

## **Planning for the MD 355 Rapid Transit Line**

Rockville City Hall  
December 3, 2014  
7:00-8:30 pm

### **AGENDA**

1. Introductory remarks: County Executive Leggett, Mayors Newton and Ashman (10 minutes)
2. Master plan guidance:  
Glenn Orlin, Deputy Administrator, Montgomery County Council;  
Andrew Gunning, Assistant Director, Department of Community Planning & Development  
Services, City of Rockville,  
Martin Matsen, Planning Division Chief, City of Gaithersburg (20 minutes)
3. MD 355 BRT Project Planning Study: Barrett Kiedrowski, Chief,  
Project Management Division, Office of Planning and Preliminary Engineering,  
Maryland State Highway Administration (15 minutes)
4. Advisory committees and other public outreach: Joana Conklin,  
Rapid Transit System Development Manager,  
Montgomery County Department of Transportation (15 minutes)
5. Discussion and closing remarks (up to 30 minutes)



## Corridor Cities MD 355 Corridor

MD 355 North is an activity center corridor planned for a high level of development that will support all-day travel throughout the corridor. The corridor has several major existing and planned activity nodes, including Rockville and Gaithersburg. It is also characterized by heavy congestion and high transit ridership potential.

Corridor [treatment] recommendations, from north to south:

- Along MD 355 from Redgrave Place to Shakespeare Boulevard, a mixed traffic transitway is recommended.

[A two-way median transitway is] Dedicated lanes are recommended:

- Along Seneca Meadows Parkway from the Corridor Cities Transitway to Observation Drive
- Along Shakespeare Boulevard from Observation Drive to MD 355.
- Along MD 355 from Shakespeare Boulevard to Rockville Metro station.
- Along Seneca Meadows Parkway from the Corridor Cities Transitway to MD 118.
- Along Goldenrod Lane from MD 118 to Observation Drive.
- Along Observation Drive from Goldenrod Lane to Middlebrook Road.
- Along Middlebrook Road from Observation Drive to MD 355.

Delete the master-planned link of the Corridor Cities Transitway's East Branch between Century Boulevard and Seneca Meadows Parkway.

### *Station Locations*

The Shops at Seneca Meadows

Seneca Meadows Corporate Park

Montgomery College – Germantown Campus

Holy Cross Hospital/Pinkney Life Science Park

MD 355 and Redgrave Place

MD 355 and Shawnee Lane

MD 355 and Foreman Boulevard

MD 355 and Little Seneca Parkway

MD 355 and West Old Baltimore Road

MD 355 and Ridge Road

MD 355 and Shakespeare Boulevard

MD 355 and MD 118

MD 355 and Middlebrook Road [/Montgomery College – Germantown Campus]

MD 355 and Professional Drive

MD 355 and Watkins Mill Road

MD 355 and MD 124

MD 355 and Odendhal Avenue

MD 355 and Brookes Avenue

MD 355 and Education Boulevard

MD 355 and Shady Grove Road

MD 355 and King Farm Boulevard

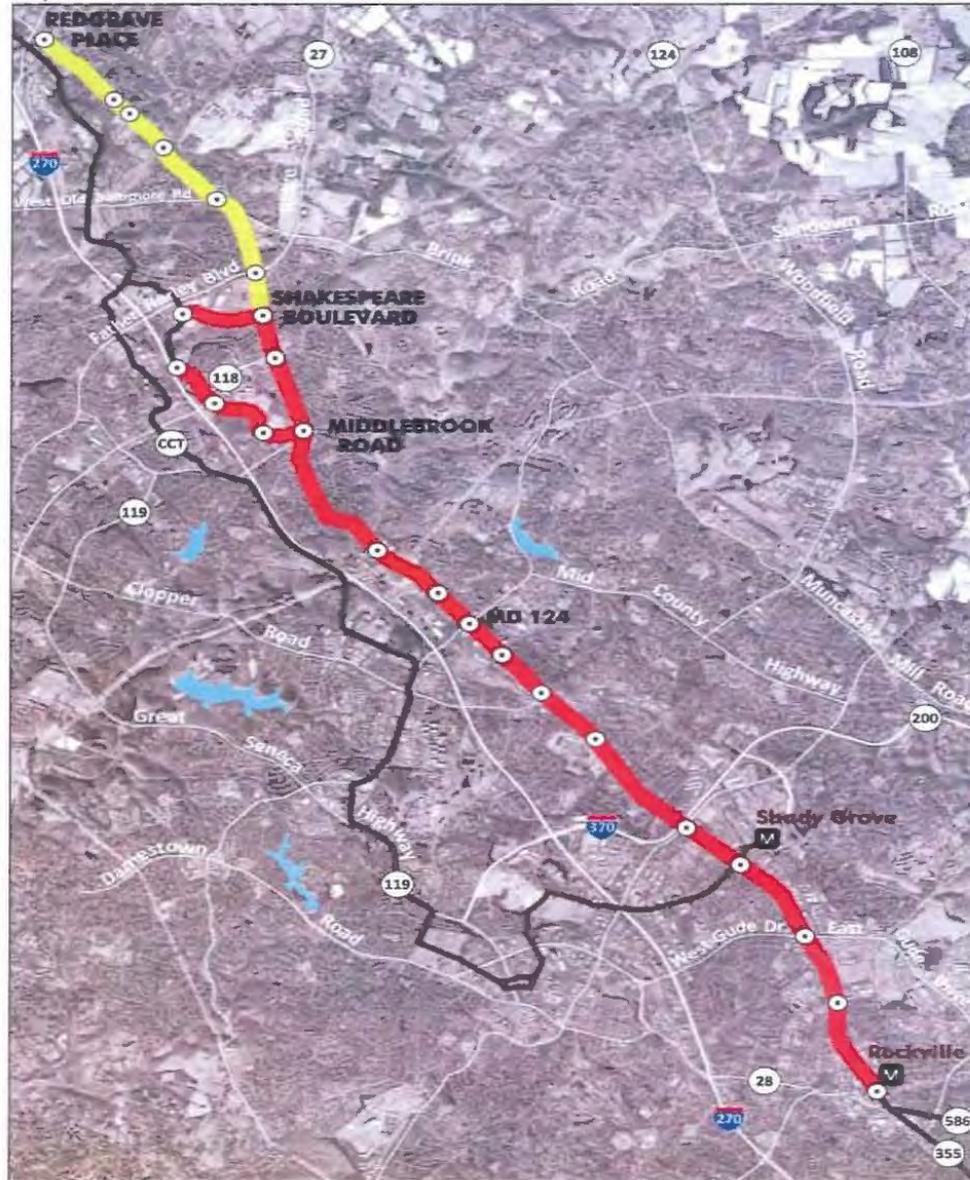
MD 355 and Gude Drive

MD 355 and Mannakee Street/Montgomery College – Rockville Campus

Rockville Metro Station

Note that stations within the Cities of Gaithersburg and Rockville must be confirmed in their respective master plans.

Map 5 MD 355 North Corridor



 Dedicated Lane(s)  
 Mixed Traffic

 Other BRT Corridors  
 BRT Station  
 Metro Station



**Table 6 Corridor Recommendations, MD 355 North**

Road	From	To	[Treatment] Dedicated Lane(s)?	R.O.W. *	Maximum Additional Transit Lanes
MD 355	Redgrave Place	Little Seneca Creek	[Mixed Traffic]	[4] <u>120</u>	[120] <u>0</u>
MD 355	Little Seneca Creek	Shakespeare Blvd	<u>No</u>	[6] <u>250</u>	[250] <u>0</u>
Seneca Meadows Pkwy	Corridor Cities Transitway	Observation Dr	[Two-Lane Median] <u>Yes</u>	130	[4 +] <u>2</u> [bus]
Shakespeare Blvd	Observation Dr	MD 355		123	[4 +] <u>2</u> [bus]
MD 355	Shakespeare Blvd	[Game Preserve Rd] <u>MD 118</u>		250	[4 + 2 bus] <u>0</u>
<u>MD 355</u>	<u>MD 118</u>	<u>Game Preserve Rd</u>	<u>Yes</u>	<u>250</u>	<u>1</u>
MD 355	Game Preserve Rd	Just south of O'Neil Dr	[Two-Lane Median *] <u>Yes</u>		
MD 355	just south of O'Neil Dr	1,250 ft south of Shady Grove Rd	[Two-Lane Median] <u>Yes</u>	150	[4 + 2 bus] <u>1</u>
MD 355	1,250 ft south of Shady Grove Rd	Ridgemont Ave	[Two-Lane Median *] <u>Yes</u>		
MD 355	Ridgemont Ave	Indianola Rd	[Two-Lane Median] <u>Yes</u>	123	[4 + 2 bus] <u>1</u>
MD 355	Indianola Rd	1,000 ft south of Indianola Rd	[Two-Lane Median *] <u>Yes</u>		
MD 355	1,000 ft south of Indianola Rd	270 ft north of N. Campus Dr	[Two-Lane Median] <u>Yes</u>	150	[4 + 2 bus] <u>1</u>
MD 355	270 ft north of N. Campus Dr	Church St	[Two-Lane Median *] <u>Yes</u>		

And:

<u>Seneca Meadows Parkway</u>	<u>East Branch of Corridor Cities Transitway</u>	<u>MD 118</u>	<u>Yes</u>	<u>100</u>	<u>0</u>
<u>Goldenrod Lane</u>	<u>MD 118</u>	<u>Observation Drive</u>	<u>Yes</u>	<u>80</u>	<u>0</u>
<u>Observation Drive</u>	<u>Goldenrod Lane</u>	<u>Middlebrook Road</u>	<u>Yes</u>	<u>80</u>	<u>0</u>
<u>Middlebrook Road</u>	<u>Observation Drive</u>	<u>MD 355</u>	<u>Yes</u>	<u>150</u>	<u>0</u>

\*[2040 forecast ridership for the segments of MD355 within the Cities of Rockville and Gaithersburg warrants a two-lane median busway, however this Functional Plan cannot make changes or require dedication within those jurisdictions. The median busway recommendation can only become effective upon master plan changes made by those jurisdictions that would include recommendations on the right-of-way and the number of travel lanes.] Reflects the minimum right-of-way, and may not include land needed for spot improvements such as turn lanes and stations.

- Corridor 4: MD 355 South

MD 355 South is an activity center corridor planned for a high level of development that will support all-day travel throughout the corridor. It is characterized by shorter trips representing a wide variety of travel purposes (shopping and recreation, in addition to commuting). The corridor has several planned or existing activity nodes, including Rockville, Twinbrook, White Flint, NIH/WRNMMC, and the Bethesda CBD, and Friendship Heights CBD]. It is also characterized by very heavy congestion and high transit ridership potential.

Corridor [treatment] recommendations, from north to south:

- From Rockville Metro station to [Bradley Boulevard, a two-way median transitway] Bethesda Metro station, dedicated lanes.
- [From Bradley Boulevard to Western Avenue, a curb lane transitway.]

*Station Locations*

Rockville Metro Station

MD 355 and Edmonston Drive

MD 355 and Templeton Place

MD 355 and Halpine Road

MD 355 and Hubbard Drive

White Flint Metro Station

MD 355 and Security Lane

Grosvenor Metro Station

MD 355 and Pooks Hill Road

MD 355 and Cedar Lane

Medical Center Metro Station

MD 355 and Cordell Avenue

Bethesda Metro Station

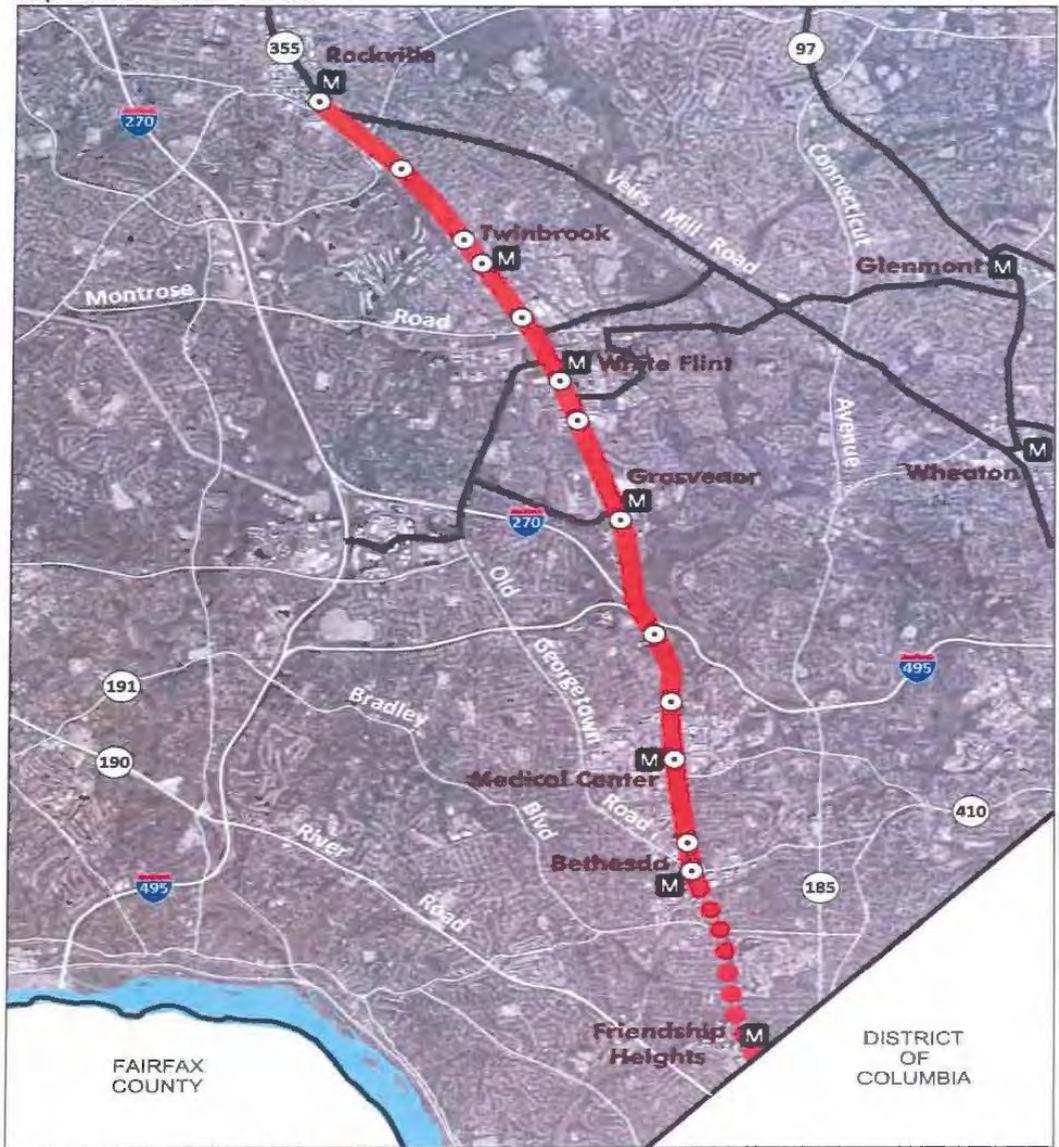
[Bradley Boulevard and MD 355]

[Friendship Heights Metro]

Stations within the City of Rockville must be confirmed in the City's master plan.

if and when the District of Columbia incorporates into its master plan (or equivalent) dedicated BRT lanes from Friendship Heights to the National Cathedral area and Georgetown, then an extension of the MD 355 South corridor from the Bethesda Metro Station to Western Avenue is included the Countywide Transit Corridors Functional Master Plan. This extension would be in dedicated lanes with no additional transit lanes, and include stations in the vicinity of MD 355/Bradley Boulevard and the Friendship Heights Metro Station. It would be in a master-planned right-of-way of 122 feet between the Bethesda Metro Station and Nottingham Drive, 120 feet between Nottingham Drive and Oliver Street, and 122 feet between Oliver Street and Western Avenue.

Map 6 MD 355 South Corridor



-  County Line
-  Dedicated Lane(s)
-  Potential Dedicated Lanes (see text)
-  Other BRT Corridors
-  BRT Station
-  Metro Station

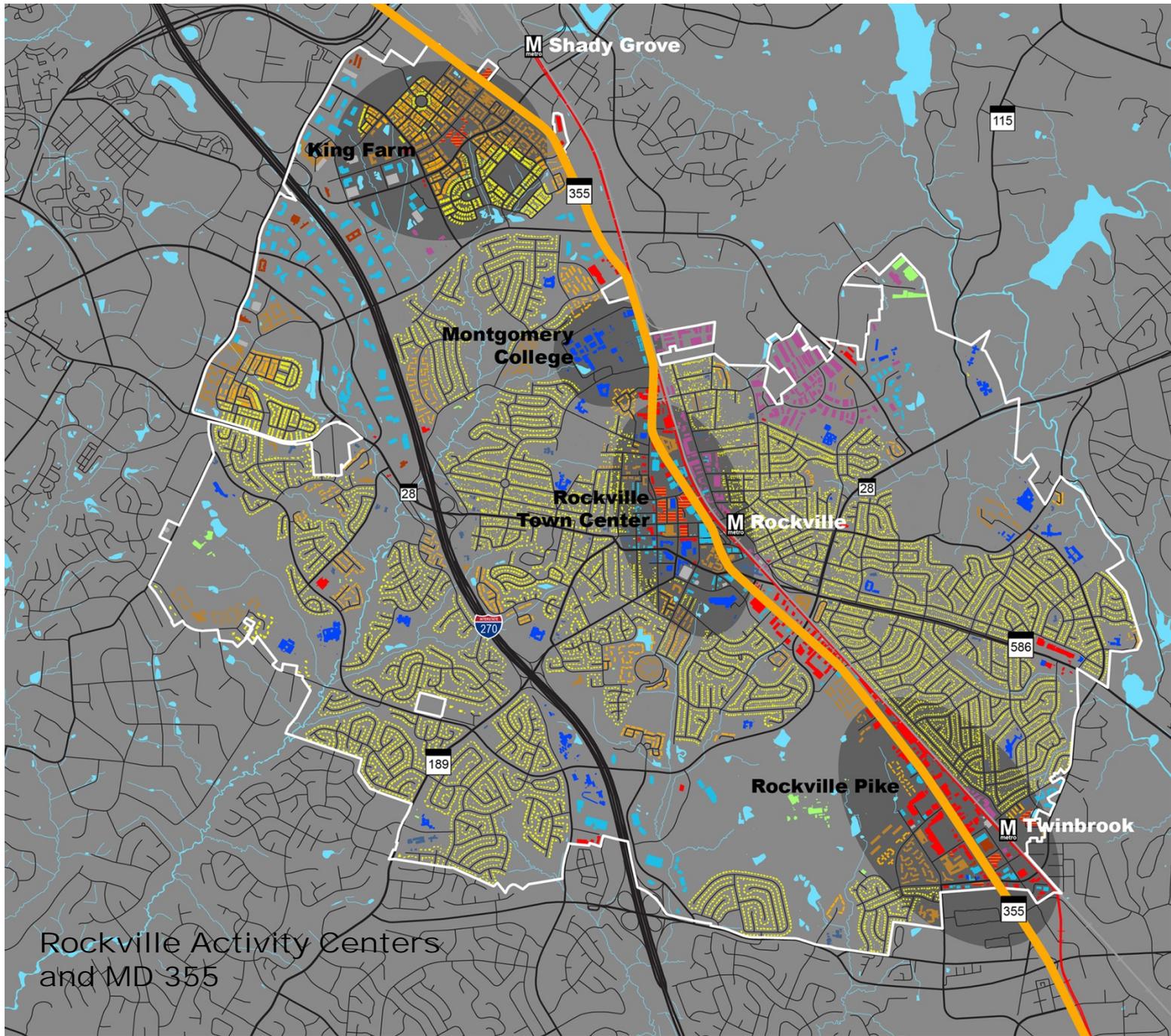


**Table 7 Corridor Recommendations, MD 355 South**

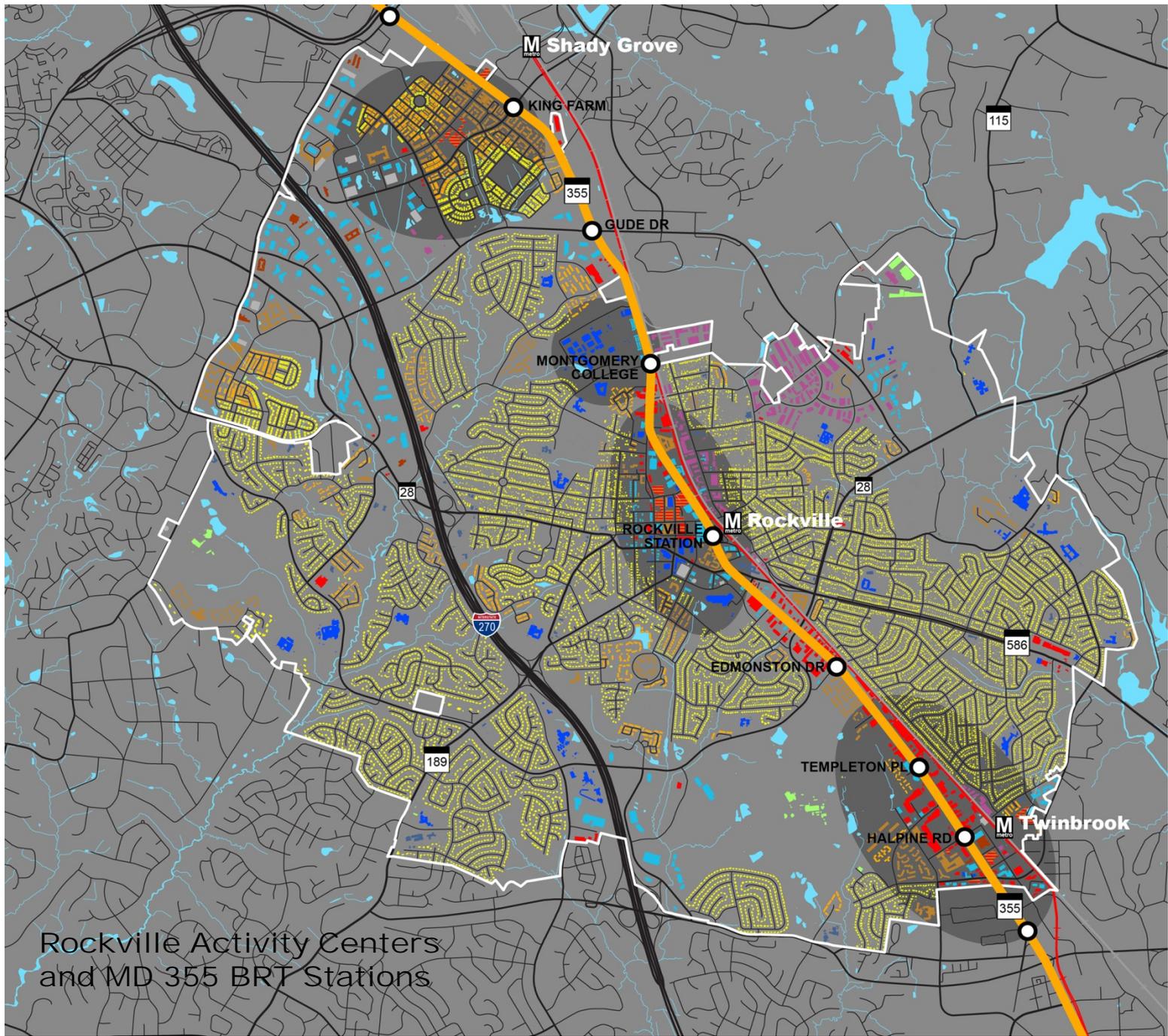
Road	From	To	[Treatment] Dedicated Lane(s)?	R.O.W.*	Maximum Additional Transit Lanes
MD 355	Church Street	Halpine Rd	[Two-Lane Median *] Yes		
MD 355	Halpine Rd	250 ft south of Twinbrook Pkwy			
MD 355	250 ft south of Twinbrook Pkwy	200 ft south of Hoya St	[Two-Lane Median] Yes	150 (162)**	[6 +] 2 [bus]
MD 355	200 ft south of Hoya St	Edson Ln		150 (162)**	[6 +] 2 [bus]
MD 355	Edson Ln	Hillery Wy		150 (162)**	[6 +] 2 [bus]
MD 355	Hillery Wy	Grosvenor Ln		150	[6 +] 2 [bus]
MD 355	Grosvenor Ln	I-495		200	[6 +] 2 [bus]
MD 355	I-495	Cedar Ln		120	[4 + 2 bus] <u>1</u>
MD 355	Cedar Ln	Woodmont Ave		123	[4 + 2 bus] <u>1</u>
MD 355	Woodmont Avenue	Chestnut St		120	[4 + 2 bus] <u>1</u>
<u>MD 355</u>	<u>Chestnut Street</u>	<u>Bethesda Metro</u>		<u>122</u>	<u>1</u>
[MD 355]	[Chestnut Street]	[Bradley Blvd]			[122]
[MD 355]	[Bradley Blvd]	[Nottingham Dr]	[Curb Lanes]	[122]	[4 + 2 bus]
[MD 355]	[Nottingham Dr]	[Oliver St]		[120]	[4 + 2 bus]
[MD 355]	[Oliver St]	[Western Ave]		[122]	[4 + 2 bus]

\*[2040 forecast ridership for the segments of MD355 within the City of Rockville warrant a two-lane median busway, however this Functional Plan cannot make changes or require dedication within that jurisdiction. The median busway recommendation can only become effective upon adoption of the current draft Rockville's Pike Plan or a subsequent City master plan update that would include recommendations on the right-of-way and the number of travel lanes.] Reflects the minimum right-of-way, and may not include land needed for spot improvements such as turn lanes and stations.

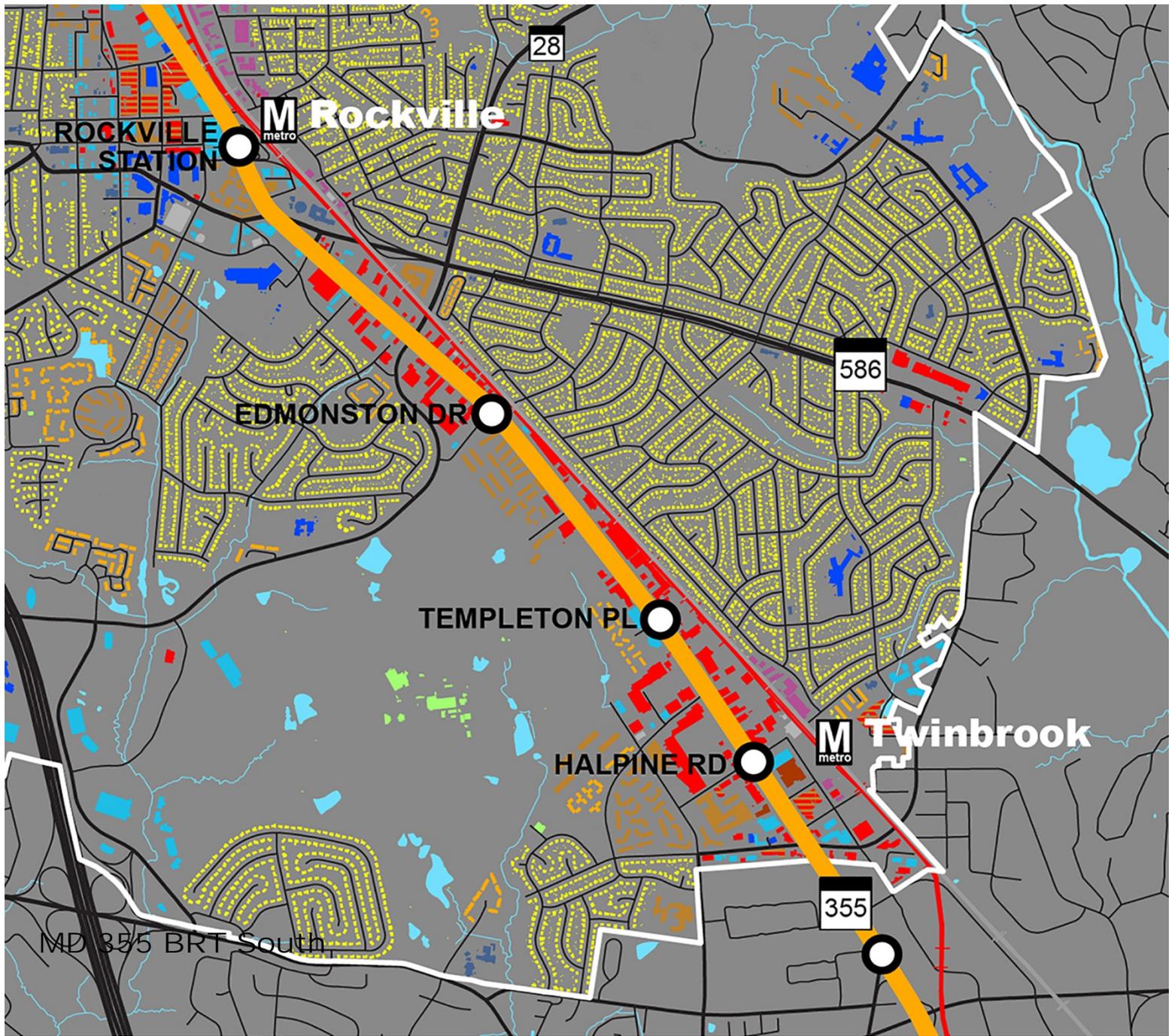
\*\* The Rockville Pike 150-foot right-of-way can be expanded to 162 feet (additional space to be obtained through reservation).



Rockville Activity Centers  
and MD 355



Rockville Activity Centers  
and MD 355 BRT Stations







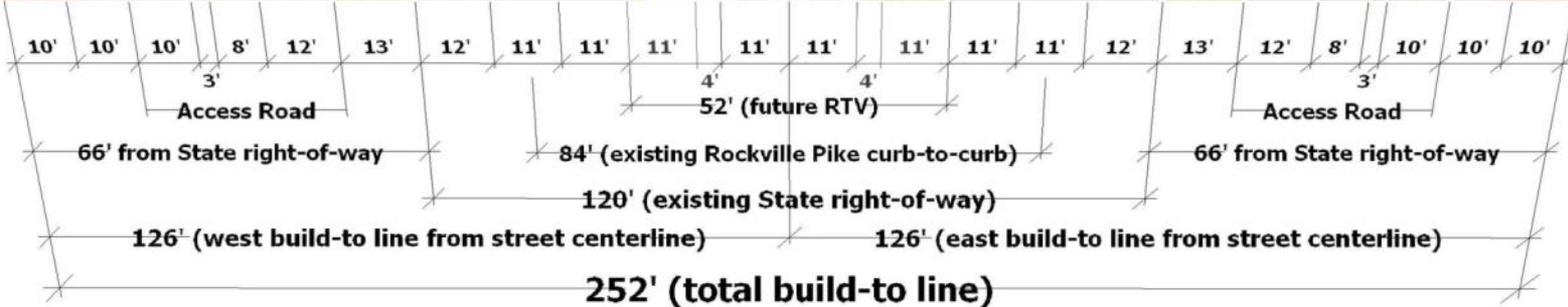
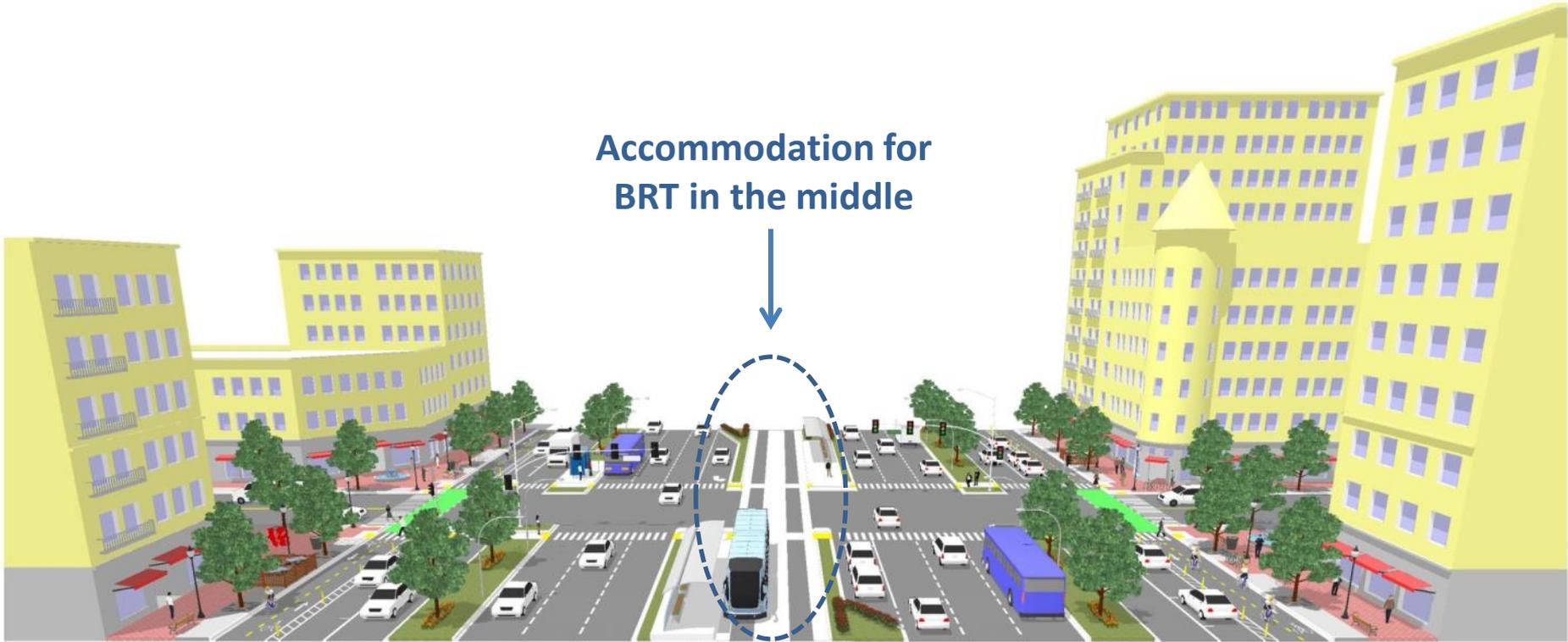


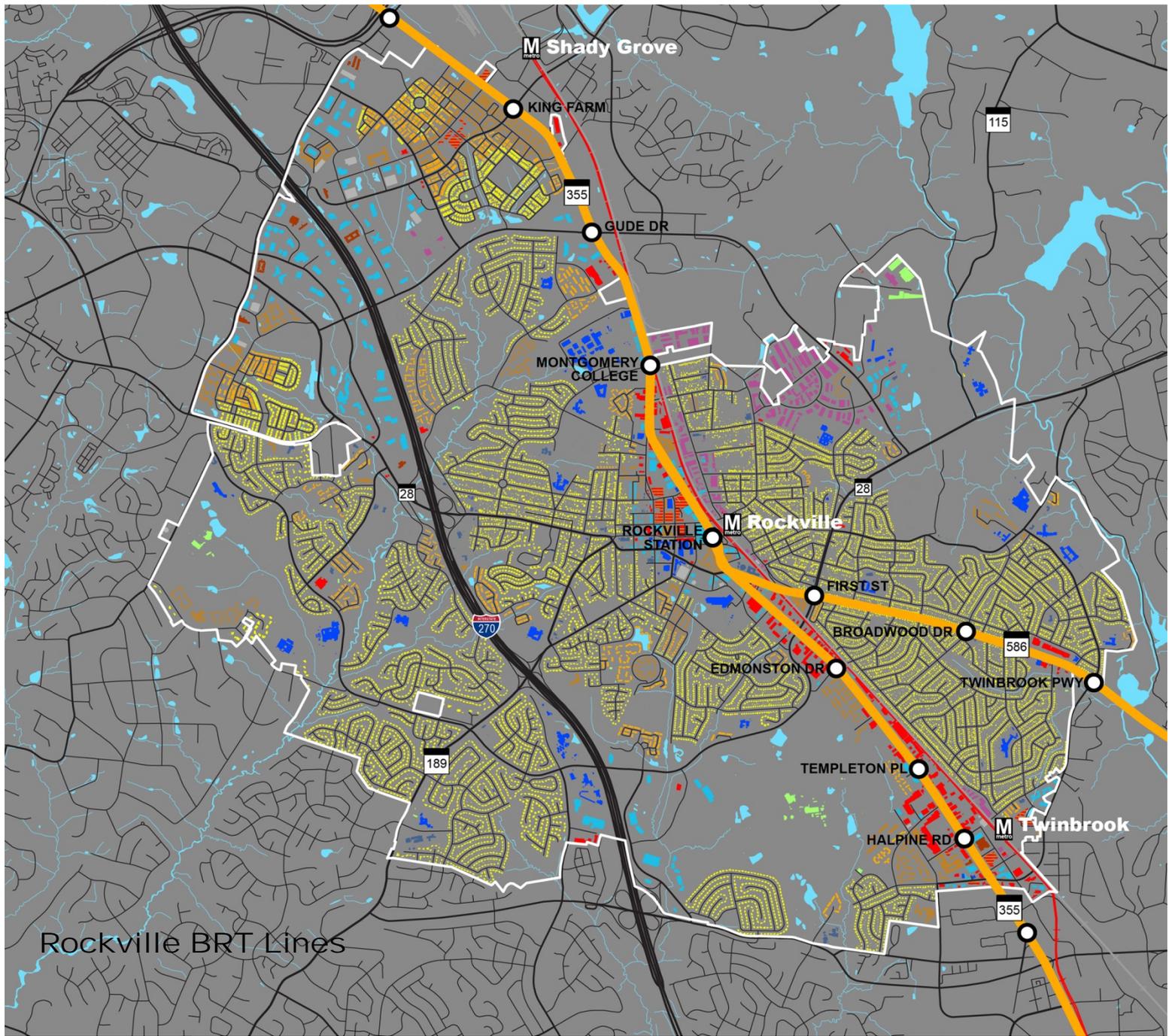
Get Into It

# Rockville's Pike Plan

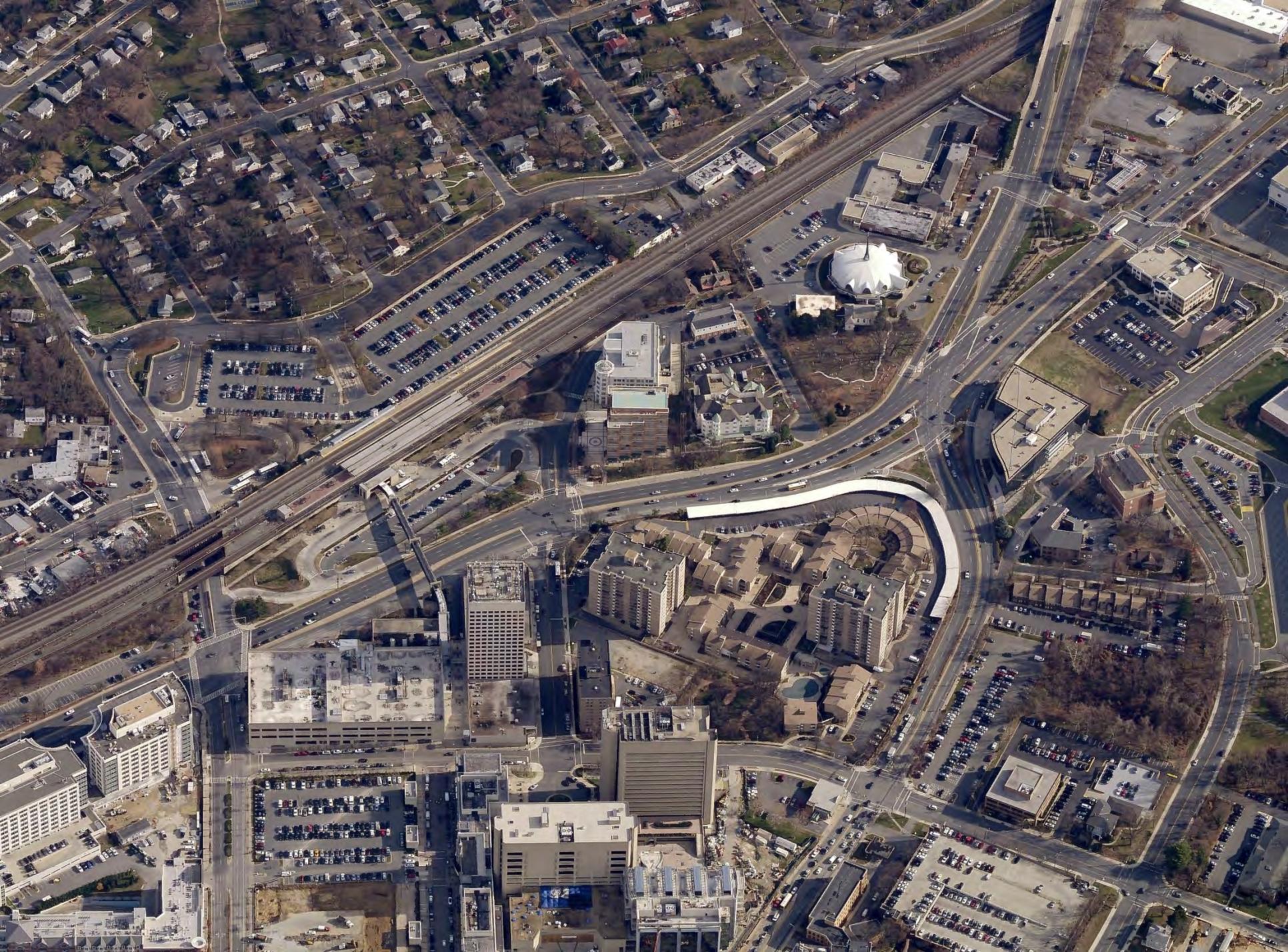
## Draft Typical Street Section - Multi-way Boulevard

Accommodation for  
BRT in the middle





Rockville BRT Lines





CHOICE HOTELS

UNIVERSITY

Blue directional sign with a green arrow pointing right.

Red circular "No Left Turn" sign.







Powered with clean natural gas

240-777-RIDE www.RideOnbus.com

5902

56 LAKEVIEW



Existing Street Width 86.0 ft  
Existing ROW Width 25.0 ft  
Proposed Street Width 102 ft

Minor Adjustments to Metro Bus Area Needed

BRT Station

Existing Street Width 21.5 ft  
Existing ROW Width 112.7 ft  
Proposed Street Width 102 ft

Existing Street Width 102.4 ft  
Existing ROW Width 118.5 ft  
Proposed Street Width 114 ft

BRT Lane (typ.)

Bike Lane (typ.)

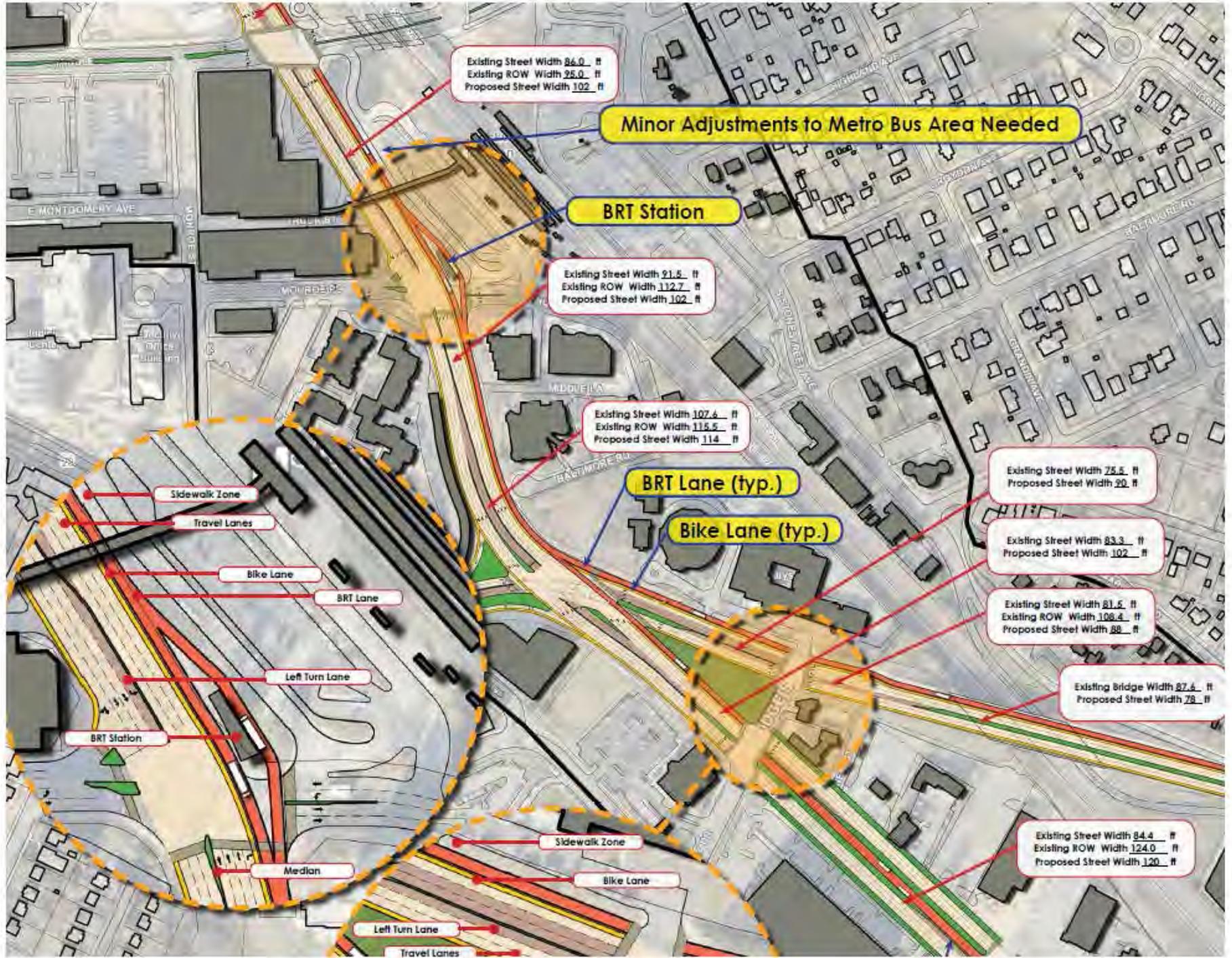
Existing Street Width 26.5 ft  
Proposed Street Width 20 ft

Existing Street Width 83.3 ft  
Proposed Street Width 102 ft

Existing Street Width 81.5 ft  
Existing ROW Width 108.4 ft  
Proposed Street Width 88 ft

Existing Bridge Width 87.6 ft  
Proposed Street Width 79 ft

Existing Street Width 84.4 ft  
Existing ROW Width 124.0 ft  
Proposed Street Width 120 ft



Sidewalk Zone

Travel Lanes

Bike Lane

BRT Lane

Left Turn Lane

BRT Station

Median

Sidewalk Zone

Bike Lane

Left Turn Lane

Travel Lanes

E MONTGOMERY AVE

MONTGOMERY ST

WINDYBROOK

MIDDLEFIELD

BARTIMORE RD

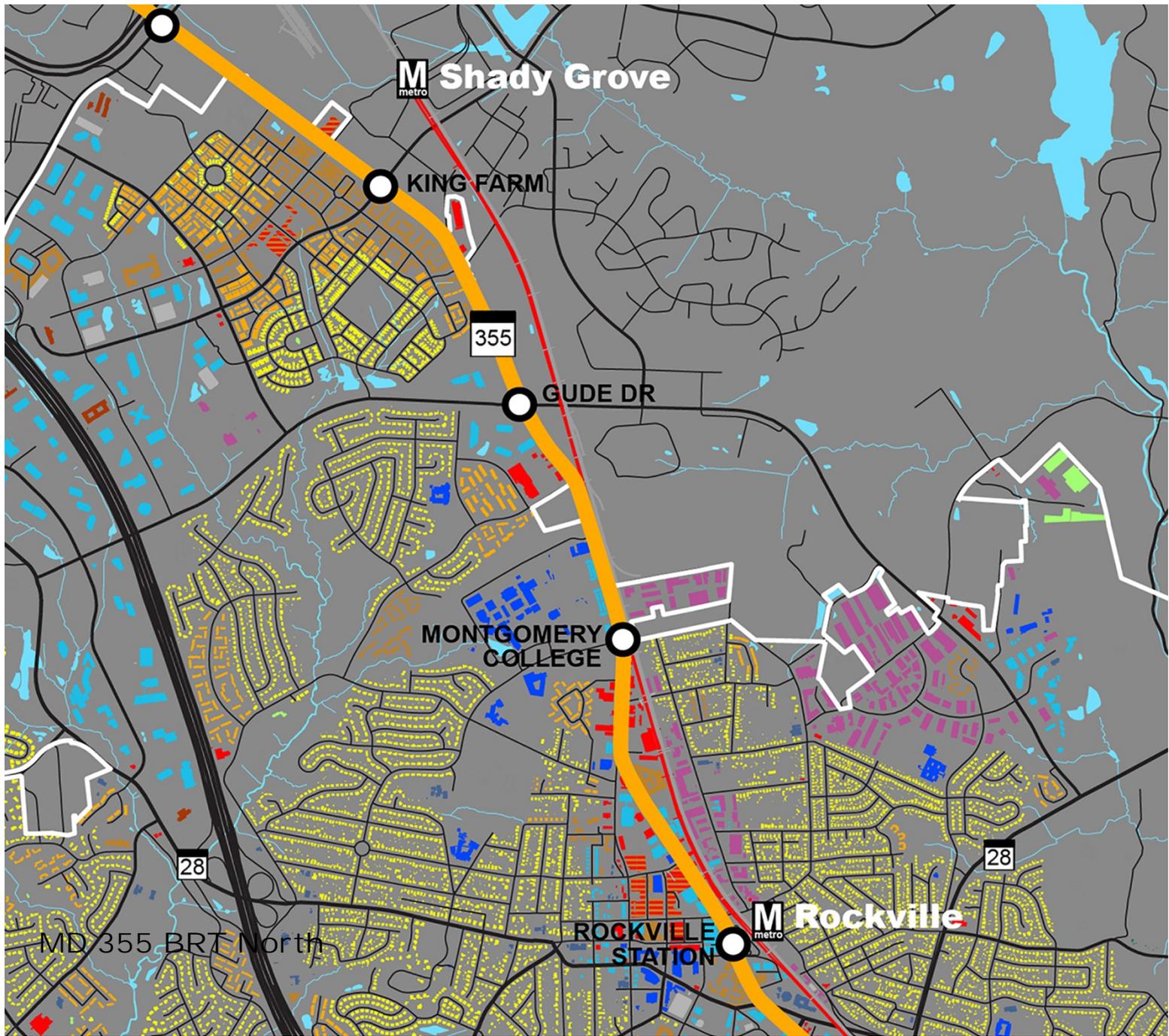
THE EDWARD SCHOOL

GRANTWAY

REYBURN AVE

RALPH AVE

WINDYBROOK





WYOMING BL

MR. JAZZ FINEMILL  
EST. 1954

MONTGOMERY COLLEGE  
ROCKVILLE CAMPUS

*CITY OF GAITHERSBURG  
PLANNING FOR THE MD 355  
RAPID TRANSIT LINE*

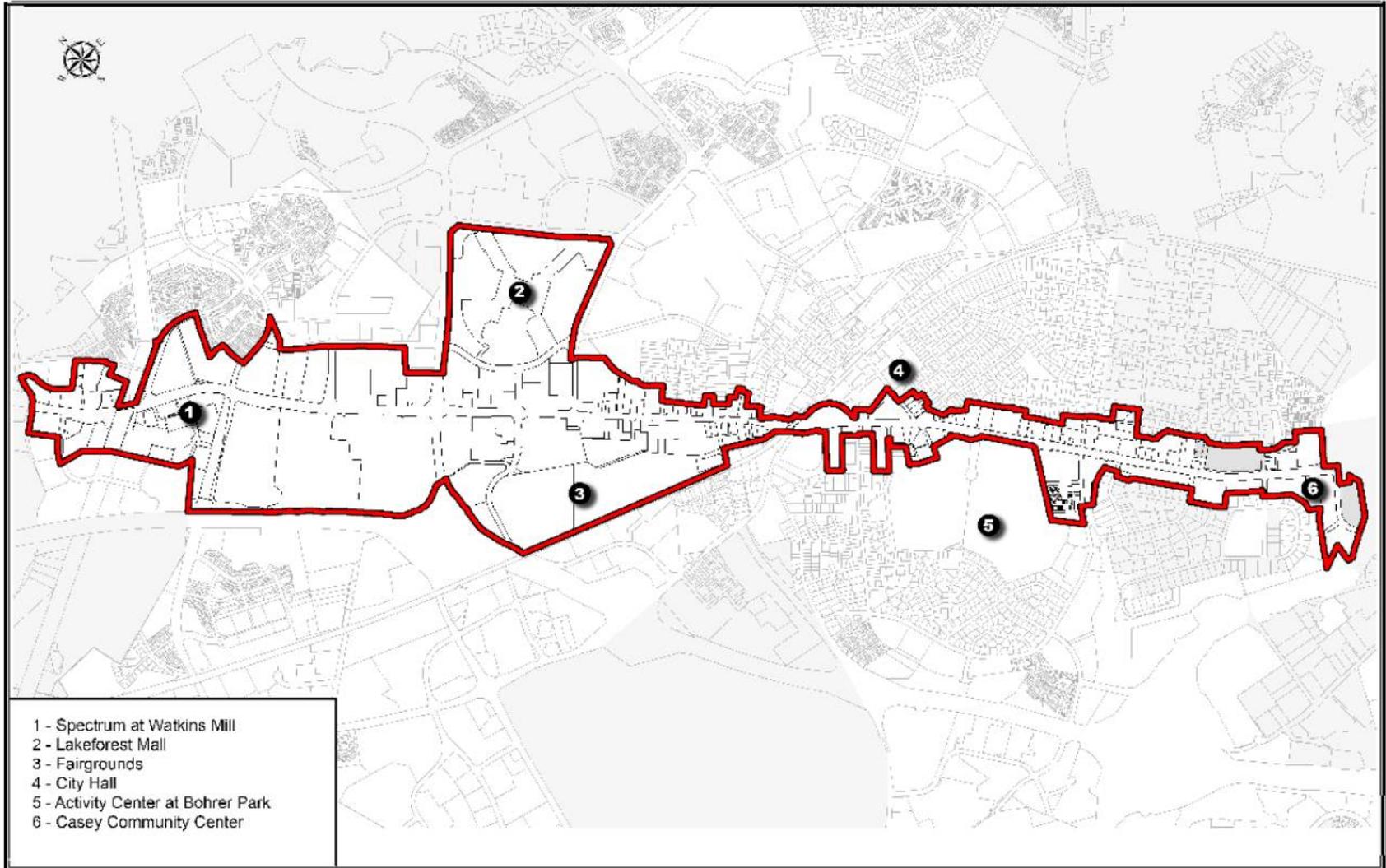


*Gaithersburg*

December 3, 2014

# Gaithersburg 355 Corridor

2



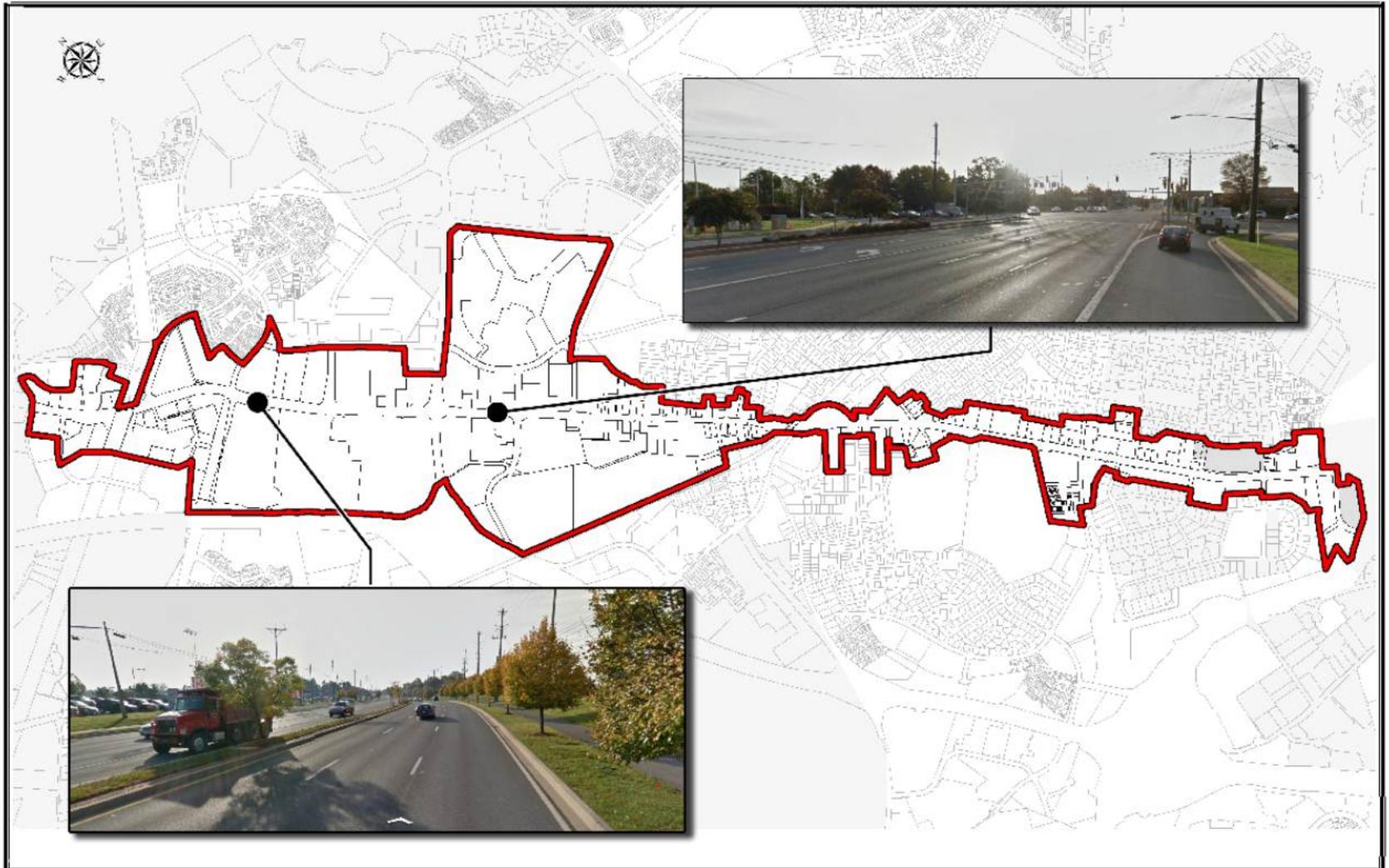
# South Gaithersburg Corridor - Typical

3



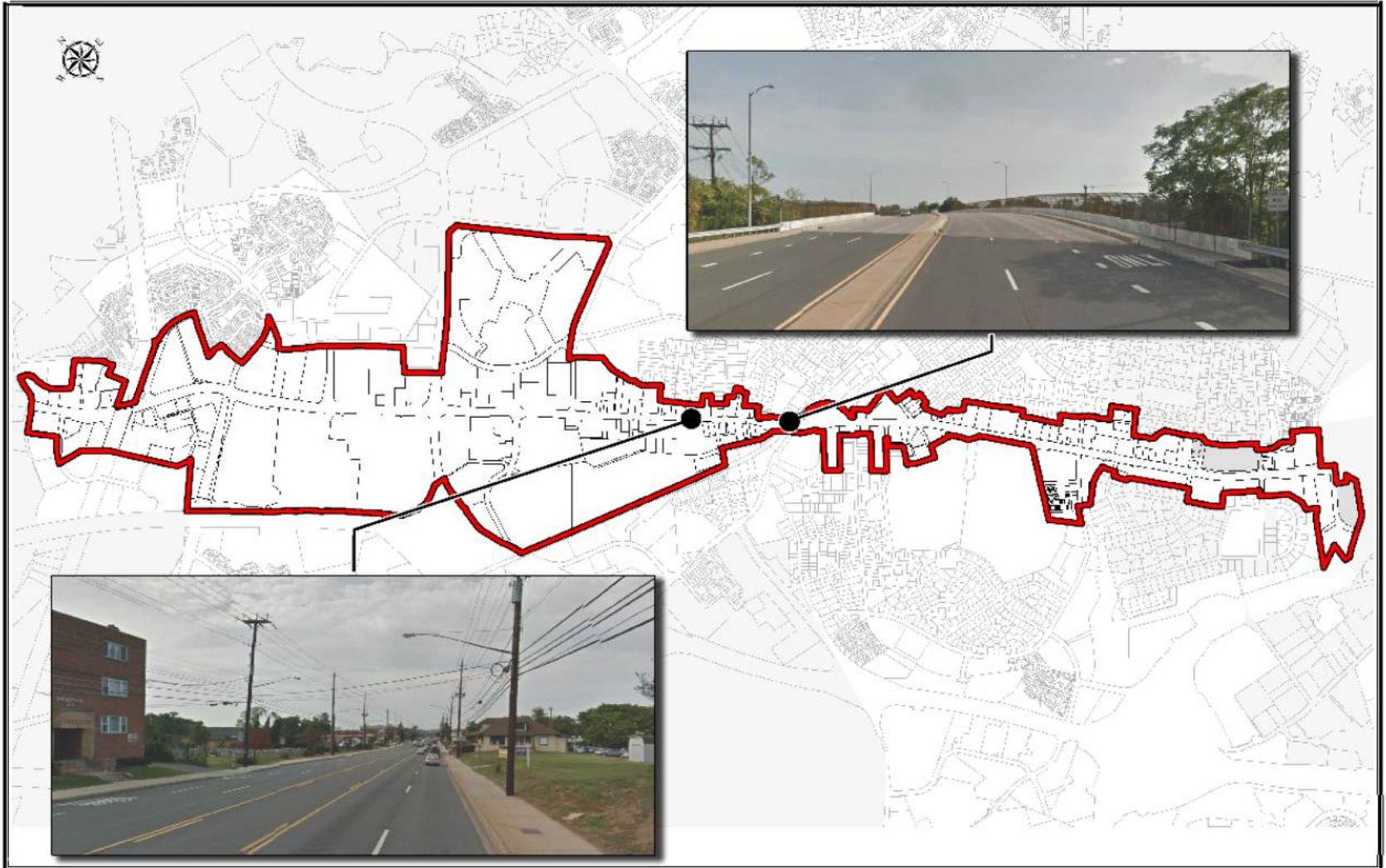
# North Gaithersburg Corridor - Typical

4



# Corridor Conflict Areas / Constraints

5



# 2009 Master Plan

- Adopted Sept. 2010

6

*...for the long term the City should work with the neighboring jurisdictions in studying the feasibility of a bus rapid transit (BRT) line on MD 355, further widening the multimodal network and creating a regional alternative to the SOV. This line would be the eastern counterpart to the CCT. The City should also review the current 120 foot ROW standard for MD 355 in order to facilitate a future BRT corridor lane.*

# 2013 Fredrick Ave. Corridor and Vicinity Development Capacity Study

## **Chapter 4. Recommendations to Elevate the Quality of Corridor Development**

- The study team proposes the following public policies:
  - Make policy and financial accommodations to endorse the Bus Rapid Transit (BRT) system.

*Since Bus Rapid Transit is considered a game changer for the Corridor, the City should make accommodations to support it, including potentially through direct funding, recommendations regarding right-of-way and number of travel lane adjustments per County study recommendations. We offer this as a sub-recommendation. The level of financial support that the City should be prepared to deliver is in part a function of what other communities are willing to contribute, which is unknown to the study team presently.*

# October 2013 Comments Regarding the County Functional Corridors Master Plan

*...we strongly request that the entire length of MD 355 within the City's corporate limits be included in the MD 355 South Project Planning route . Providing service north of Montgomery Village Avenue in the City would support several existing and planned mixed-use communities that have been designed for transit orientation. Alternatively, of course, the inclusion of MD 355 North as a priority would also satisfy this request.*

# MD 355 Bus Rapid Transit Corridor Planning Study



December 3, 2014

# MD 355 Project History

- **Countywide Transit Corridors Functional Master Plan – December 2013**
  - Recommended ten corridors including the MD 355 North and MD 355 South Corridors
    - MD 355 North (Redgrave Place to Rockville Metrorail Station)
      - ❖ Mixed Traffic – Redgrave Place to Shakespeare Boulevard (3.5 miles)
      - ❖ Dedicated Lanes – Shakespeare Boulevard to Rockville Metrorail Station (9.8 miles)
      - ❖ 24 Stations
    - MD 355 South (Rockville Metrorail Station to Bethesda Metrorail Station)
      - ❖ Dedicated Lanes – Rockville Metrorail Station to Bethesda Metrorail Station (7.6 miles)
      - ❖ 13 Stations



## Partnering

- **Study coordination between Montgomery County DOT, Montgomery County Planning, City of Gaithersburg, City of Rockville, Maryland Department of Transportation, Maryland Transit Administration and State Highway Administration**
- **Agencies will meet regularly to coordinate in a wide variety of topics including land use, proposed development, engineering, station design, traffic, ridership, etc.**
- **Agencies to provide input at all project milestones**



# Project Comparisons

- **Corridor Cities Transitway (CCT)**
  - This project has followed a NEPA process
  - Currently finalizing environmental documentation/preliminary engineering
  - Next step is final design
- **MD 355 BRT Corridor Planning Study**
  - Long corridor analysis (20+ Miles)
  - Product is a decision making document
  - Future phases and/or breakouts to be evaluated further as in project development

## Project Process

Corridor Planning



Alternatives Analysis



Locally Preferred  
Alternative



Environmental  
Documentation



Final Design



Right of Way  
Acquisition



Construction

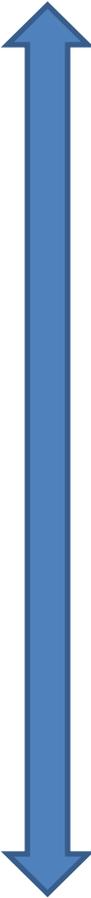


# MD 355 Corridor Planning Study

## The process involves the following:

- Identify a study area
- Public involvement through CAC process
- Establish a purpose and need
- Identify alternatives
- Public meeting on alternatives
- Select alternatives for additional evaluation based on screening criteria
- Conduct conceptual alternatives, traffic and ridership analyses
- Draft Report
- Public meeting on alternatives
- Complete final *conceptual* alternatives, traffic and ridership analyses
- Final Report *and Recommendations*

Coordinate with Corridor Advisory Committees



## Scope of Work

- **Initiate a Corridor Planning Study where findings may be used as part of the overall project development process consistent with National Environmental Policy Act (NEPA), Maryland Environmental Policy Act (MEPA) and Federal Transit Administration (FTA) guidelines**
- **Study split into three stages:**
  1. Pre-Alternatives Analysis
  2. Conceptual Alternatives Analysis
  3. Final Recommendations and Report



# Next Phase in Project Development

- **Detailed Environmental Technical Analyses**
- **Locally Preferred Alternative**
- **NEPA/MEPA Documentation**
- **Preliminary Engineering**



## Schedule

- **Informational Open House – Spring 2015**
- **Selection of Alternatives Retained for Conceptual Study – Fall 2015**
- **Conceptual Alternatives Development – Summer 2015 to Winter 2016**
- **Alternatives Public Workshop – Summer 2016**
- **Final Recommendations and Report – Summer / Fall 2016**

Coordinate with Corridor Advisory Committees





# Montgomery County Rapid Transit System Corridor Advisory Committees

Joana Conklin  
Rapid Transit System Development Manager  
Montgomery County Department of Transportation



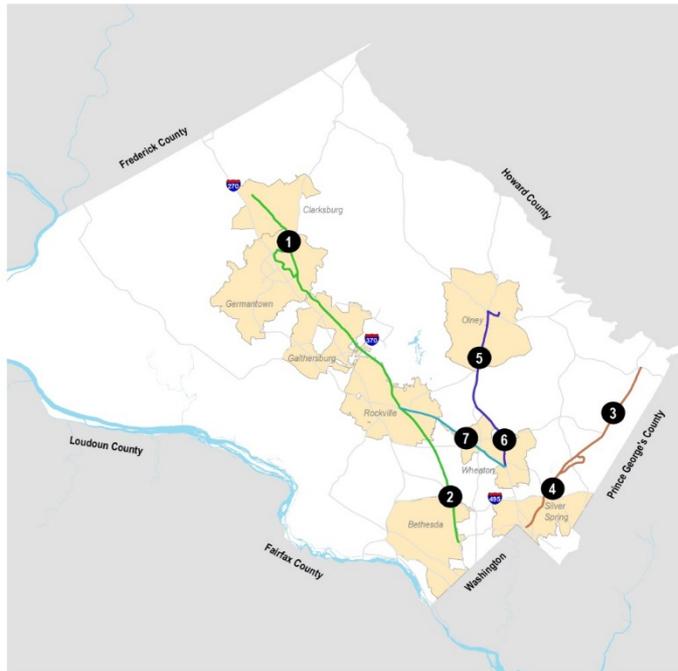


# Corridor Advisory Committees (CACs) Council Mandate



“... a citizens’ advisory group comprised of residents, business owners and other relevant stakeholders must be created for each corridor...”

# The Seven Corridor Advisory Committees



## RTS Corridor

- Georgia Ave North
- MD 355
- US 29
- Veirs Mill Rd
- ① Advisory Committee Areas

0 2 4 8 12 Miles



1. MD 355 North Corridor - *Frederick Road* from Clarksburg to Rockville Metrorail station
2. MD 355 South Corridor - *Rockville Pike/Wisconsin Avenue* from Rockville Metrorail station to Bethesda Metro
3. US 29 Corridor Section 1 - *Colesville Road* from Burtonsville to New Hampshire Avenue
4. US 29 Corridor Section 2 - *Colesville Road* from New Hampshire Avenue to Silver Spring Metro
5. MD 97 North Corridor Section 1 - *Georgia Avenue* from Olney to Connecticut Avenue
6. MD 97 North Corridor Section 2 - *Georgia Avenue* from Connecticut Avenue/Aspen Hill Shopping Center to Wheaton Metro
7. MD 586 Corridor - *Veirs Mill Road* from Rockville Metro to Wheaton Metro

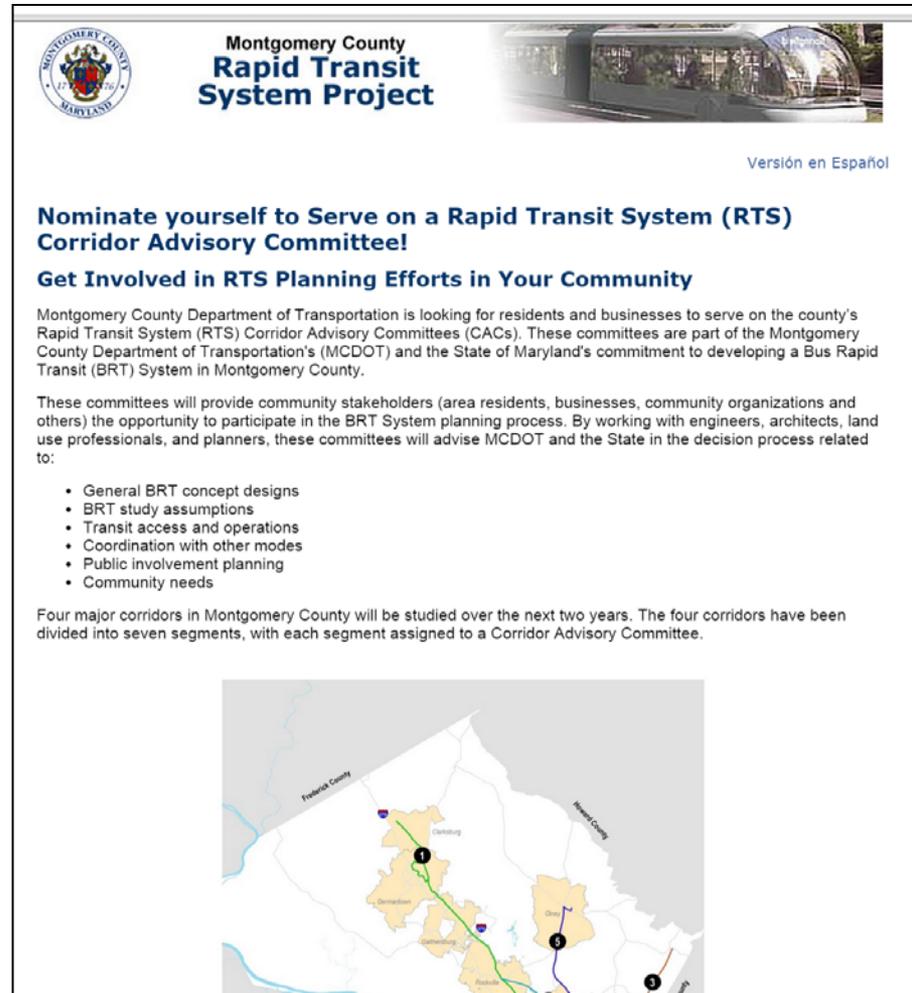
# CAC Mission

- Provide input to the planning and design process
- Address potential community impacts
- Educate and help build consensus within the community



# CAC Member Recruitment

- **Flyers:** Distributed at RTS Meetings, and County Libraries and Offices
- **Mailers:** Targeted at residents and businesses within 500 feet of proposed RTS (85,000 mailings)
- **Online:** MCDOT Website, targeted listerves
- **Presentation:** Presented to more than a dozen community groups and other local transit interest groups
- **Organizations:** Civic Organizations, Chambers of Commerce, RSC Directors, TMD directors, RTS Steering Committee, Municipalities, BRAC Implementation Committee



The flyer features the Montgomery County seal on the left and a photograph of a modern transit vehicle on the right. The text is centered and includes a link to a Spanish version. The main heading is 'Nominate yourself to Serve on a Rapid Transit System (RTS) Corridor Advisory Committee!'. Below this is a sub-heading 'Get Involved in RTS Planning Efforts in Your Community'. The body text explains the purpose of the committees and lists their responsibilities. At the bottom, a map shows four major corridors in Montgomery County, each marked with a number from 1 to 4.

 **Montgomery County  
Rapid Transit  
System Project** 

[Versión en Español](#)

**Nominate yourself to Serve on a Rapid Transit System (RTS)  
Corridor Advisory Committee!**

**Get Involved in RTS Planning Efforts in Your Community**

Montgomery County Department of Transportation is looking for residents and businesses to serve on the county's Rapid Transit System (RTS) Corridor Advisory Committees (CACs). These committees are part of the Montgomery County Department of Transportation's (MCDOT) and the State of Maryland's commitment to developing a Bus Rapid Transit (BRT) System in Montgomery County.

These committees will provide community stakeholders (area residents, businesses, community organizations and others) the opportunity to participate in the BRT System planning process. By working with engineers, architects, land use professionals, and planners, these committees will advise MCDOT and the State in the decision process related to:

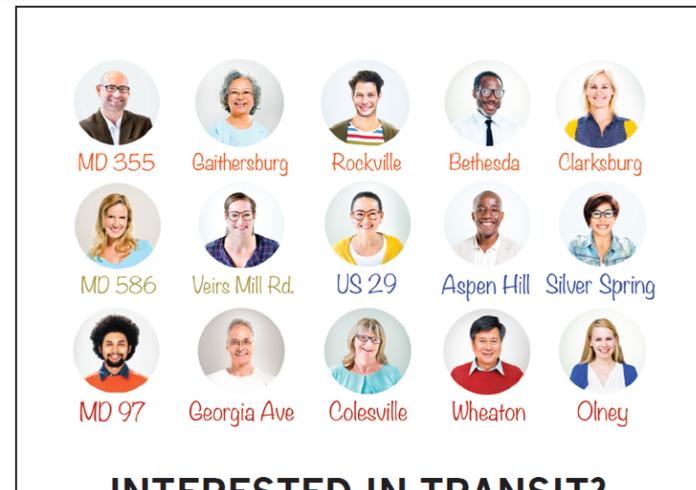
- General BRT concept designs
- BRT study assumptions
- Transit access and operations
- Coordination with other modes
- Public involvement planning
- Community needs

Four major corridors in Montgomery County will be studied over the next two years. The four corridors have been divided into seven segments, with each segment assigned to a Corridor Advisory Committee.



# CAC Member Recruitment

- **Radio:** Montgomery al Día (Spanish Radio Show)
- **TV:** County Cable TV6, Rockville City, Montgomery College, MCPS
- **Newsletters and Newspapers:** Paperless Airplane Newsletter, Go Montgomery Newsletter, ethnic newspapers, press release to local media
- **Phone Line:** Community Outreach 7155 Recording (English and Spanish)



## INTERESTED IN TRANSIT?

VOLUNTEER TO ADVISE THE COUNTY ON RAPID TRANSIT!

Serve your community by signing up for one of the seven **Bus Rapid Transit (BRT) Advisory Committees**. Help guide the planning and design decisions for future rapid transit services that will make your travel faster.



**MONTGOMERY COUNTY  
NEEDS YOU**

Nominations will be accepted until November 21, 2014. **APPLY NOW!**

# CAC Membership

Each CAC can have up to 40 members who reflect the constituencies / stakeholders of each corridor community:

- Up to 30 Direct Stakeholder Resident and Business/Major Employer Representatives
  - Residents and Businesses located directly along the corridors
  - Selected by Civic Organizations, Chambers of Commerce, and MCDOT
- Up to 10 At-Large Representatives
  - Residents, property owners, businesses and employers not residing directly along the corridors
  - Selected by MCDOT

# CAC Member Selection Criteria

CACs should include members who:

- Reside and/or work in close geographic proximity to the corridors
- Use transit frequently within the corridor
- Use roads frequently in the corridor
- Help represent large residential subdivisions, community organizations or businesses along the corridor
- Reflect diverse interests

# CAC Operations

- Meetings every 2 to 3 months
- Members will serve without term limits
- Members are expected to attend all meetings
- CAC will continue to exist as long as project is funded and active



# Next Steps

- Nominations were due November 21
- Nominations Due from Civic Organizations and Chambers of Commerce: December 5
- Finalize Member Selection: December/early January
- Kick-Off Meeting with all CAC Members: February/March
- Subsequent CAC Meetings: Spring 2015 Onward

# Next Steps

- Nominations were due November 21
- Nominations Due from Civic Organizations and Chambers of Commerce: December 5
- Finalize Member Selection: December/early January
- Kick-Off Meeting with all CAC Members: February/March
- Subsequent CAC Meetings: Spring 2015 Onward

# Beyond the CACs

- CACs are part of an overall RTS communications and engagement strategy
- Other public meetings to be held during the study process
- Considering ways to expand engagement through non-traditional techniques
- Partnering and Coordination
  - Municipalities
  - Community-Based Organizations
  - Chambers of Commerce / Businesses
  - Regional Service Centers
  - Advocacy Groups



# Questions

Visit us at:  
**[Montgomerycountymd.gov/rts](http://Montgomerycountymd.gov/rts)**

Joana Conklin  
240-777-7195  
[Joana.Conklin@montgomerycountymd.gov](mailto:Joana.Conklin@montgomerycountymd.gov)

