MD 355
CORRIDOR
ALTERNATIVES
The MD 355 BRT Project may employ a variety of treatments along the length of the corridor to best fit within the surrounding area. Some of the options under consideration are described below.

**MIXED TRAFFIC**
The BRT would travel with general traffic. It would not have lanes dedicated for its use.

**TWO MEDIAN BRT LANES**
Two lanes located in the center of the roadway would be dedicated for use by the BRT, and may be physically separated from traffic by a raised curb or median. Median BRT lanes would minimize conflicts with general traffic and allow the BRT to operate faster and more reliably. However, the BRT lanes would interact with other traffic at intersecting cross streets. To avoid conflicts, general traffic could only make left turns at signalized intersections.

**ONE MEDIAN BRT LANE (BI-DIRECTIONAL)**
BRT vehicles traveling in both directions would share a single dedicated lane in the center of the roadway. Since the BRT travels within this one lane in both directions, passing zones would be created so BRT vehicles moving in opposite directions would not conflict with each other.

**ONE MEDIAN BRT LANE (FIXED OR REVERSIBLE)**
Two types of BRT operations are being considered in these locations: fixed- and reversible-direction operations. In fixed-direction operations, a single median BRT lane would be used solely by the BRT. The northbound BRT would travel in mixed traffic. In reversible-direction operations, the direction of the BRT in the one median lane would vary depending on the time of day. BRT vehicles traveling in the peak direction would use the median BRT lane and BRT vehicles traveling in the non-peak direction would be in mixed traffic.

**TWO CURB BRT LANES**
The two lanes adjacent to the curb (one on each side of the roadway) would be used exclusively by the BRT, local buses and right-turning vehicles.

**TRANSIT SIGNAL PRIORIT Y**
Transit Signal Priority (TSP) would give priority to BRT vehicles when certain conditions are met by either extending a green light or shortening a red light to allow an approaching BRT to pass through the intersection. TSP was implemented on the MD 355 corridor between the Lakeforest Transit Center and Medical Center as part of the new Ride On Extra service in October 2017.

**QUEUE JUMP**
A queue jump is a short section of roadway widening on an approach to an intersection designated for exclusive use of the BRT. A queue jump allows BRT vehicles to bypass congestion or delays at intersections. In most applications, queue jumps are used in conjunction with TSP to allow vehicles to enter an intersection with a special signal ahead of other vehicles.
**ALTERNATIVE A**

BRT with Queue Jumps

This alternative includes:

- Off-board fare collection
- Level boarding, new BRT vehicles, and upgraded stations
- Flash BRT Branding
- Transit Signal Priority
- Limited Pedestrian and Bike Improvements
- Queue Jumps
TRANSPORTATION SYSTEM MANAGEMENT (TSM) ALTERNATIVE

- Ride On Extra service extended south to Bethesda and north to Clarksburg
- Extension of TSP introduced as part of the Ride On Extra service in October 2017
- Travels in mixed traffic

NO-BUILD ALTERNATIVE

We are also studying a “No-Build” alternative. The No-Build serves as a baseline for comparison and includes no improvements beyond existing services.

CONTACT INFORMATION

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Additional information is available on the website: getonboardbrt.com.

MD 355 Project page: getonboardbrt.com/md355

Request a meeting: getonboardbrt.com/meeting-request-form