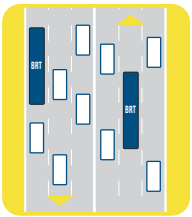


MD 355 CORRIDOR ALTERNATIVES

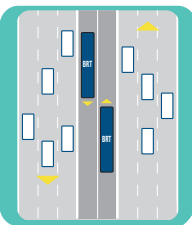


The MD 355 BRT Project may employ a variety of treatments along the length of the corridor to best fit within the surrounding area. Some of the options under consideration are described below.



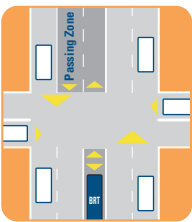
MIXED TRAFFIC

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



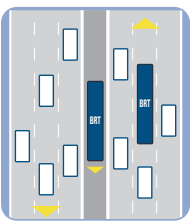
TWO MEDIAN BRT LANES

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.



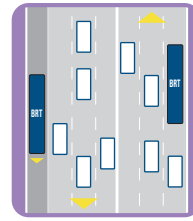
ONE MEDIAN BRT LANE (BI-DIRECTIONAL)

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.



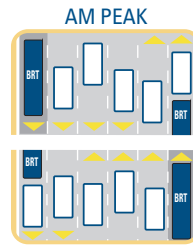
ONE MEDIAN BRT LANE (FIXED OR REVERSIBLE)

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 southbound 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.



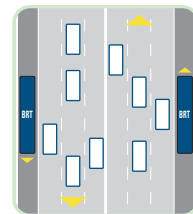
ONE CURB BRT LANE (FIXED SOUTHBOUND)

The lane adjacent to the curb along southbound MD 355 would be used exclusively by the BRT, local buses and right-turning vehicles. BRT vehicles heading northbound on MD 355 would travel with general traffic.



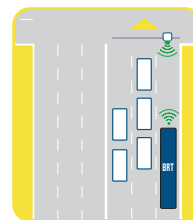
ONE CURB BRT LANE (PEAK DIRECTION ONLY)

A curb BRT lane would be created by re-purposing the peak direction curb lane to accommodate BRT buses, local buses, and right-turning vehicles. The two center general traffic lanes would have a reversible operation with different AM/PM lane configurations. BRT vehicles heading in the off-peak direction would travel with general 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 PRIORITY

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

7 CLARKSBURG/
GERMANTOWN

MIDDLEBROOK RD

6 GERMANTOWN/
GAITHERSBURG

MONTGOMERY VILLAGE AVE

5 GAITHERSBURG CORE

SUMMIT AVE

4 GAITHERSBURG/
ROCKVILLE

COLLEGE PKWY

3 ROCKVILLE
TOWN CENTER

DODGE ST

2 ROCKVILLE/
WHITE FLINT

ROCKVILLE PIKE

White Flint

TUCKERMAN LN

Grosvenor Strathmore

1 BETHESDA

OLD GEORGETOWN RD

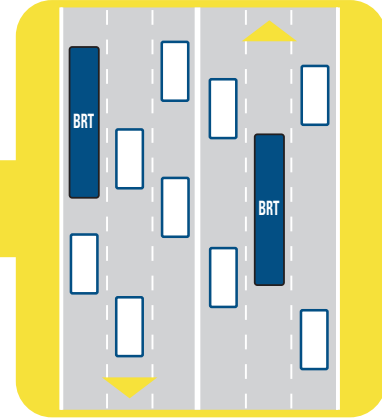
Bethesda

BETHESDA

MARYLAND
355

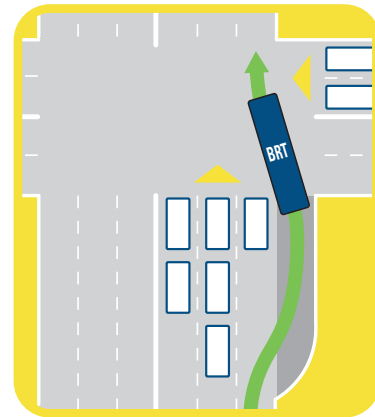
SNOWDEN FARM PARKWAY

MIXED
TRAFFIC



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



QUEUE JUMPS

KEY

● = POTENTIAL STATION

□ = VEHICLE

■ = BRT

ALTERNATIVE B

BRT in Median

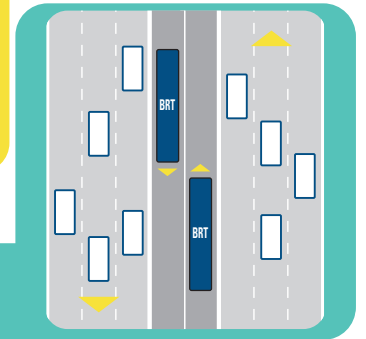
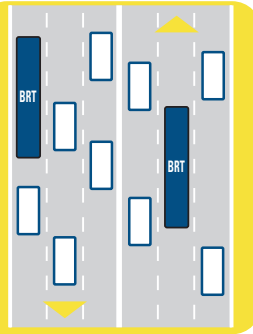
7 CLARKSBURG/
GERMANTOWN

CLARKSBURG

270

OBSERVATION DRIVE

MIXED TRAFFIC



6 GERMANTOWN/
GAITHERSBURG

MIDDLEBROOK RD

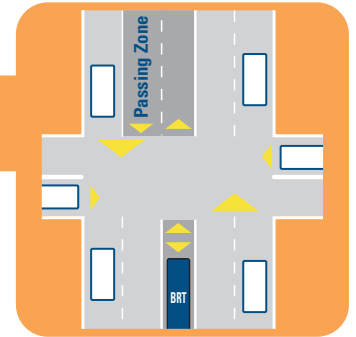
TWO MEDIAN BRT LANES

MONTGOMERY VILLAGE AVE

5 GAITHERSBURG CORE

SUMMIT AVE

ONE MEDIAN BRT LANE
(BI-DIRECTIONAL)



4 GAITHERSBURG/
ROCKVILLE

370

Shady Grove M

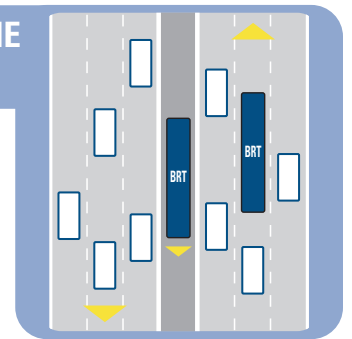
TWO MEDIAN BRT LANES

3 ROCKVILLE
TOWN CENTER

COLLEGE PKWY

Rockville MARC M

ONE MEDIAN BRT LANE
(FIXED OR REVERSIBLE)

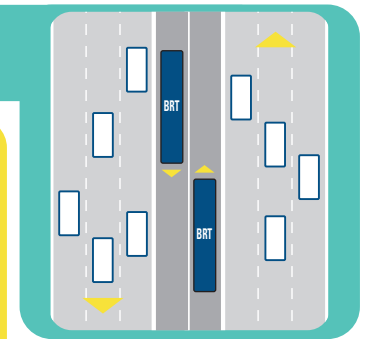


2 ROCKVILLE/
WHITE FLINT

Twinbrook M

ROCKVILLE PIKE

TWO MEDIAN BRT LANES



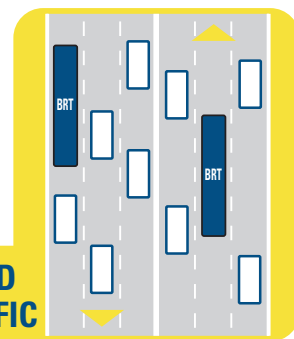
1 BETHESDA

White Flint M

TUCKERMAN LN

Grosvenor Strathmore M

MIXED TRAFFIC



OLD GEORGETOWN RD

Bethesda M

BETHESDA

MARYLAND
355

KEY

● = POTENTIAL STATION

■ = DEDICATED LANE

□ = VEHICLE



BRT = BRT

ALTERNATIVE C

BRT in Curb

7 CLARKSBURG/
GERMANTOWN

6 GERMANTOWN/
GAITHERSBURG

5 GAITHERSBURG CORE

4 GAITHERSBURG/
ROCKVILLE

3 ROCKVILLE
TOWN CENTER

2 ROCKVILLE/
WHITE FLINT

1 BETHESDA

CLARKSBURG

270

FREDERICK ROAD

MIDDLEBROOK RD

MONTGOMERY VILLAGE AVE

SUMMIT AVE

370

Shady Grove 

COLLEGE PKWY

Rockville 


DODGE ST

Twinbrook 

ROCKVILLE PIKE

White Flint 

TUCKERMAN LN

Grosvenor Strathmore 

495

OLD GEORGETOWN RD

Bethesda 

BETHESDA

MIXED
TRAFFIC

TWO CURB
BRT LANES

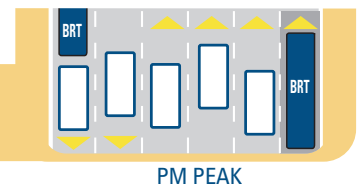
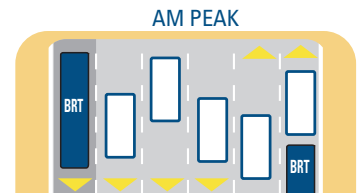
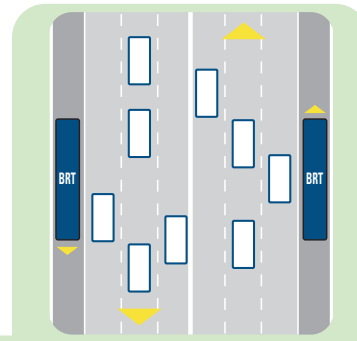
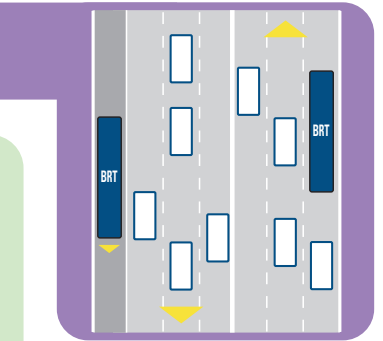
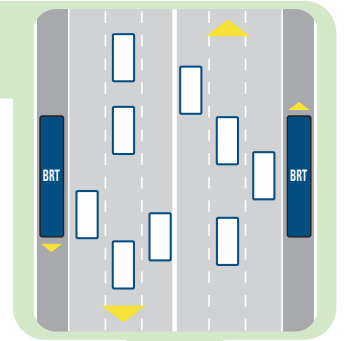
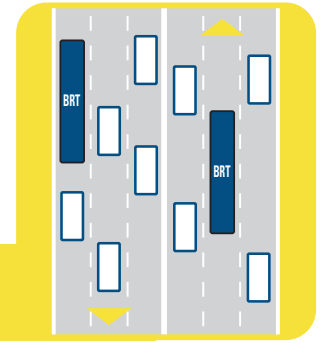
MIXED
TRAFFIC

TWO CURB
BRT LANES

ONE CURB BRT LANE
(SOUTHBOUND)

TWO CURB
BRT LANES

ONE CURB BRT LANE
(PEAK DIRECTION ONLY)



KEY

● = POTENTIAL STATION

■ = DEDICATED LANE

□ = VEHICLE

 = BRT

MARYLAND
355

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