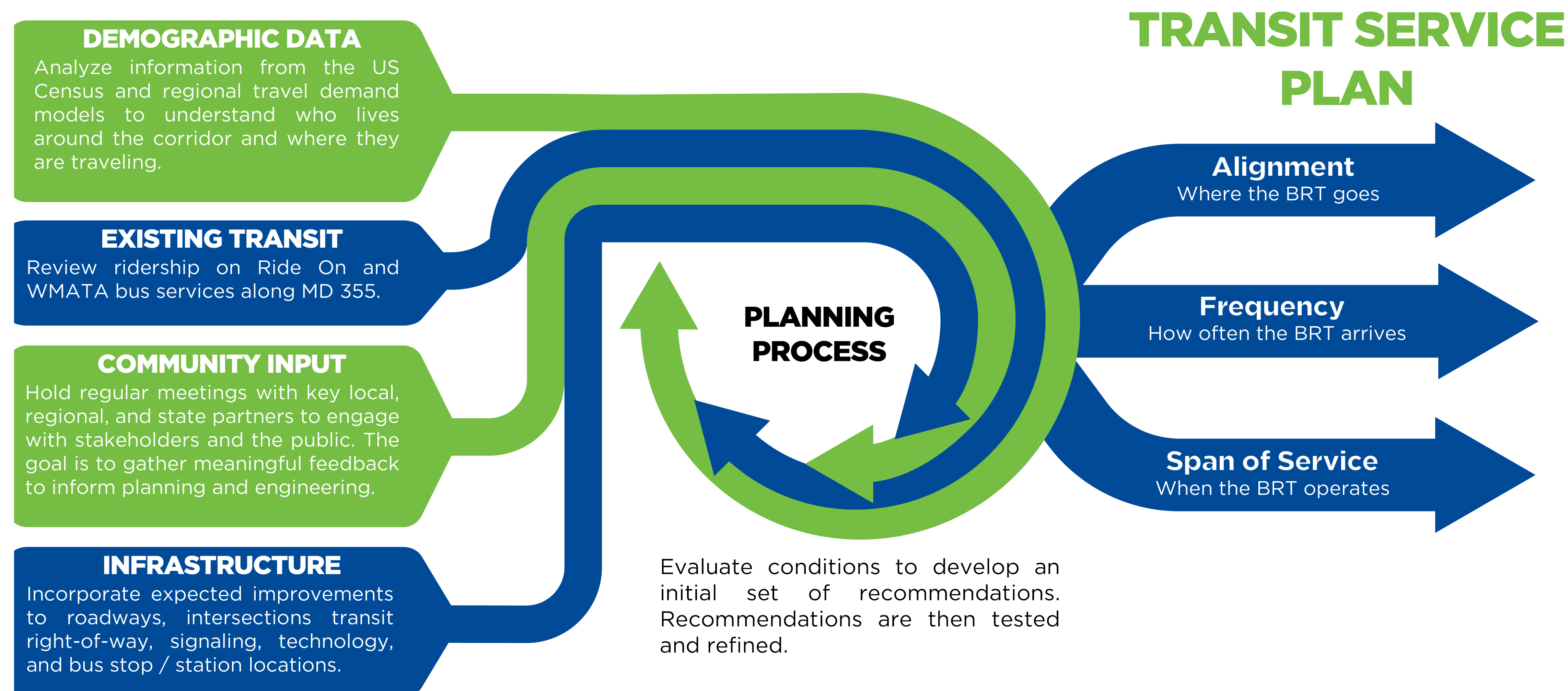# WHAT IS TRANSIT SERVICE PLANNING?

Transit Service Planning: a data-driven approach, complemented by public and stakeholder involvement, to determine where transit should go and how much service should be provided.

OUR APPROACH

MCDOT is utilizing existing transit service data, travel demand models, traffic patterns, US Census data, and input from stakeholders to evaluate potential BRT service patterns and develop recommendations.

DEMOGRAPHIC DATA
Analyze information from the US Census and regional travel demand models to understand who lives around the corridor and where they are traveling.

EXISTING TRANSIT
Review ridership on Ride On and WMATA bus services along MD 355.

COMMUNITY INPUT
Hold regular meetings with key local, regional, and state partners to engage with stakeholders and the public. The goal is to gather meaningful feedback to inform planning and engineering.

INFRASTRUCTURE
Incorporate expected improvements to roadways, intersections transit right-of-way, signaling, technology, and bus stop / station locations.

PLANNING PROCESS

Evaluate conditions to develop an initial set of recommendations. Recommendations are then tested and refined.

TRANSIT SERVICE PLAN

Alignment
Where the BRT goes

Frequency
How often the BRT arrives

Span of Service
When the BRT operates

KEY TERMS

SPAN OF SERVICE

The hours the bus route provides service. A route that serves a busy street might provide service all day – but a route that only serves commuters might provide service just during peak periods, otherwise known as rush hour.
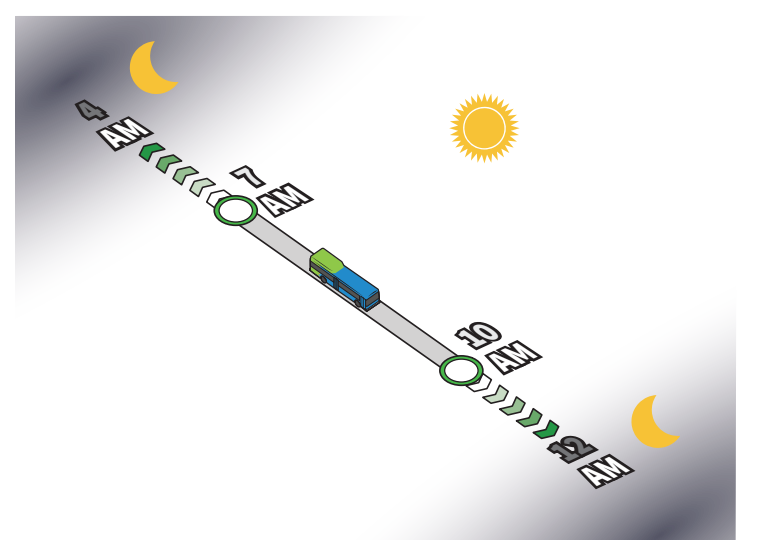
FREQUENCY

How often a bus arrives at any given stop. A bus might arrive very frequently during a weekday peak period, but less frequently during a weekday off-peak period, since weekday rush hour typically has a higher demand for service.
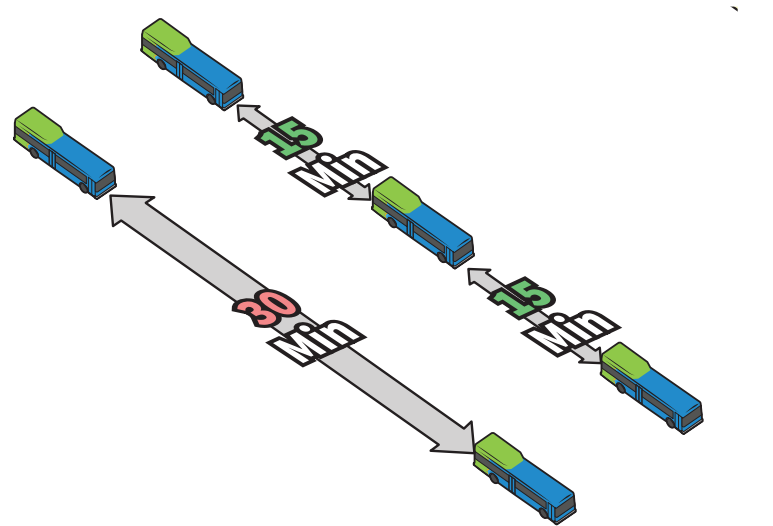
ALIGNMENT

Where a bus goes. Alignment decisions can help a bus route serve new locations, provide better transfer connections, or navigate around an area with heavy traffic.

GetOnBoardBRT — **MD 355**
BUS RAPID TRANSIT IN MONTGOMERY COUNTY
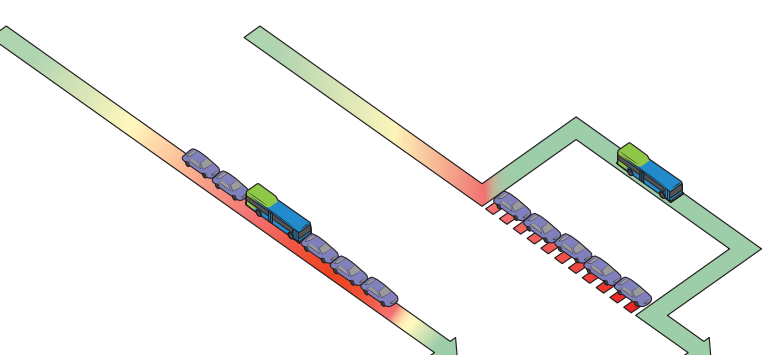
EXISTING TRANSIT CONDITIONS

The MD 355 corridor has some of the highest ridership bus routes in the Ride On system. These buses play an important role in connecting riders with the Metrorail system and destinations throughout the corridor.
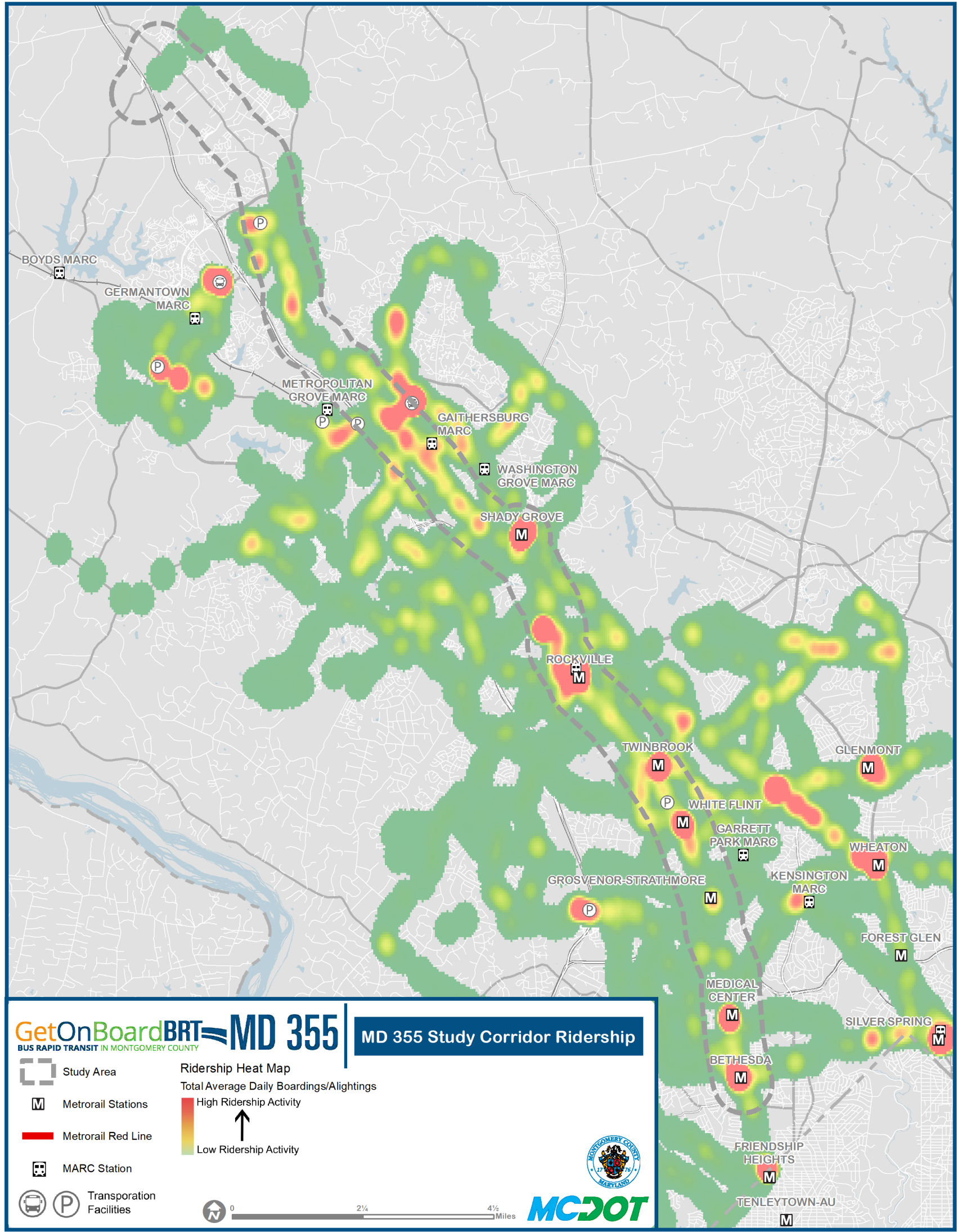
CURRENT LOCAL BUS ROUTES
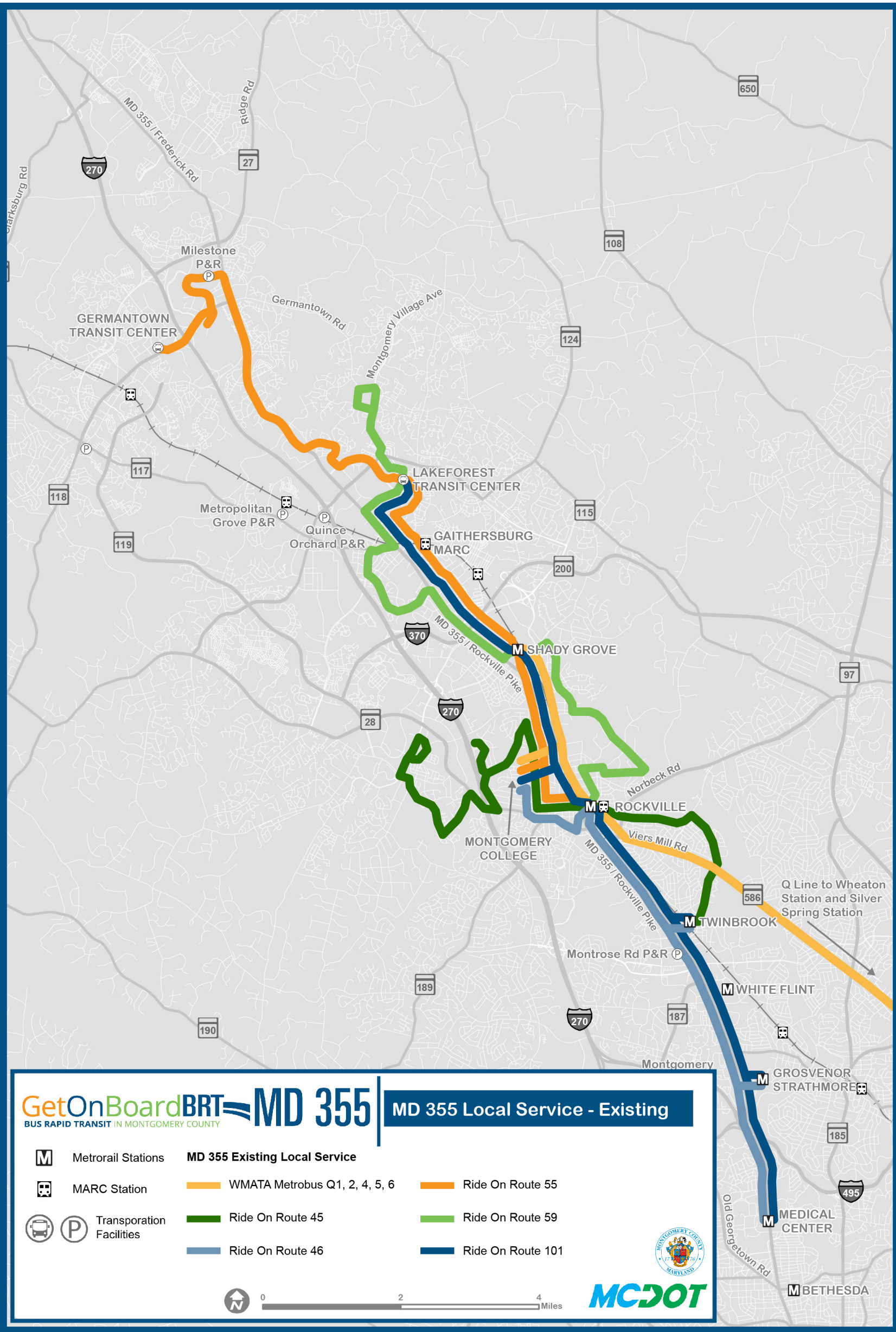
The MD 355 corridor in Montgomery County is served primarily by six bus routes. There is a high demand throughout the corridor for bus service to connect riders to the Metrorail system and other destinations, particularly north of Shady Grove. The MD 355 BRT will make it faster to travel the corridor, simplify the existing service, and better connect the growing Germantown and Clarksburg communities to the region's Metrorail system.

GetOnBoardBRT MD 355
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

MD 355 Local Service - Existing

MD 355 Existing Local Service

- Metrorail Stations
- MARC Station
- Transporation Facilities
- WMATA Metrobus Q1, 2, 4, 5, 6
- Ride On Route 45
- Ride On Route 46
- Ride On Route 55
- Ride On Route 59
- Ride On Route 101

MCDOT

CURRENT BUS RIDERSHIP

The map below shows the intensity of current ridership at bus stops in this area of the County. The MD 355 BRT will provide frequent and reliable connections to many of the ridership "hot spots" shown in red and yellow in the map below.
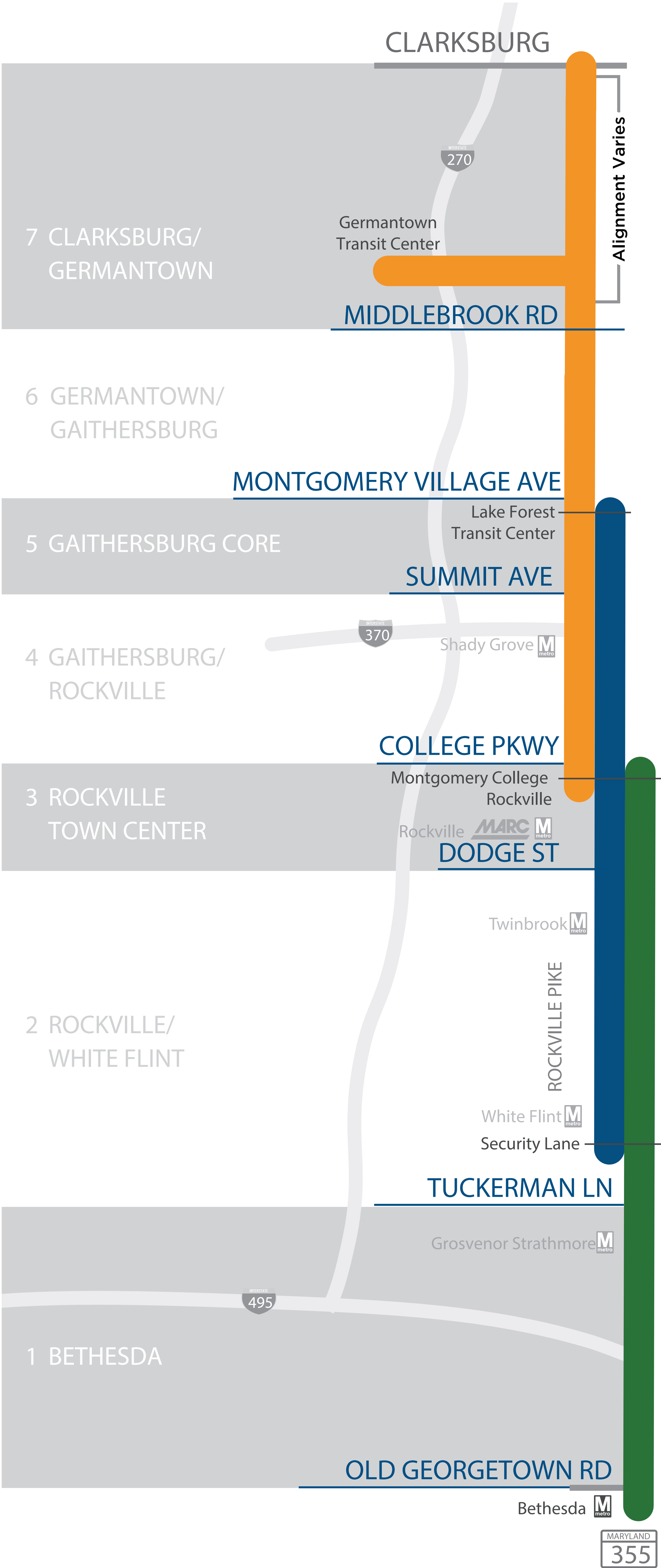
The table shows the highest ridership bus stops in the areas that are not located at Metrorail stations*. These stops are located at places in the County where people want to go: for shopping, jobs, or simply to get home. The MD 355 BRT will provide a strong connection between these ridership hot spots along the MD 355 corridor.

GetOnBoardBRT MD 355
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

MD 355 Study Corridor Ridership

- Study Area
- Metrorail Stations
- Metrorail Red Line
- MARC Station
- Transporation Facilities

Ridership Heat Map
Total Average Daily Boardings/Alightings
High Ridership Activity
Low Ridership Activity

MCDOT

Stop Name*	Average Daily Ridership
Lakeforest Transit Center	3,387
Germantown Transit Center	2,554
Kingsview Park & Ride	1,430
Montgomery College - Rockville Campus	1,300
Lakeforest Mall Area	910
Downtown Bethesda	908
Montgomery Mall	841
Gaithersburg Square	709
Montgomery Village	633
Milestone Center	477
Rockville Town Square	331
Montgomery College - Germantown Campus	250

*Bus ridership at Metrorail stations on the corridor varies between 1,100 and 5,800 daily boardings, with an average of 2,900.

GetOnBoardBRT MD 355
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

PROPOSED BRT SERVICE PLAN

CLARKSBURG

270

Germantown Transit Center

Alignment Varies

7 CLARKSBURG/ GERMANTOWN

MIDDLEBROOK RD

6 GERMANTOWN/ GAITHERSBURG

MONTGOMERY VILLAGE AVE

Lake Forest Transit Center

5 GAITHERSBURG CORE

SUMMIT AVE

370

Shady Grove Ⓜ

4 GAITHERSBURG/ ROCKVILLE

COLLEGE PKWY

Montgomery College Rockville

Rockville MARC Ⓜ

3 ROCKVILLE TOWN CENTER

DODGE ST

Twinbrook Ⓜ

ROCKVILLE PIKE

2 ROCKVILLE/ WHITE FLINT

White Flint Ⓜ

Security Lane

TUCKERMAN LN

Grosvenor Strathmore Ⓜ

495

1 BETHESDA

OLD GEORGETOWN RD

Bethesda Ⓜ

MARYLAND 355

PROPOSED ROUTES

MCDOT is proposing three BRT routes serve the MD 355 corridor. This is expected to provide riders with the connections they need at appropriate service frequencies.

Each route would operate seven days a week.

FLASH 1

Clarksburg/Germantown to Montgomery College-Rockville

This route would operate every 7.5 minutes* between Montgomery College - Rockville and Middlebrook Road. Some trips would end at the Germantown Transit Center while others would continue on to the Clarksburg Outlets. The alignment in the Clarksburg area varies among alternatives.

FLASH 2

Security Lane (near White Flint Metro station) to Lakeforest

This route would operate every 15 minutes* between Security Lane and Lakeforest Transit Center.

FLASH 3

Bethesda to Montgomery College-Rockville

This route would operate every 15 minutes* between the Bethesda Metro station and Montgomery College-Rockville.

*Listed headways are for peak periods, typically 6-9am and 3-7pm.

GetOnBoardBRT MD 355
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

CORRIDOR FREQUENCY

PROPOSED ROUTE FREQUENCY

The three proposed BRT routes work together to provide a frequency of service greater than any individual route. This combined frequency for all routes on a section of the corridor is know as the "effective" freqency. For example, the segment between Lakeforest Transit Center and Montgomery College - Rockville is served by both Flash 1 and Flash 2, which gives it an effective frequency of five minutes during peak periods.

MD 355 BRT - Proposed Service

- Ⓜ Metrorail Stations
- MARC Station
- Ⓟ Transporation Facilities
- Potential Station Location

MD 355 Proposed BRT Service
- **FLASH 1** - Montgomery College Rockville to Germantown Transit Center / Clarksburg
- **FLASH 2** - Security Lane to Lakeforest Transit Center
- **FLASH 3** - Bethesda to Montgomery College Rockville
- Potential deviation to serve a transit center

0   1.5   3 Miles

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PROPOSED PEAK EFFECTIVE FREQUENCY

Location	Frequency
CLARKSBURG	15 MIN
GERMANTOWN TRANSIT CENTER	15 MIN
MIDDLEBROOK ROAD	7.5 MIN
LAKEFOREST TRANSIT CENTER	5 MIN
MONTGOMERY COLLEGE - ROCKVILLE	7.5 MIN
SECURITY LANE	15 MIN
BETHESDA METRO STATION	

See Clarksburg Inset

Clarksburg Inset - Alternative A

Clarksburg Inset - Alternative B

Clarksburg Inset - Alternative C

GetOnBoardBRT MD 355
BUS RAPID TRANSIT IN MONTGOMERY COUNTY