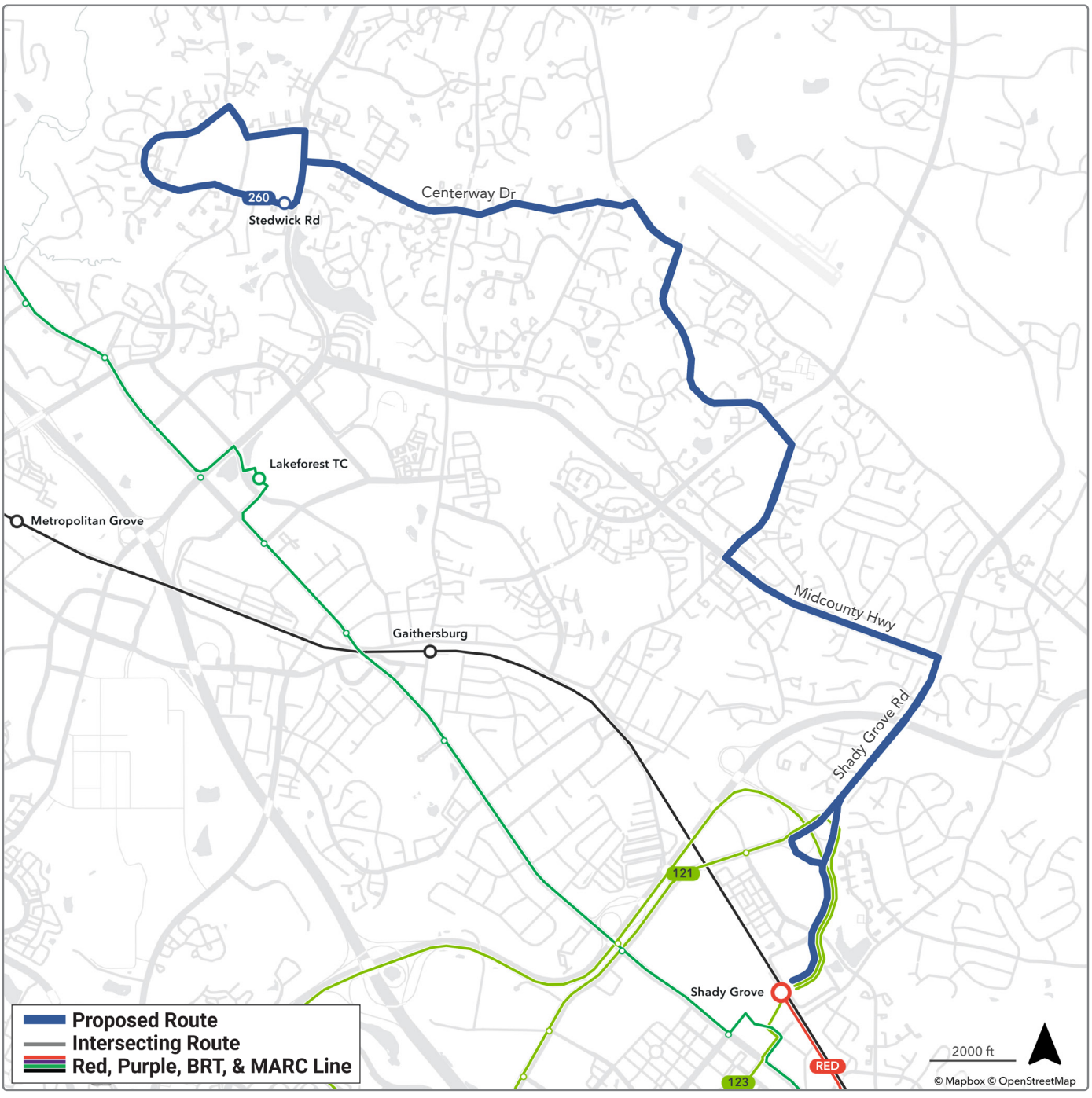
Commuter | Year 5

Service Change

There are no alignment changes to Route 60.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Commuter routes will operate at least every 30 minutes on weekdays during the AM and PM peak periods. Less frequent service may be available at other times of day.



Ride On Reimagined

ROUTE 271 (Previously Route 71)
Clarksburg-Shady Grove Commuter

Changed Route

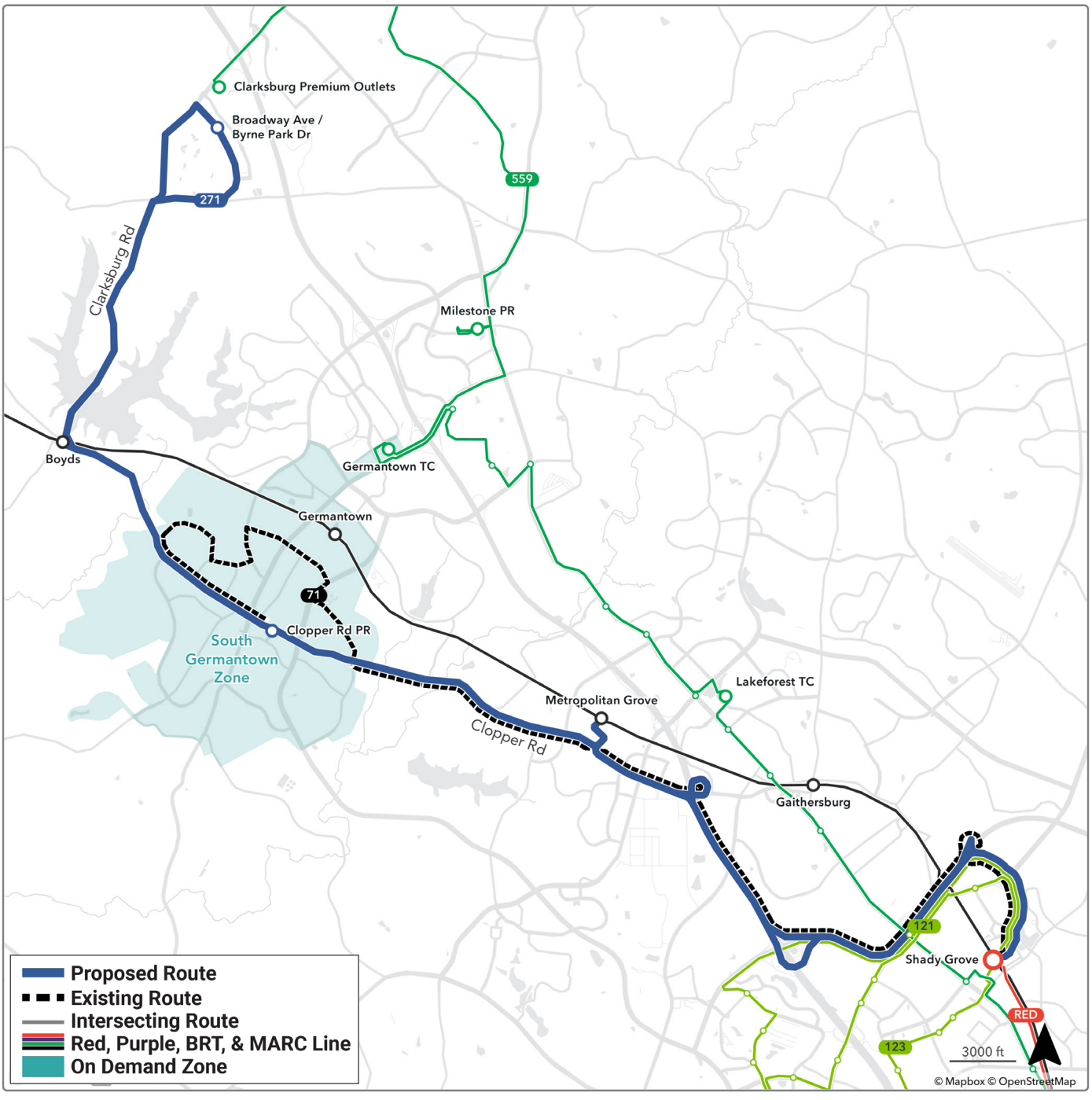
Commuter | Vision

Service Change

Route 71 is modified to provide a more direct path between Shady Grove Metrorail station and Clopper Road Park and Ride. Discontinued segments of the route are replaced by the new South Germantown Flex zone. Route 71 will be extended to Broadway Avenue / Byrne Park Drive via Clarksburg Road.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Commuter routes will operate at least every 30 minutes on weekdays during the AM and PM peak periods. Less frequent service may be available at other times of day.



ROUTE 279 (Previously Route 79)
Shady Grove-Clarksburg Commuter

Changed Route

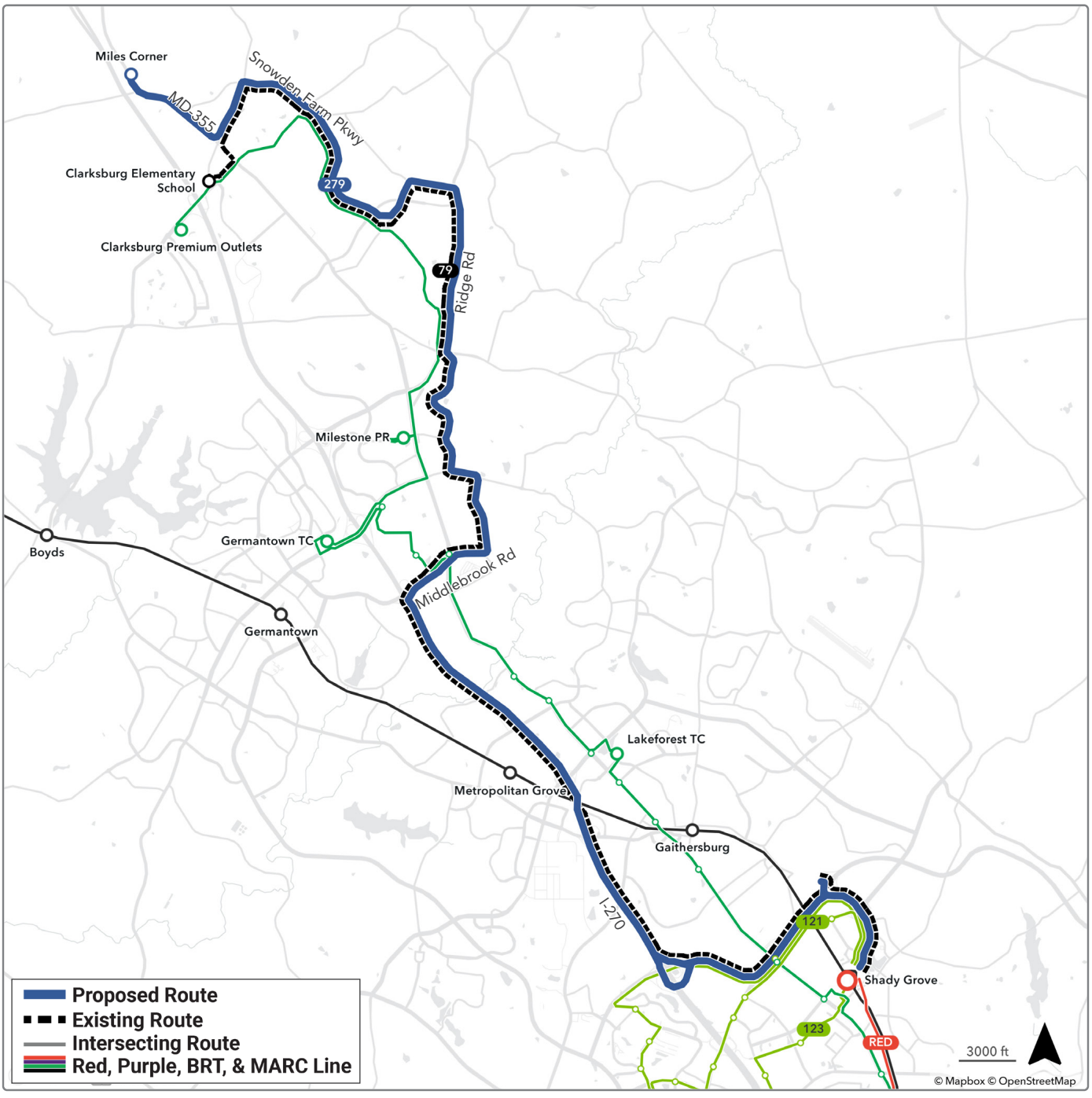
Commuter | Vision

Service Change

Route 79 will be extended from Clarksburg Elementary School to Miles Corner via Frederick Road. Service to Clarksburg Elementary School is discontinued and replaced by Route 75.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Commuter routes will operate at least every 30 minutes on weekdays during the AM and PM peak periods. Less frequent service may be available at other times of day.



ROUTE 301
Rockville-Tobytown

Discontinued Route

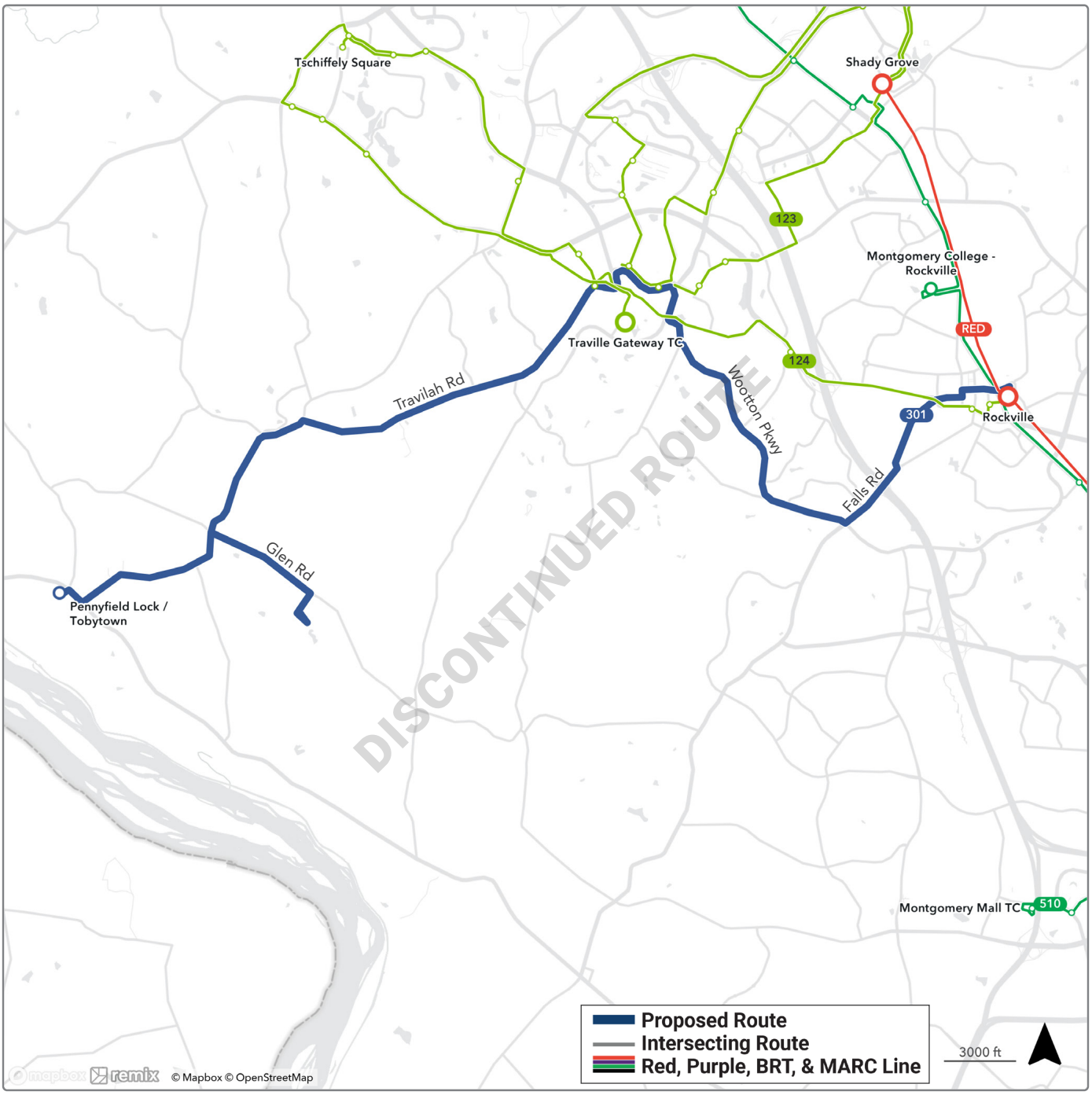
Coverage-Local | Vision

Service Change

There are no alignment changes to Route 301.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Local routes will operate at least every 30 minutes on weekdays from 5 AM to 11 PM, on Saturdays from 6 AM to 11 PM, and on Sundays from 6 AM to 11 PM. Less frequent service may be available at other times of day.



ROUTE 901
South Germantown Flex

New Service

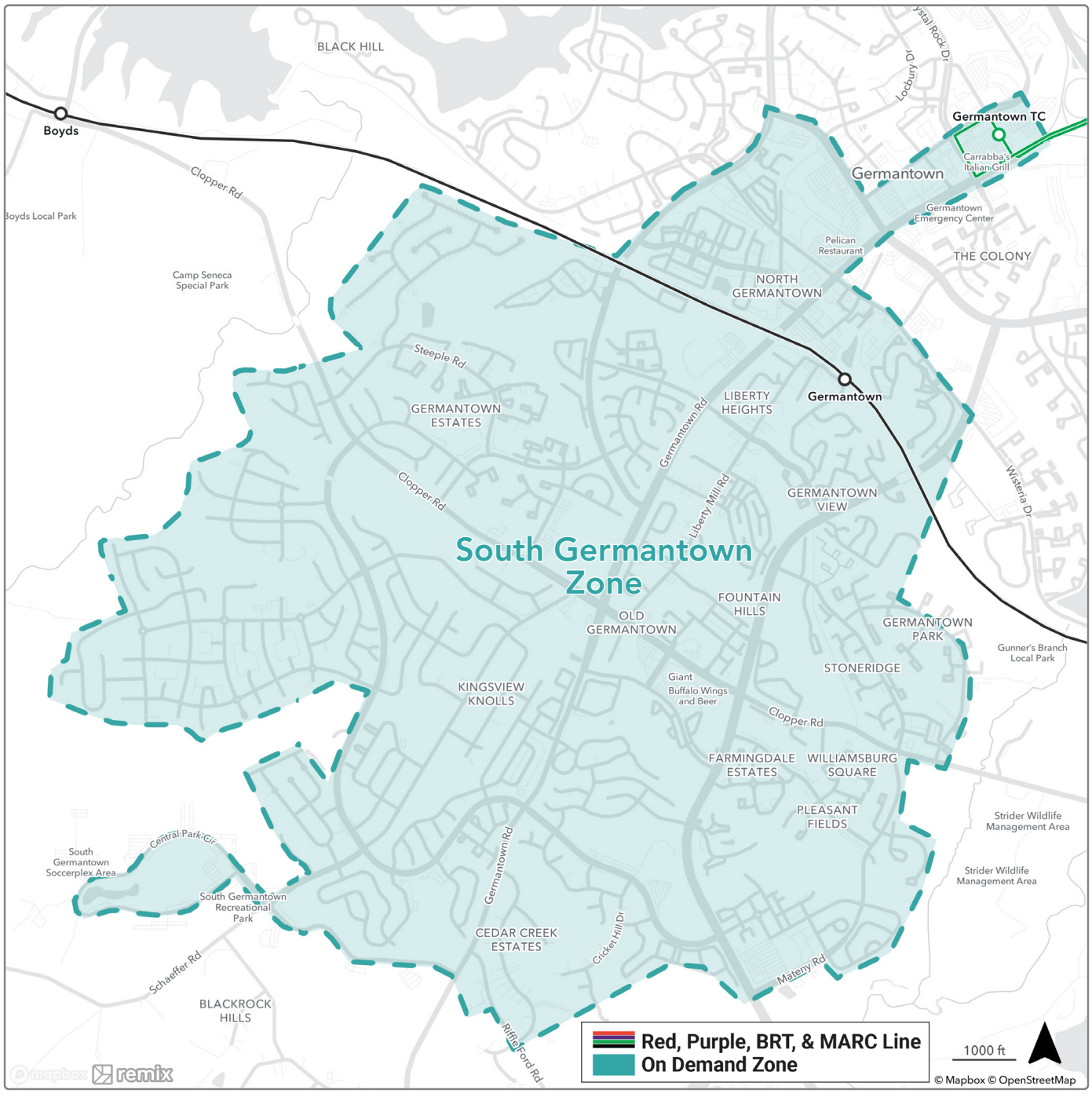
Coverage-Microtransit | Year 5

Service Change

A new Flex zone in the South Germantown area will serve riders making local trips in the communities to the south and west of Germantown Town Center. Connections to multiple local routes and the MD 355 BRT line are available at Germantown Transit Center.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Microtransit zones will operate on weekdays, Saturdays, and Sundays from 6 AM to 8 PM.



ROUTE 902
Germantown Flex

New Service

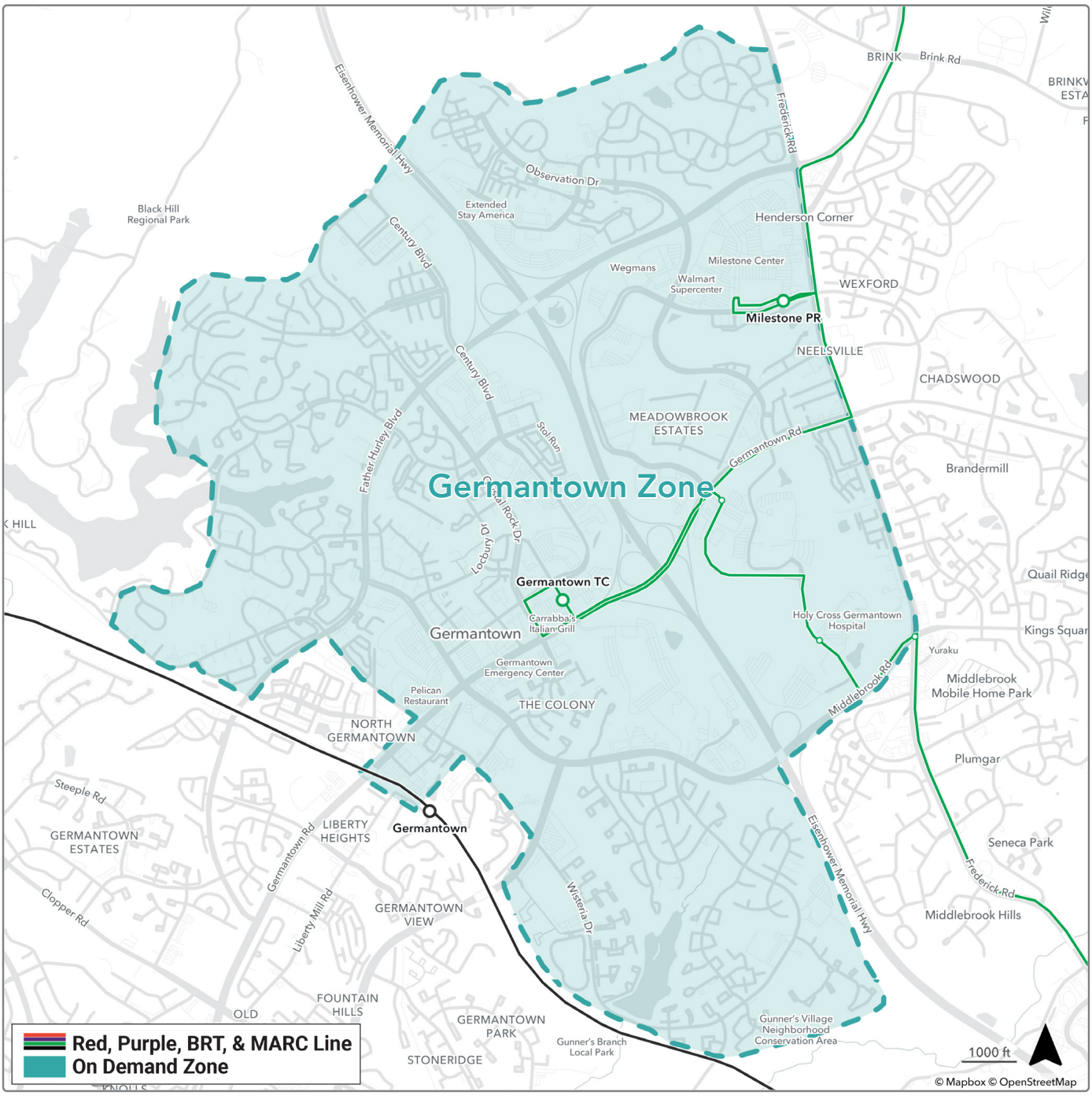
Coverage-Microtransit | Year 5

Service Change

A new Flex zone in the Germantown area will serve riders making local trips in the communities to the north, east, and south of Germantown Town Center. Connections to multiple local routes and the MD 355 BRT line are available at Germantown Transit Center.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Microtransit zones will operate on weekdays, Saturdays, and Sundays from 6 AM to 8 PM.



ROUTE 903
Montgomery Village Flex

New Service

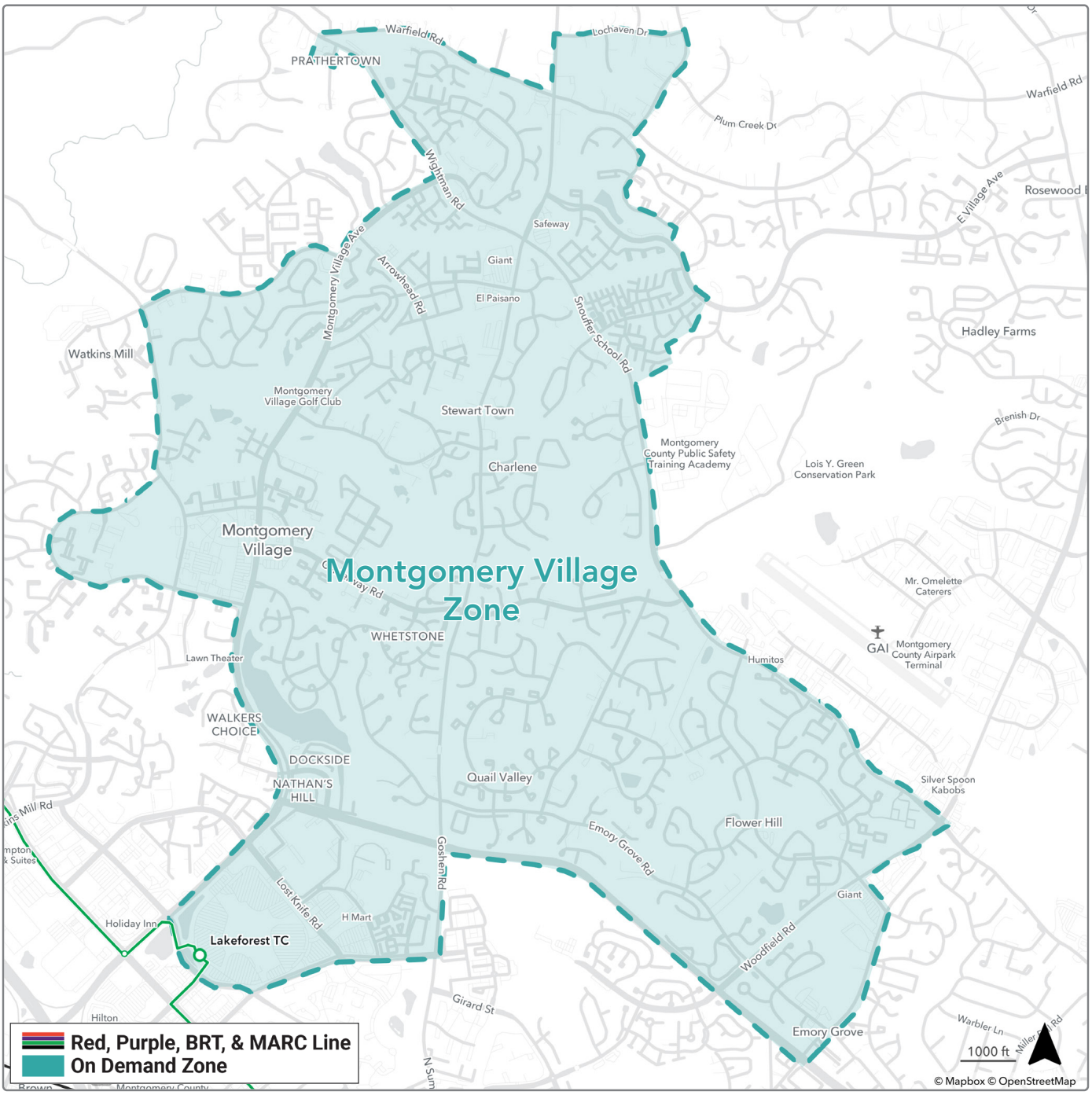
Coverage-Microtransit | Year 5

Service Change

A new Flex zone in the Montgomery Village area will serve riders making local trips in the communities surrounding Montgomery Village Center. Connections to multiple routes are available at Lakeforest Transit Center and Montgomery Village Center.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Microtransit zones will operate on weekdays, Saturdays, and Sundays from 6 AM to 8 PM.



ROUTE 904
Rockville Flex

New Service

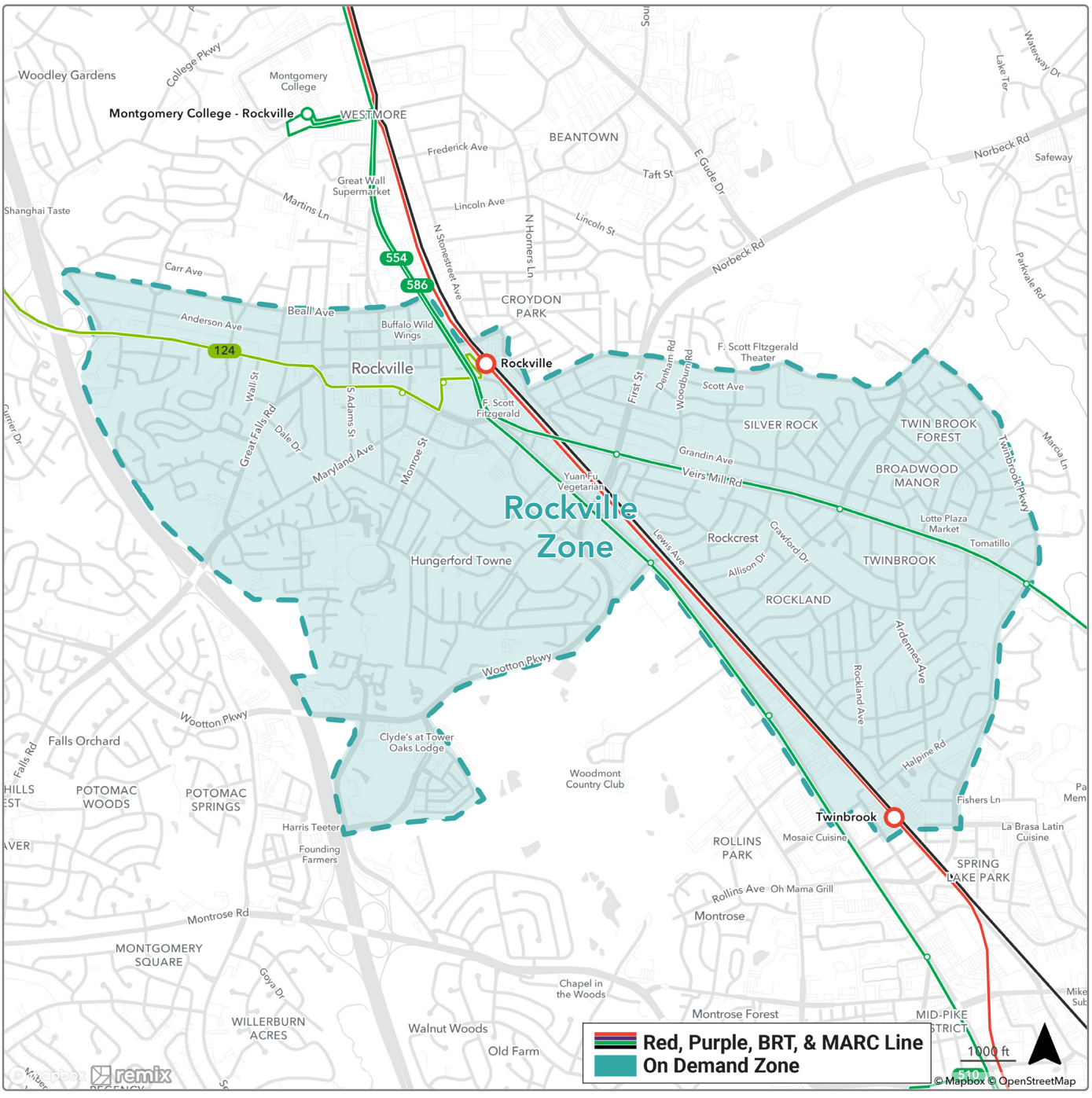
Coverage-Microtransit | Vision

Service Change

A new Flex zone in the downtown Rockville and Twinbrook area will serve riders making local trips in these communities. Connections to Metrorail and local bus services are available at Rockville and Twinbrook Metrorail stations. Connections to the MD 355 and Veirs Mill Road BRT lines are available at multiple BRT stations throughout the zone.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Microtransit zones will operate on weekdays, Saturdays, and Sundays from 6 AM to 8 PM.



Ride On Reimagined

ROUTE 905

Montgomery Mall-North Bethesda-Garrett Park Flex

New Service

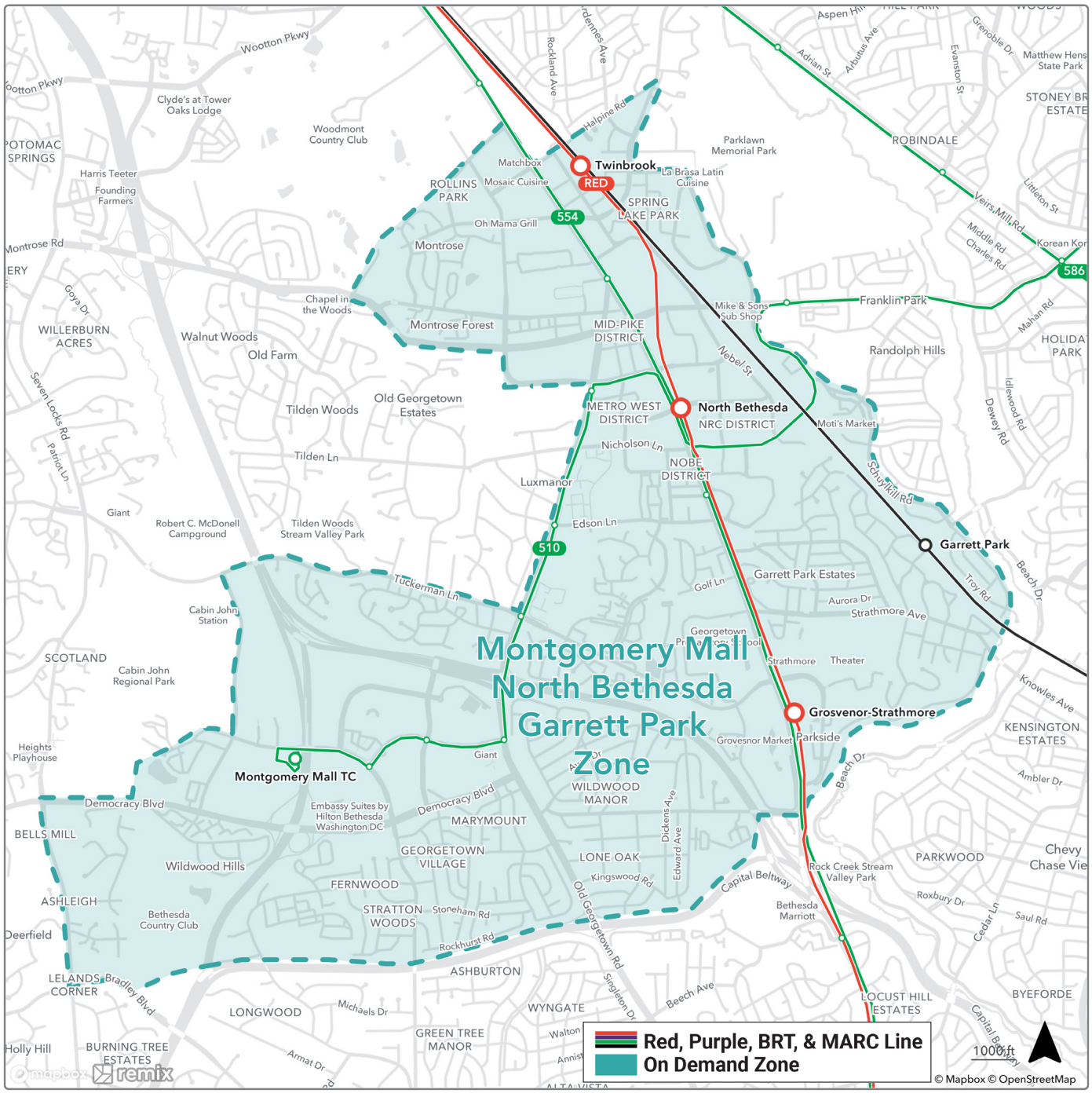
Coverage-Microtransit | Vision

Service Change

A new Flex zone in the Montgomery Mall-North Bethesda-Garrett Park area will serve riders making local trips in these communities. Connections to Metrorail and local bus services are available at Twinbrook, North Bethesda, and Grosvenor-Strathmore stations and Montgomery Mall Transit Center. Connections to the MD 355 and Randolph Road BRT lines are available at multiple BRT stations throughout the zone.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Microtransit zones will operate on weekdays, Saturdays, and Sundays from 6 AM to 8 PM.



ROUTE 906
Wheaton-Glenmont Flex

New Service

Coverage-Microtransit | Year 5

Service Change

A new Flex zone in the Wheaton-Glenmont area will serve riders making local trips in these communities. Connections to Metrorail and local bus services are available at Glenmont and Wheaton stations. Connections to the Veirs Mill Road, Randolph Road, Georgia Avenue, and University Boulevard BRT lines area available at multiple BRT stations throughout the zone.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Microtransit zones will operate on weekdays, Saturdays, and Sundays from 6 AM to 8 PM.

ROUTE 907
Olney Flex

New Service

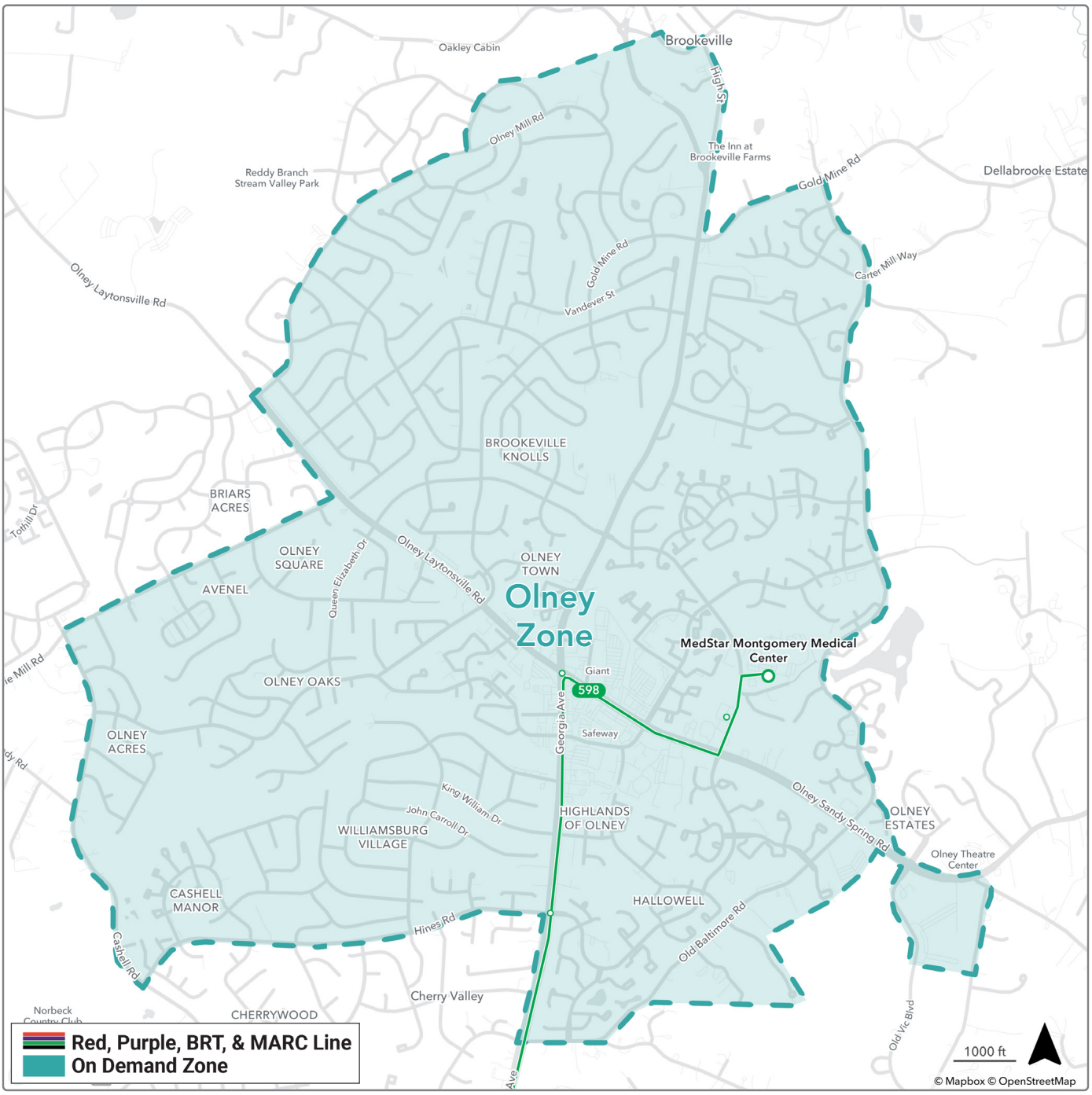
Coverage-Microtransit | Vision

Service Change

A new Flex zone in the Olney area will serve riders making local trips in the communities surrounding the Olney Laytonsville Road and George Avenue Corridors. Connections to multiple local routes and the Georgia Avenue BRT line are available at MedStart Montgomery Medical Center and several other BRT stations throughout the zone.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Microtransit zones will operate on weekdays, Saturdays, and Sundays from 6 AM to 8 PM.



ROUTE 909
Friendship Heights Flex

New Service

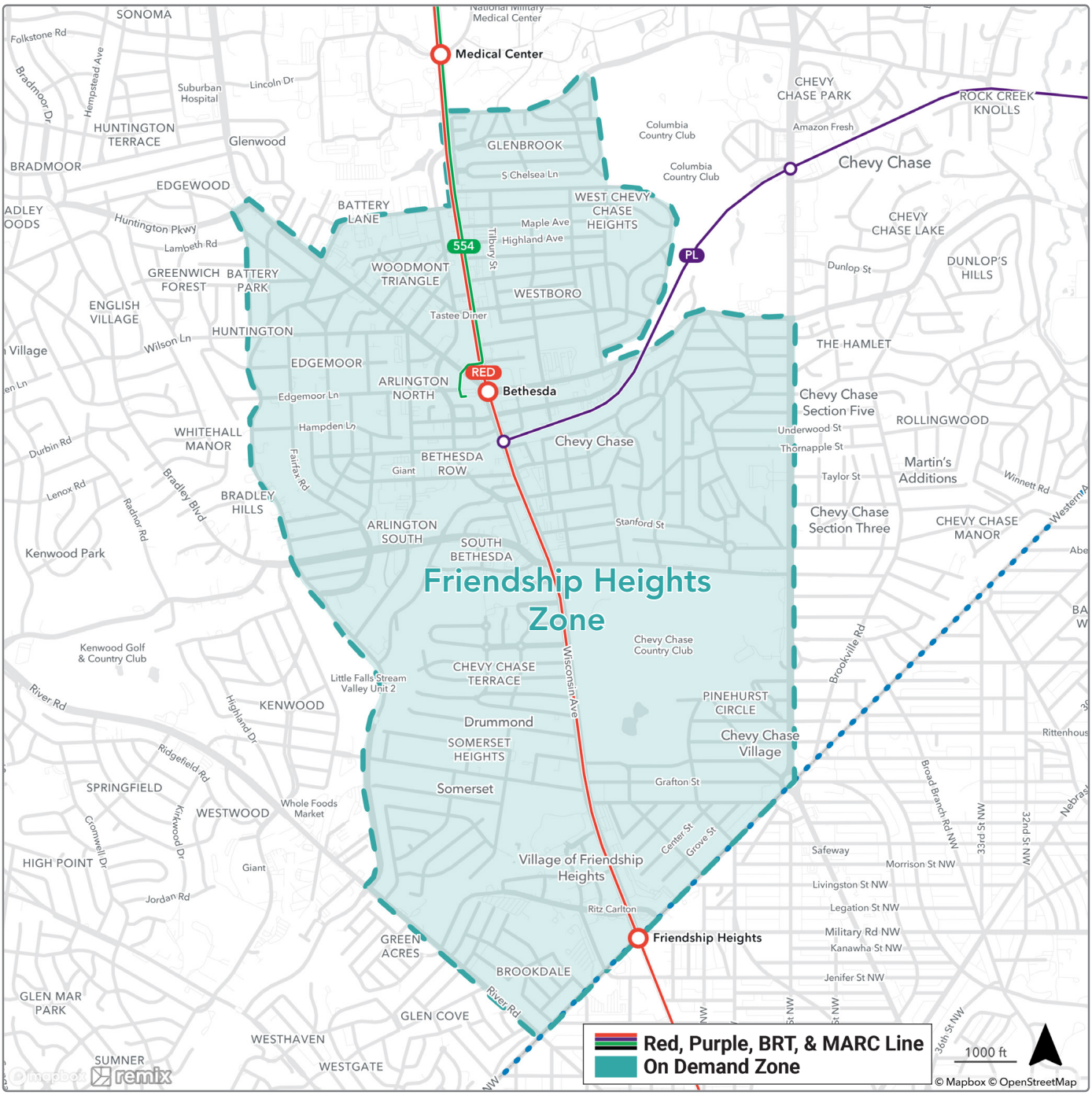
Coverage-Microtransit | Vision

Service Change

A new Flex zone will serve riders making local trips in the communities surrounding the Friendship Heights and Bethesda Metrorail stations along Wisconsin Avenue. Connections to Metrorail and local bus services are available at Bethesda and Friendship Heights station. Connections to the Purple Line and MD 355 BRT line are available at Bethesda station.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Microtransit zones will operate on weekdays, Saturdays, and Sundays from 6 AM to 8 PM.



ROUTE 910
Kenwood-Glen Echo Flex

New Service

Coverage-Microtransit | Vision

Service Change

A new Flex zone in the Kenwood-Glen Echo area will serve riders making local trips in these communities. Connections to Metrorail and local bus services and the MD 355 BRT line are available at Bethesda Metrorail station.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Microtransit zones will operate on weekdays, Saturdays, and Sundays from 6 AM to 8 PM.

ROUTE 911
Aspen Hill Flex

New Service

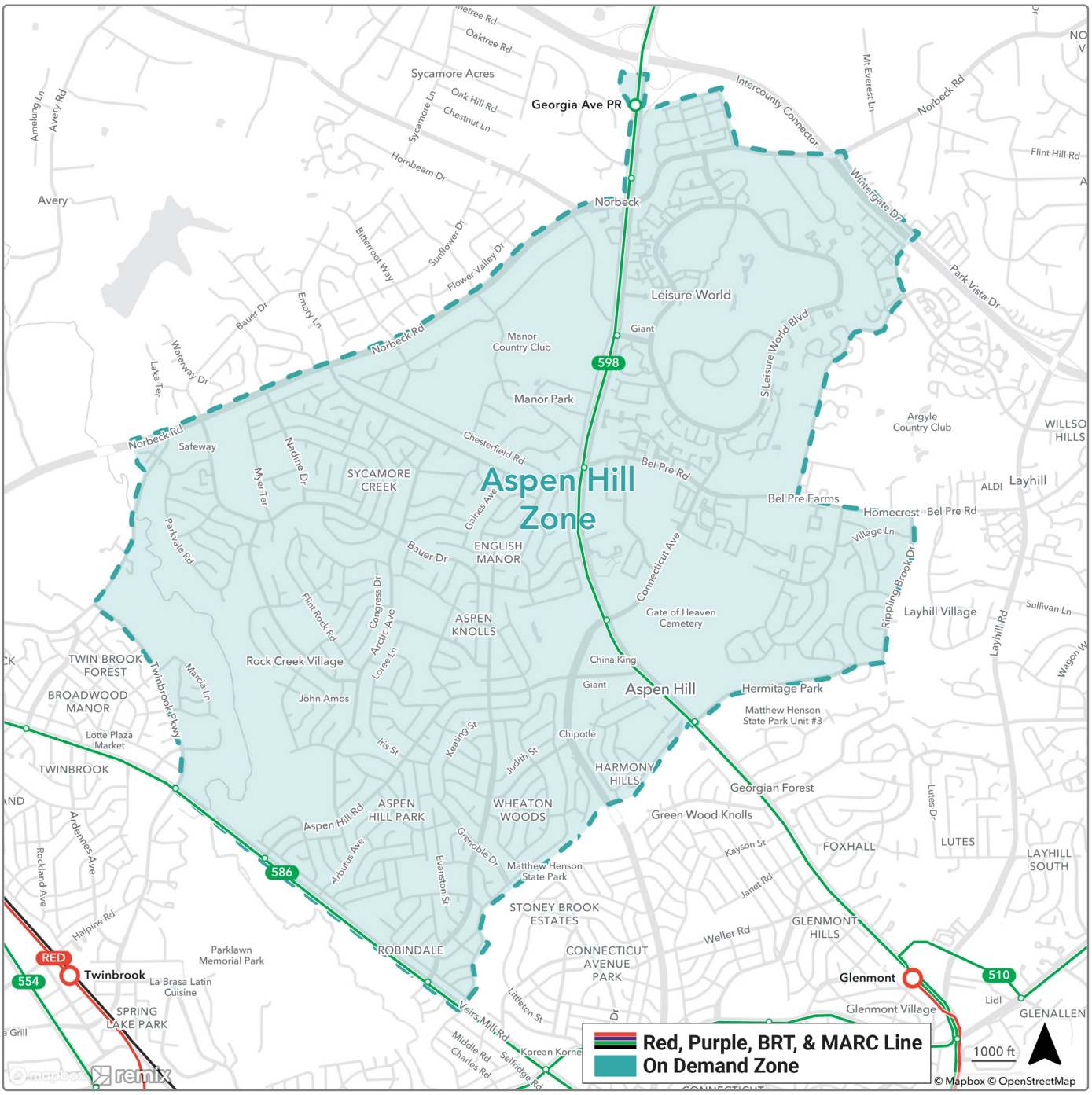
Coverage-Microtransit | Year 5

Service Change

A new Flex zone will serve riders making local trips in the Aspen Hill-Leisure World communities. Connections to local services and the Veirs Mill Road and George Avenue BRT lines are available at multiple BRT stations throughout the zone.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Microtransit zones will operate on weekdays, Saturdays, and Sundays from 6 AM to 8 PM.



ROUTE 912
Silver Spring Flex

New Service

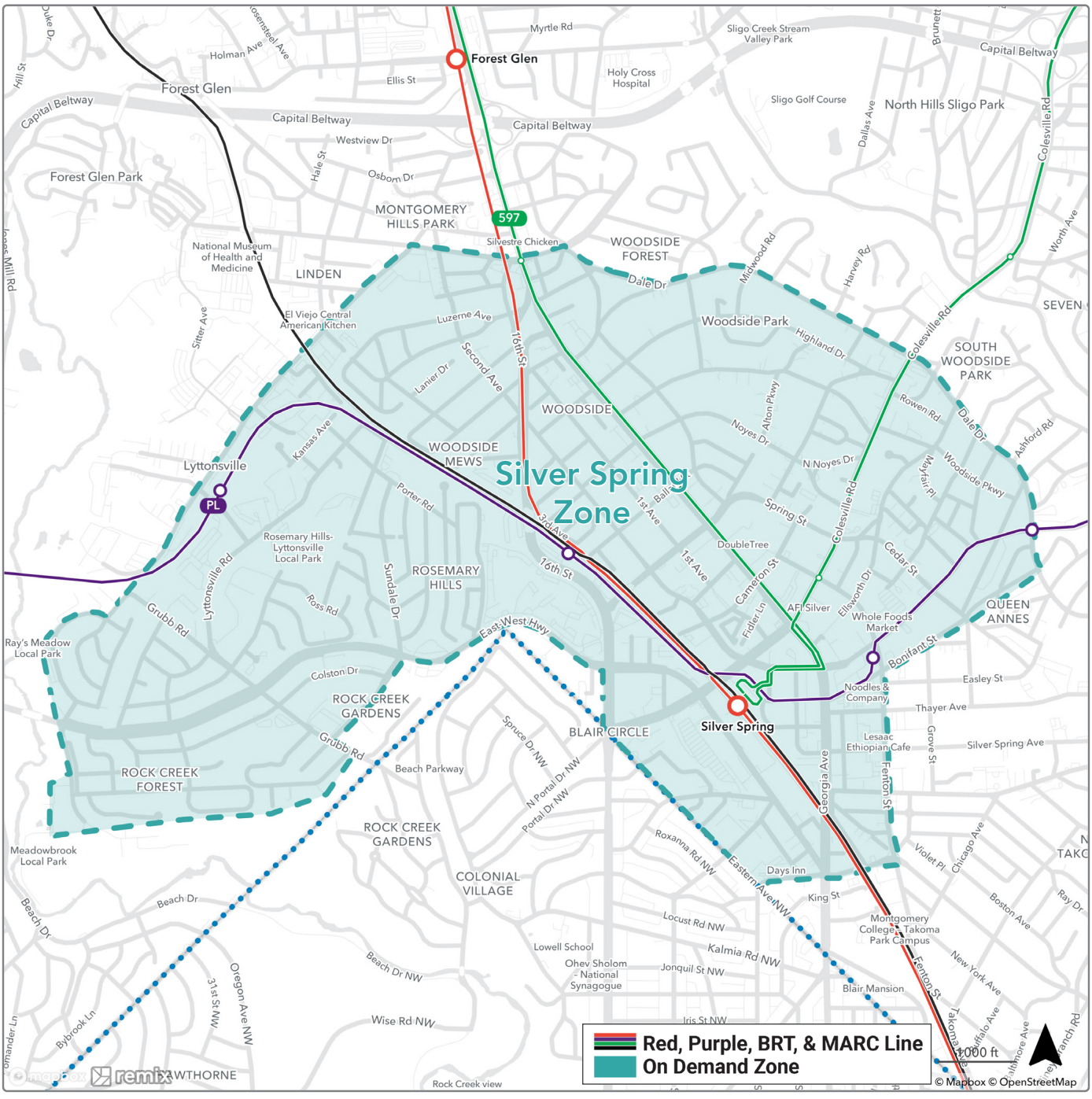
Coverage-Microtransit | Year 5

Service Change

A new Flex zone will serve riders making local trips in downtown Silver Spring. Connections to Metrorail and local bus services are available at Silver Spring Metrorail station. Connections to the US 29 and Georgia Avenue BRT lines and Purple Line are available at multiple locations throughout the zone.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Microtransit zones will operate on weekdays, Saturdays, and Sundays from 6 AM to 8 PM.



ROUTE 913
Wheaton Flex

New Service

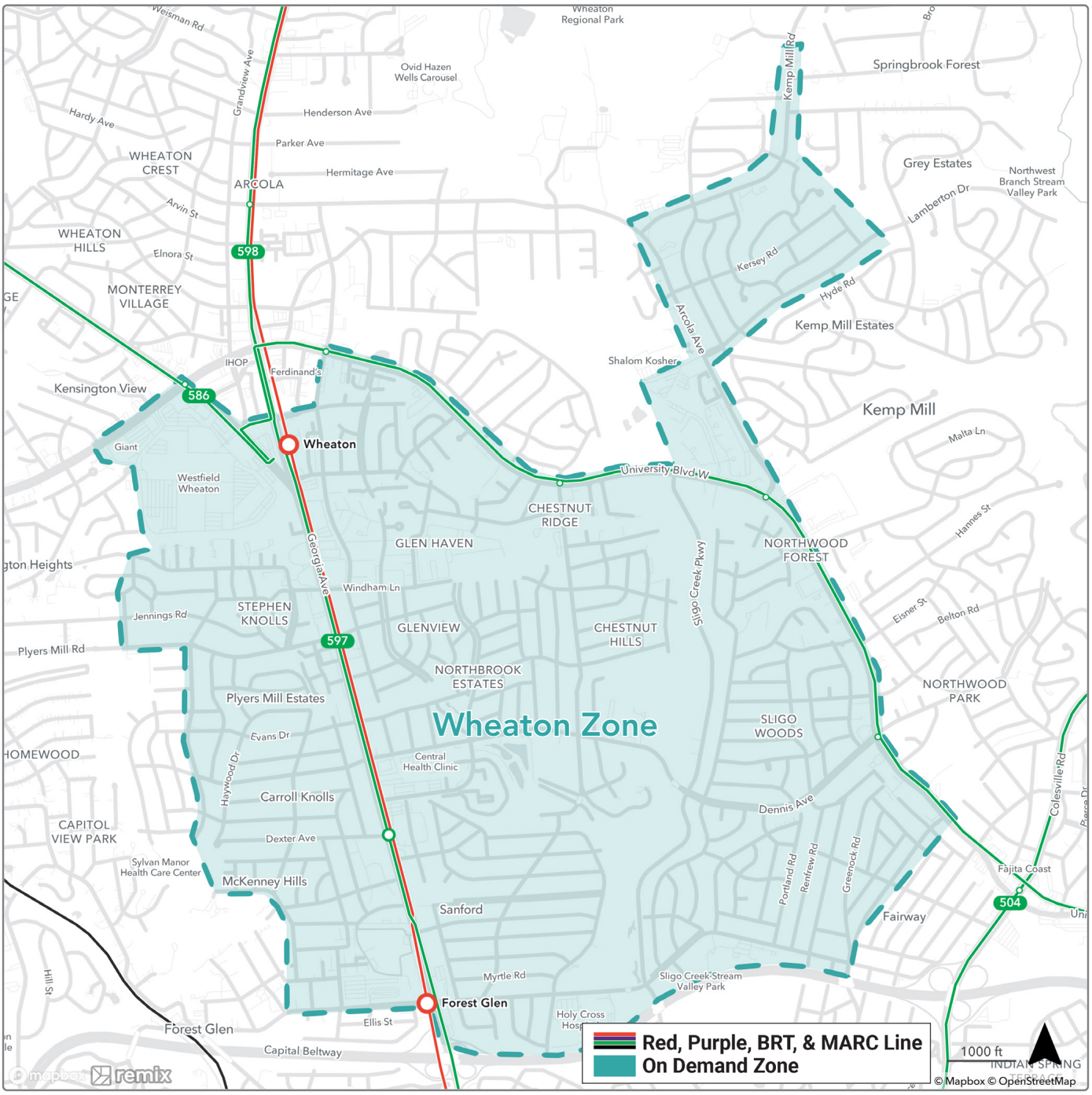
Coverage-Microtransit | Year 5

Service Change

A new Flex zone in the Wheaton area will serve riders making local trips in the communities between the Wheaton and Forest Glen Metrorail stations. Connections to Metrorail and local bus service area available at Wheaton and Forest Glen Metrorail stations. Connections to the Georgia Avenue and University Boulevard BRT lines are available at multiple BRT stops throughout the zone.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Microtransit zones will operate on weekdays, Saturdays, and Sundays from 6 AM to 8 PM.



ROUTE 914
White Oak Flex

New Service

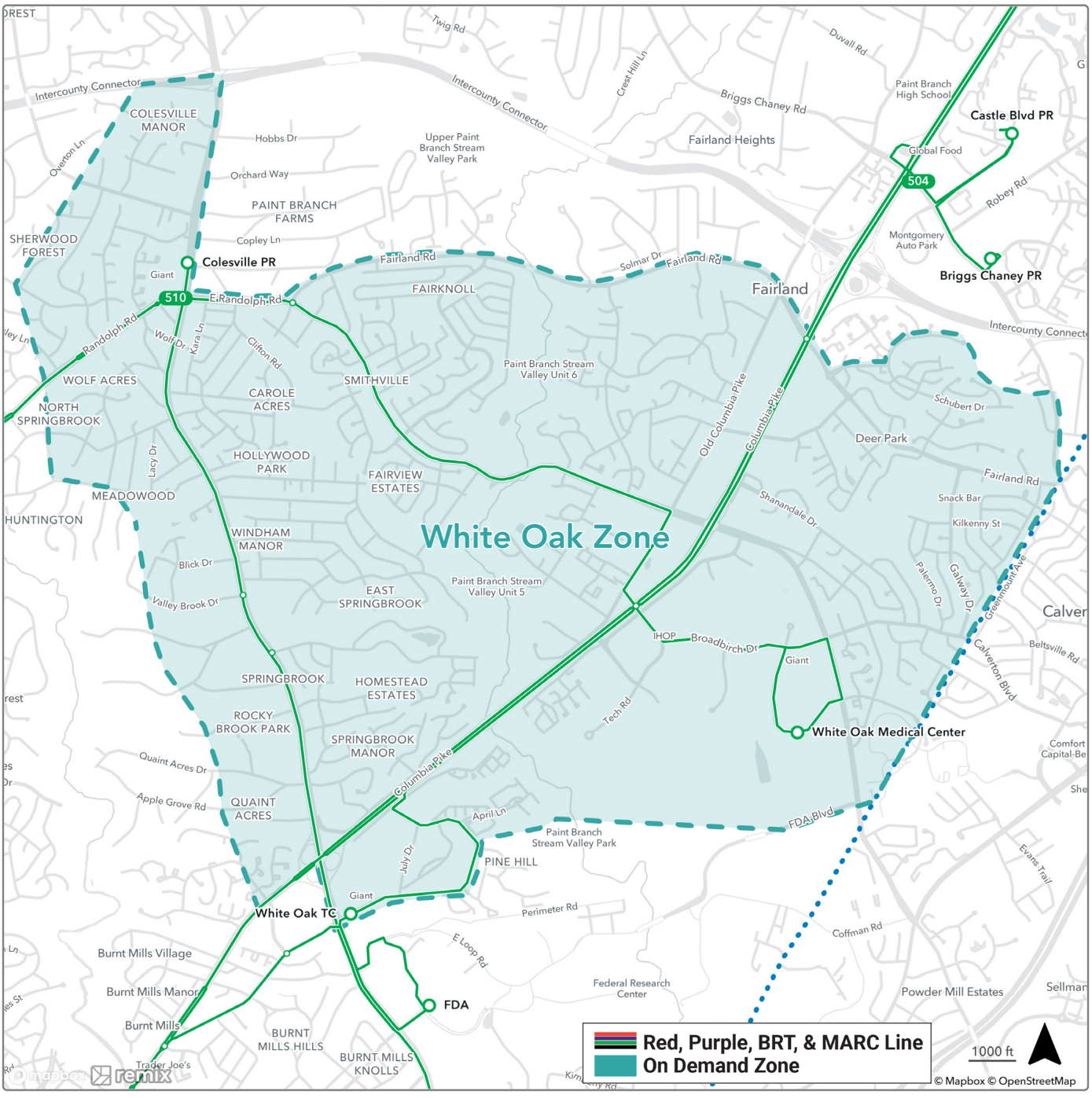
Coverage-Microtransit | Year 5

Service Change

A new Flex zone in the White Oak area will serve riders making local trips in the communities along the US 29/Columbia Pike and New Hampshire Avenue corridors. Connections to local services are available at the White Oak Transit Center, White Oak Medical Center, and Colesville Park-and-Ride. Connections to the US 29, New Hampshire Avenue, and Randolph Road BRT lines are available at multiple BRT stations throughout the zone.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Microtransit zones will operate on weekdays, Saturdays, and Sundays from 6 AM to 8 PM.



ROUTE 915
Takoma-Langley Park Flex

New Service

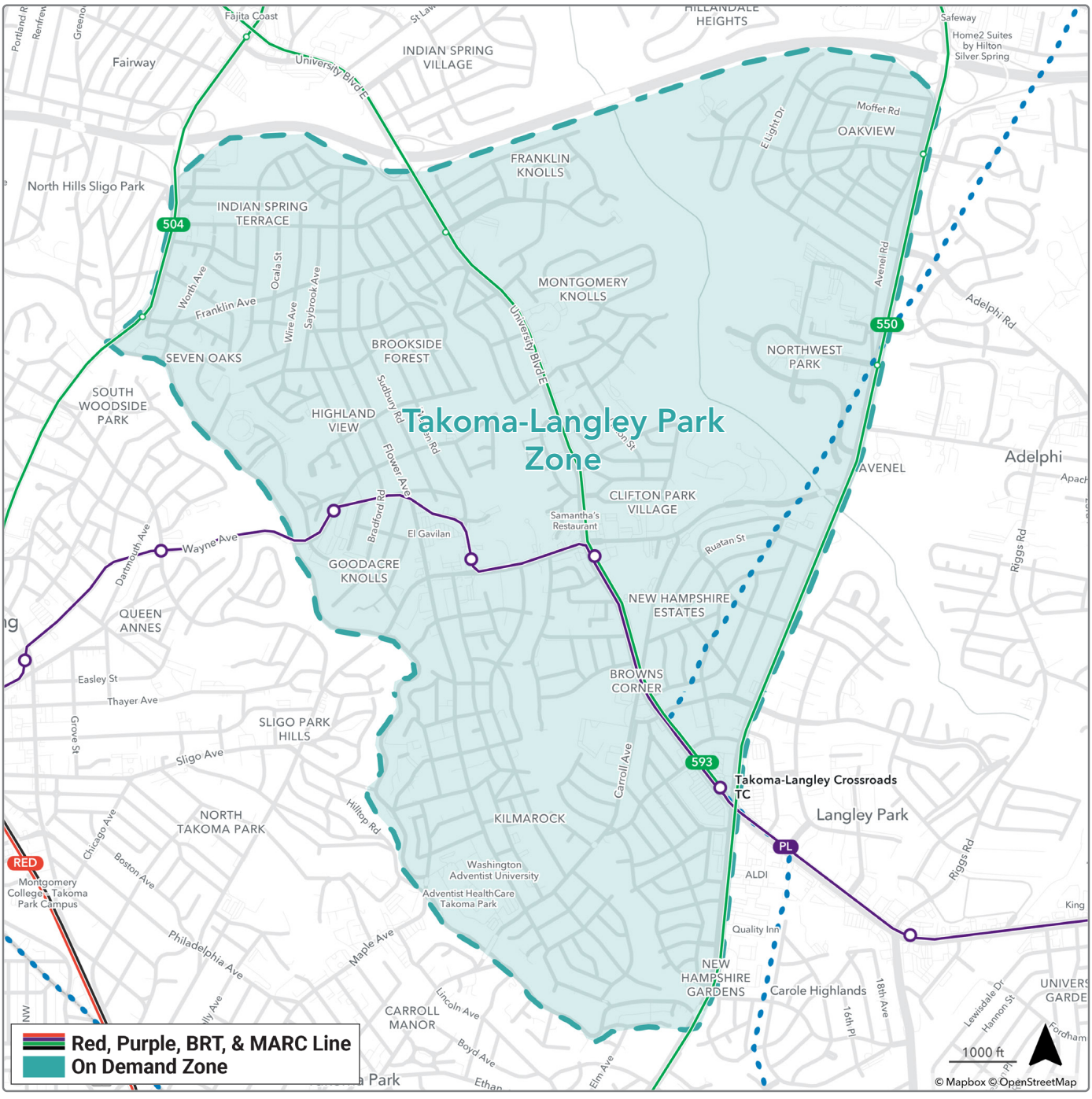
Coverage-Microtransit | Year 5

Service Change

A new Flex zone in the Takoma Park and Langley Park area will serve riders making local trips in the communities along the University Boulevard corridor south of the Capitol Beltway, east of Sligo Creek Parkway, and west of New Hampshire Avenue. Connections to local services area available at the Takoma-Langley Crossroads Transit Center. Connections to the University Boulevard and New Hampshire Avenue BRT lines and the Purple Line are available at multiple BRT and light rail stations throughout the zone.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Microtransit zones will operate on weekdays, Saturdays, and Sundays from 6 AM to 8 PM.



ROUTE 916
Chevy Chase-Kensington Flex

New Service

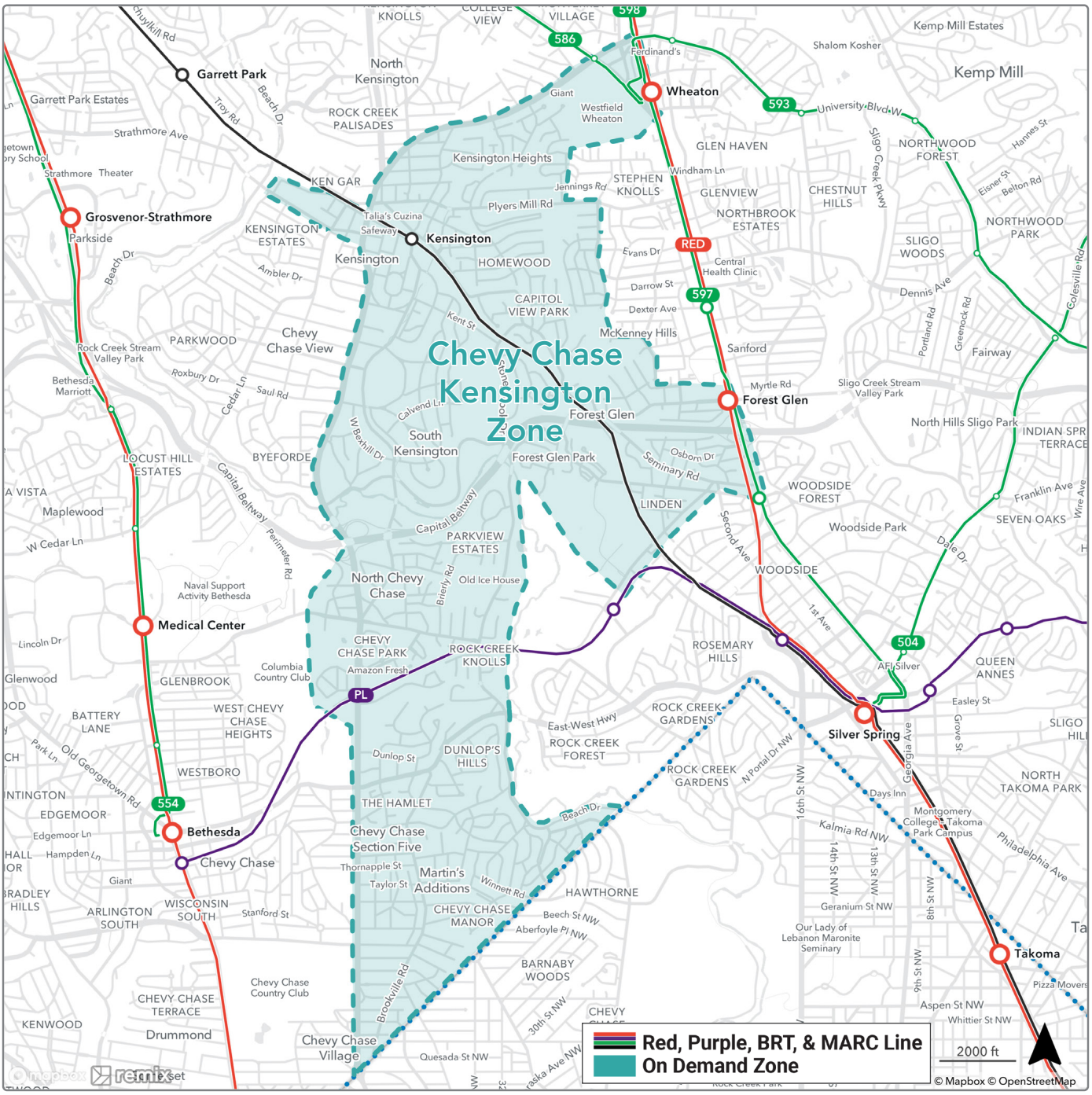
Coverage-Microtransit | Year 5

Service Change

A new Flex zone in the Chevy Chase and Kensington area will serve riders making local trips in these communities. Connections to Metrorail and local bus services are available at the Forest Glen and Wheaton Metrorail staitons.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Microtransit zones will operate on weekdays, Saturdays, and Sundays from 6 AM to 8 PM.



ROUTE 917
University At Shady Grove Flex

New Service

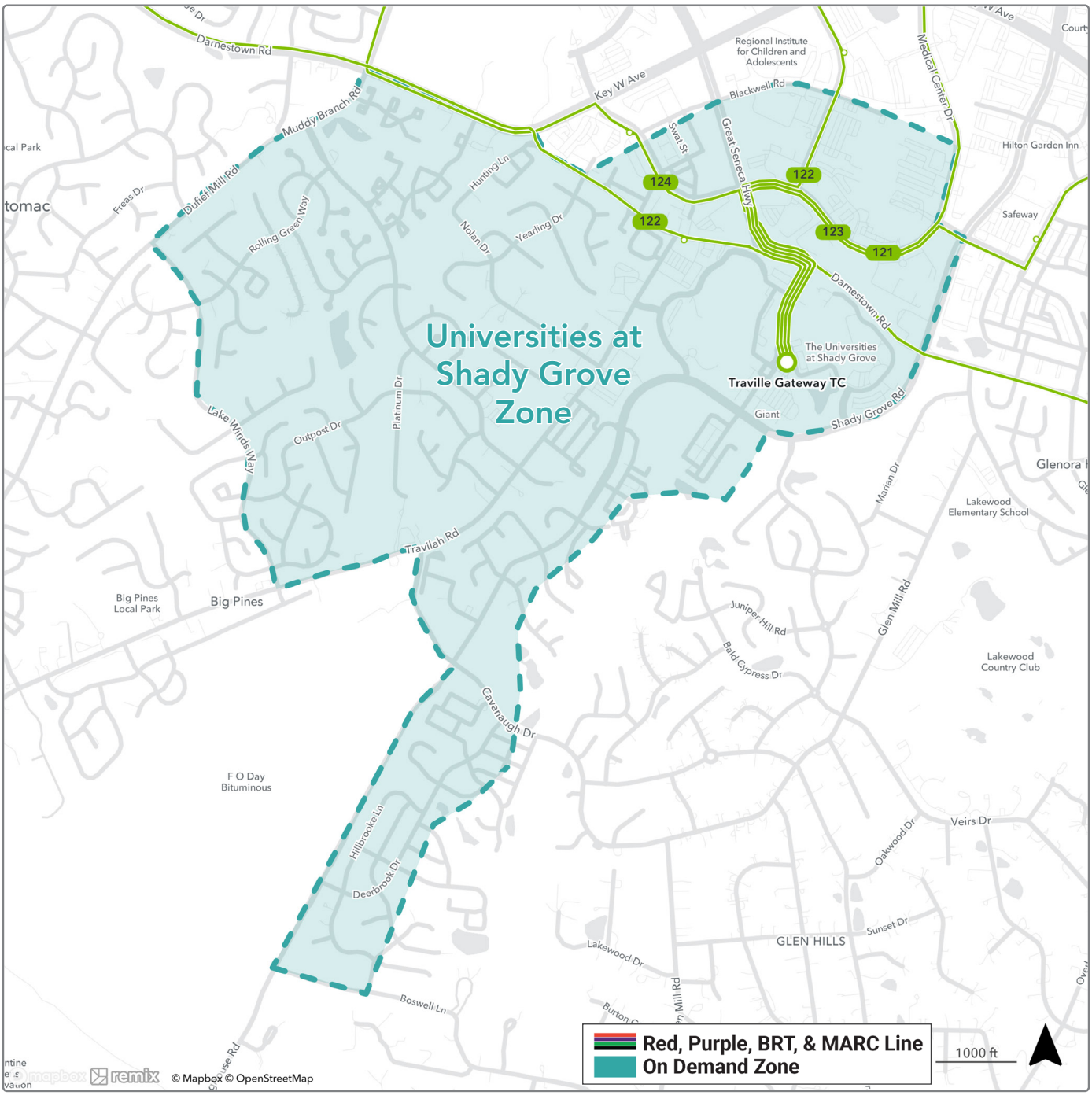
Coverage-Microtransit | Vision

Service Change

A new Flex zone in the Universities at Shady Grove area will serve riders making local trips in the communities along the Shady Grove Road and Travilah Road corridors. Connections to local services and the Great Seneca Transit Network (GSTN) are available at the Traville Gateway Transit Center.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Microtransit zones will operate on weekdays, Saturdays, and Sundays from 6 AM to 8 PM.



ROUTE 918
Ednor-Sandy Spring-Norwood-Cloverland Flex

New Service

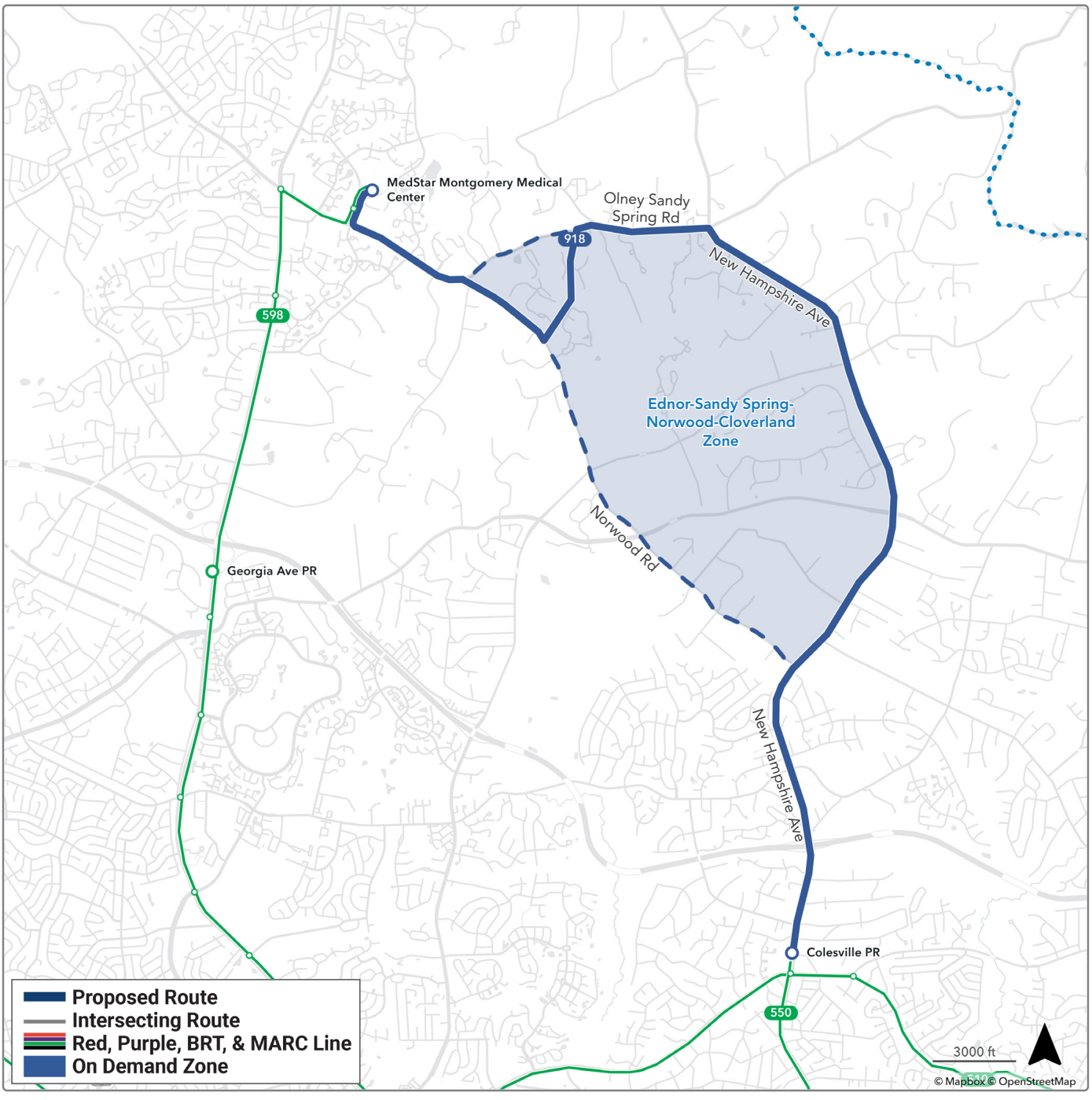
Coverage-Microtransit | Year 1

Service Change

A new Flex zone will serve riders making local trips in the Ednor, Sandy Spring, Norwood, and Cloverland communities introduced in Year 1 to replace the Z2 and eventually modified with the opening of New Hampshire Ave BRT. The service will operate as a flex route with scheduled stops at select timepoints with off-route pick-ups and drop-offs available upon request. Connections to local bus and BRT services are available at the MedStar Montgomery Medical Center in Olney and the Colesville Park-and-Ride.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Microtransit zones will operate on weekdays, Saturdays, and Sundays from 6 AM to 8 PM.



ROUTE 976
Germantown-Poolesville Flex

New Service

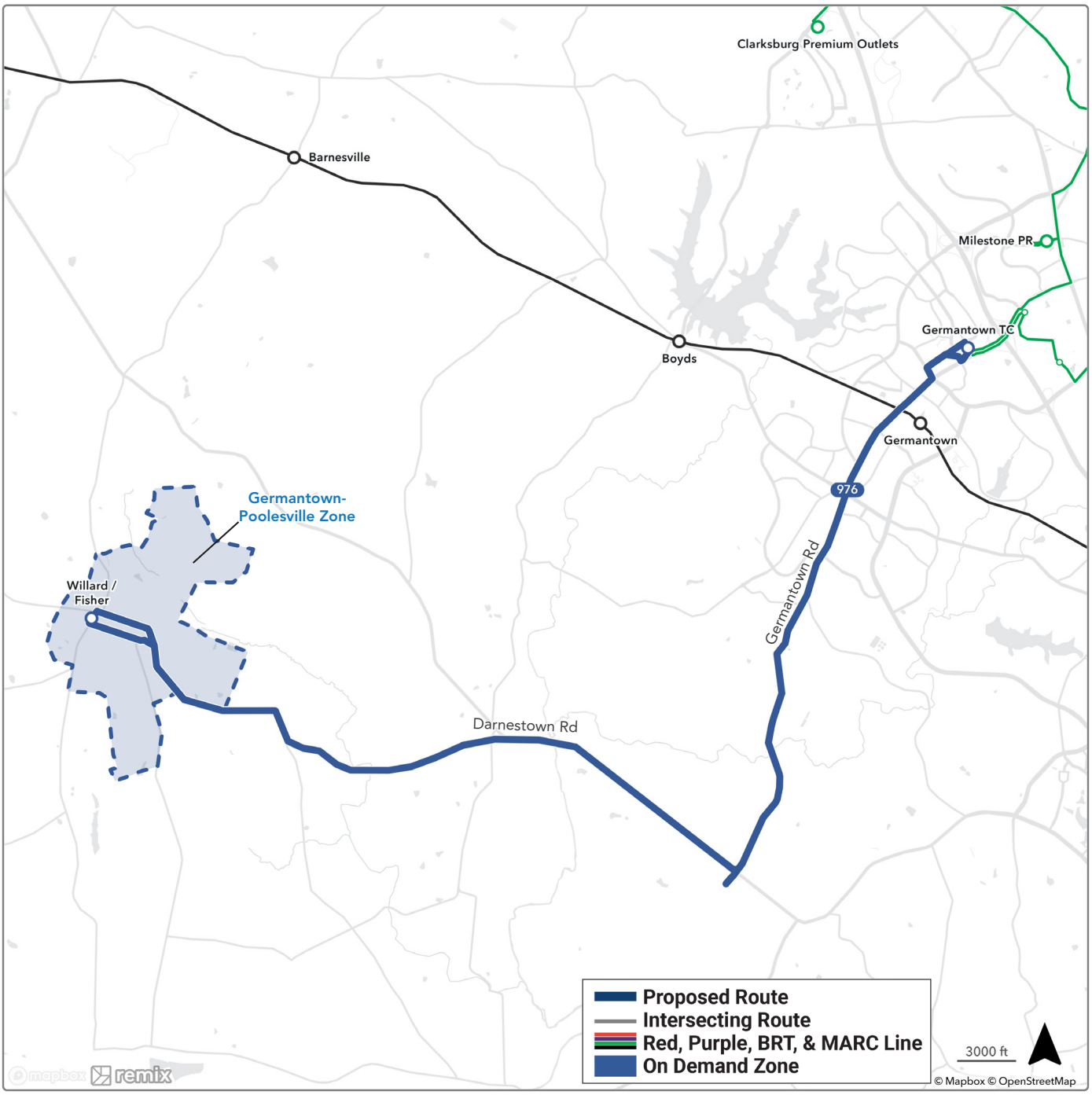
Coverage-Microtransit | Year 5

Service Change

A new Flex zone will serve riders making local trips in the Poolesville community. The service will operate as a flex route with scheduled stops at select timepoints with off-route pick-ups and drop-offs available upon request. Connections to local bus and BRT services area available at the Germantown Transit Center.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Microtransit zones will operate on weekdays, Saturdays, and Sundays from 6 AM to 8 PM.



ROUTE 990

Damascus-Clarksburg-Milestone-Germantown TC Flex

New Service

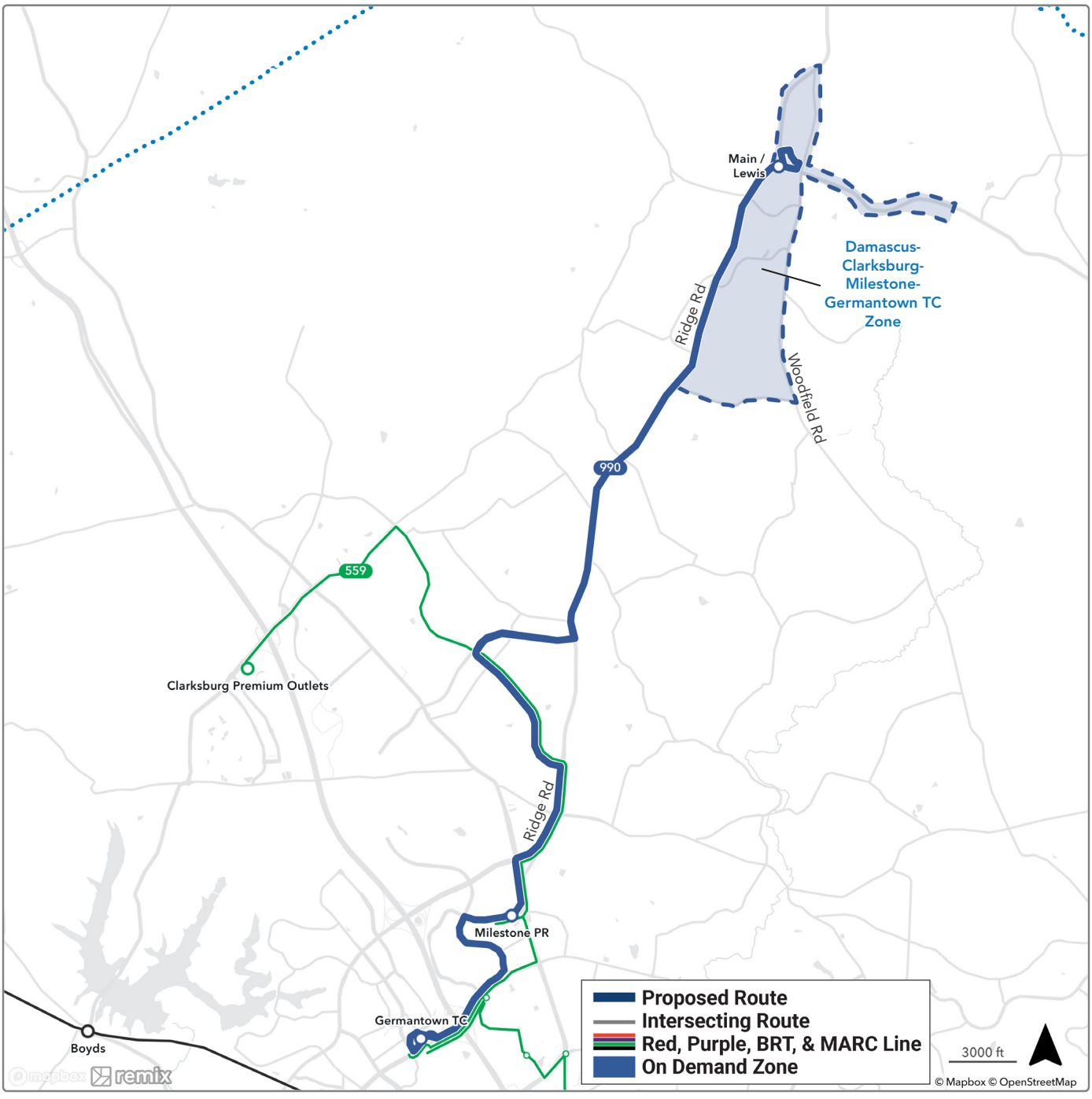
Coverage-Microtransit | Year 5

Service Change

A new Flex zone will serve riders making local trips in the Damascus community. The service will operate as a flex route with scheduled stops at select timepoints with off-route pick-ups and drop-offs available upon request. Connections to local bus and BRT services area available at the Germantown Transit Center.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

Most Coverage-Microtransit zones will operate on weekdays, Saturdays, and Sundays from 6 AM to 8 PM.



ROUTE L8

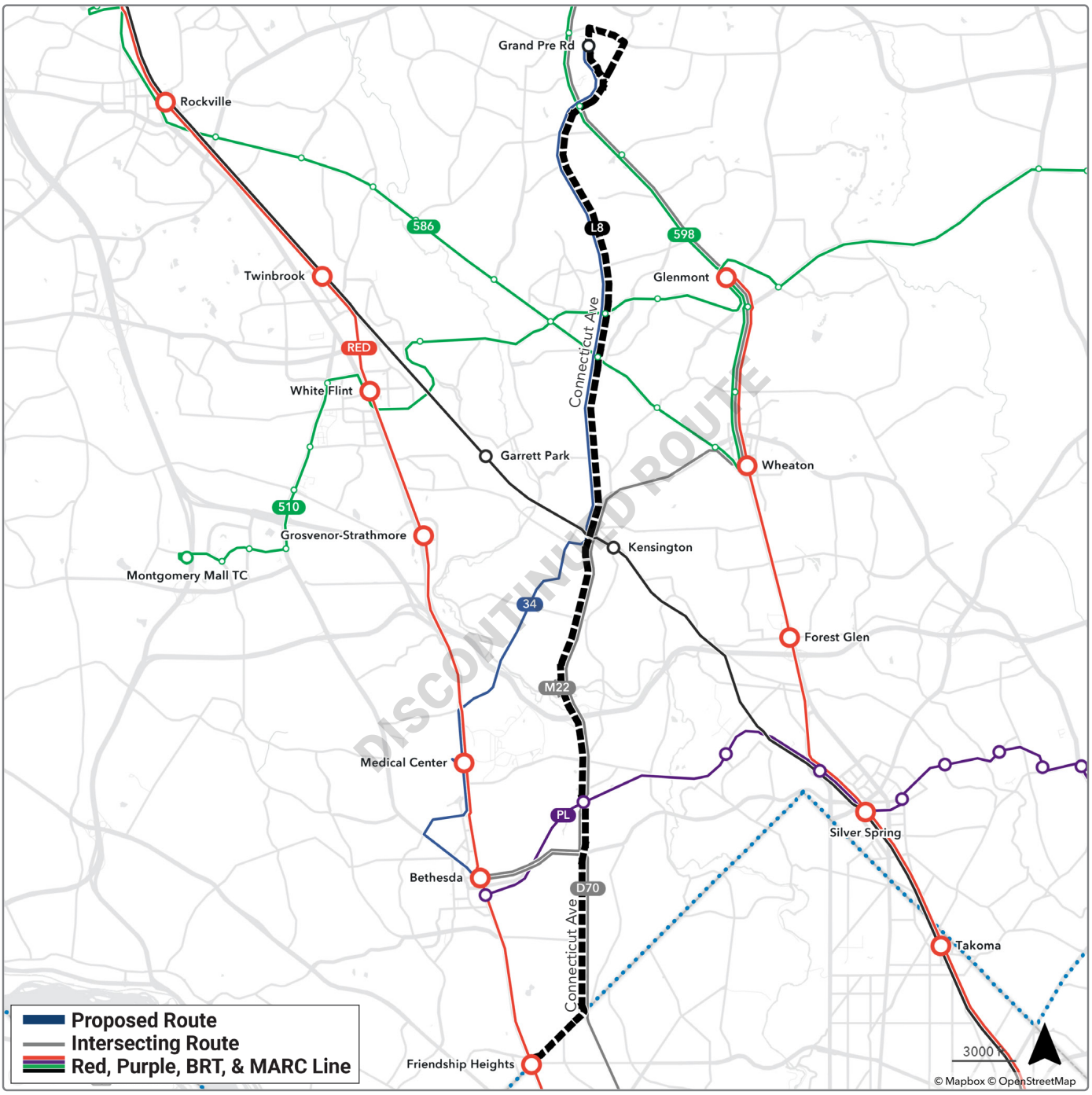
Discontinued Route

| Year 1

Service Change

Route L8 is discontinued and replaced with the new M22 line via Wheaton Metrorail station. Route 34 is streamlined to remain on Connecticut Avenue between Veirs Mill Road and University Boulevard as a replacement for the L8 along this corridor.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE
N/A



ROUTE T2

Discontinued Route

Year 1

Service Change

Route T2 is discontinued and replaced with the WMATA M82, which serves the same alignment from Friendship Heights station to Rockville station.

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

N/A