



MD 355 Flash BRT Project Update

City of Rockville Mayor & Council

January 22, 2024

Agenda

- MD355 BRT
 - Project Overview
 - Project Status
 - MC/Carver Transit Center
 - Project Phasing/Schedule
- Veirs Mill Road BRT Update
- Great Seneca Transit Network Update



MD 355 BRT Project Purpose



The purpose of the project is to provide a new transit service with greater travel speed and frequency along the MD 355 corridor that will help with the following:

- ✓ Enhance transit **connectivity** and multimodal **integration**
- ✓ Improve bus **mobility**
- ✓ Address current and future bus **ridership** demands
- ✓ Attract **new** riders and provide improved service for **existing** riders
- ✓ Support approved Master Planned **growth**
- ✓ Improve transit **access** to major employment and activity centers
- ✓ Achieve Master Planned non-auto driver **modal share**
- ✓ Provide a **sustainable** and **cost-effective** transit service
- ✓ Improve **safety** for all

Project Overview

- MD 355 Bus Rapid Transit (BRT)
 - Approximately 24 miles with 30 stations, including 11 miles of fully dedicated BRT lanes and 11 miles of roadway widening
- Within Rockville...
 - Approximately 5 miles, mostly dedicated
 - 6 stations
 - Shady Grove, Montgomery College, Rockville, Mount Vernon Pl, Edmonston Dr, Halpine Rd
 - 3 additional infill stations
 - Indianola Dr, Dawson Ave, Templeton Pl



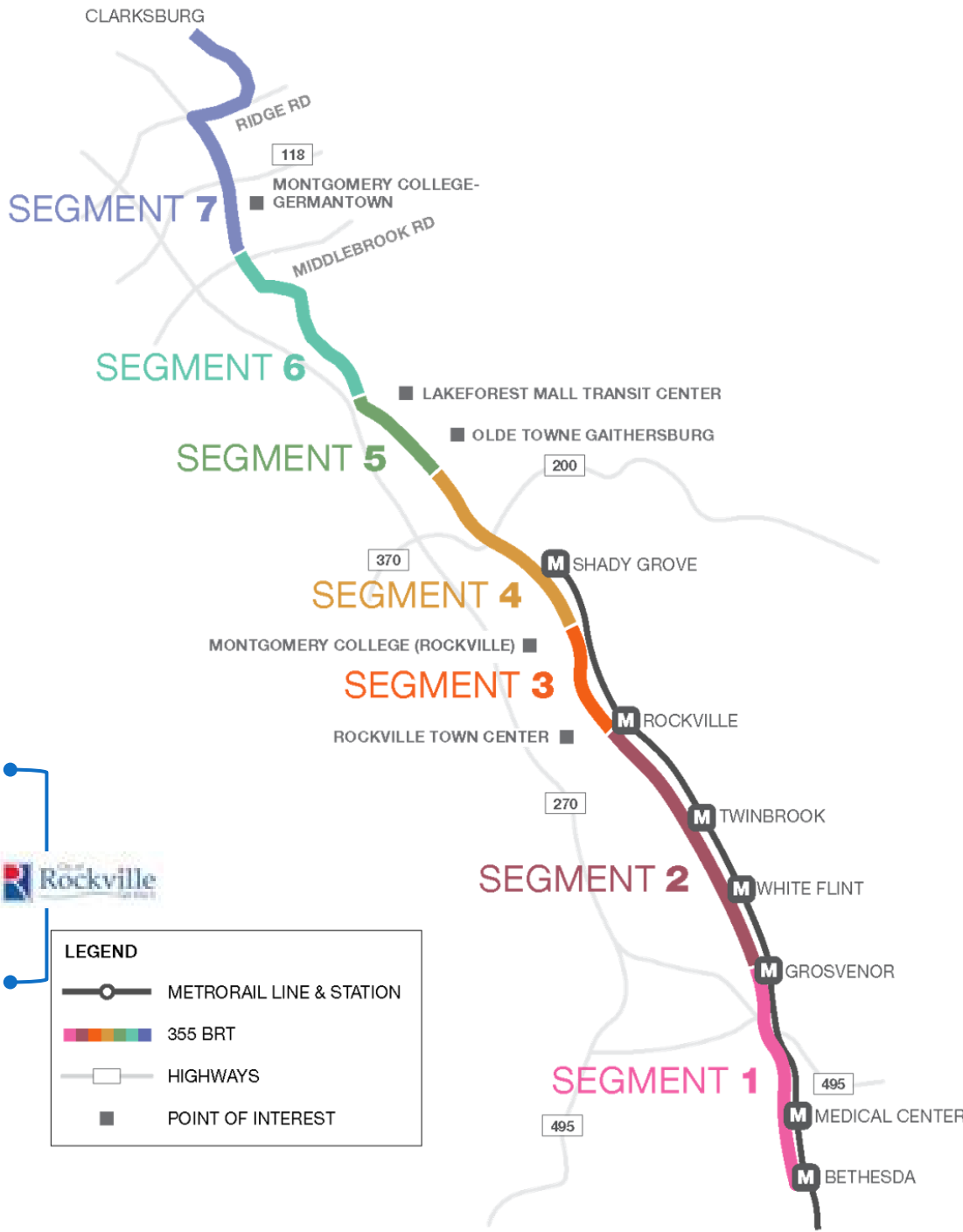
Project Status

- 35% Design Completed
- Environmental documentation (NEPA) ongoing
- Regular coordination with FTA, anticipate entry into Project Development for New Starts Winter/Spring 2024
- Finalizing request for proposals (RFP) for progressive design-build

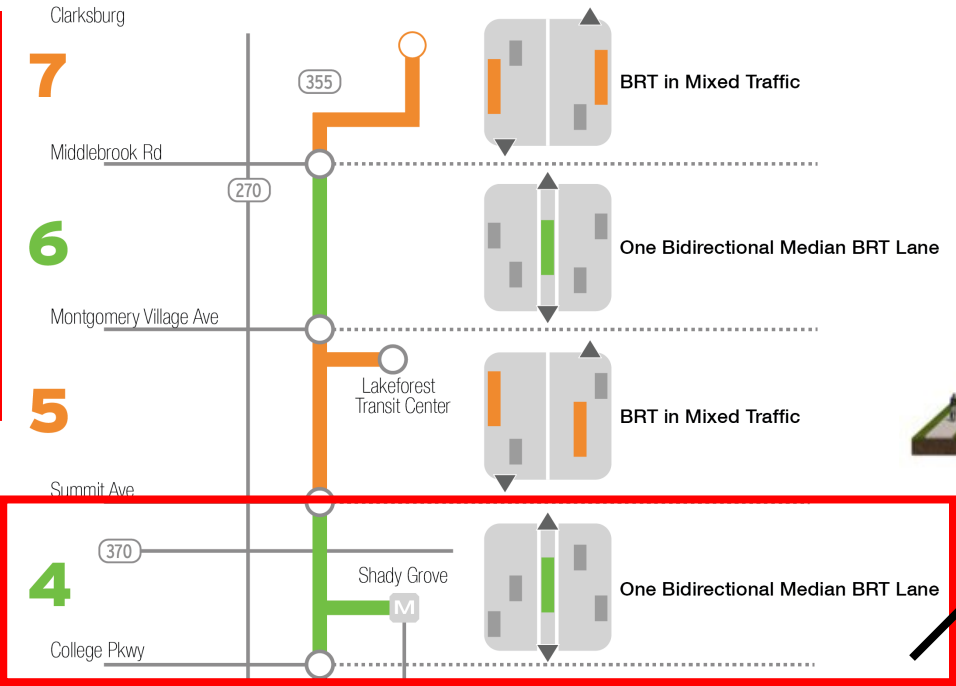
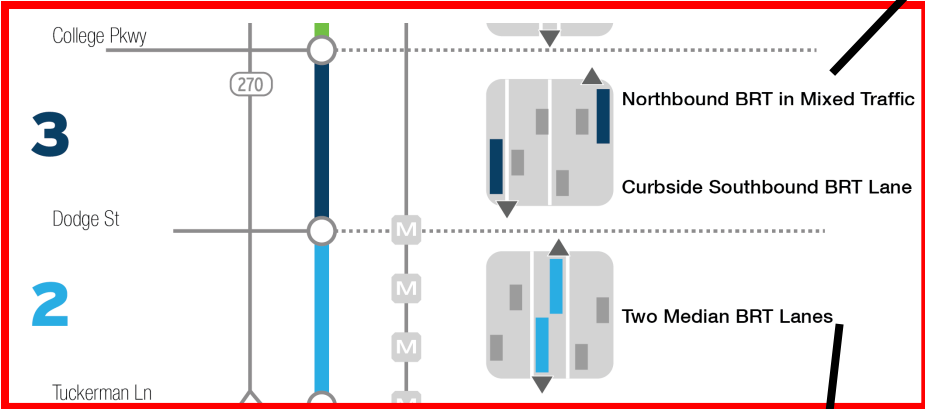


Project Design - Segments

Segment	Geographic Description
7	Clarksburg to Middlebrook Road
6	Middlebrook Road to MD 124/Mont. Vlg. Avenue
5	MD 124/Mont. Vlg. Avenue to Summit Avenue
4	Summit Avenue to College Parkway
3	College Parkway to Dodge Street
2	Dodge Street to Grosvenor Metrorail
1	Grosvenor Metrorail to Bethesda Metrorail



Project Design – Guideway



Project Design – Potential Property Impacts

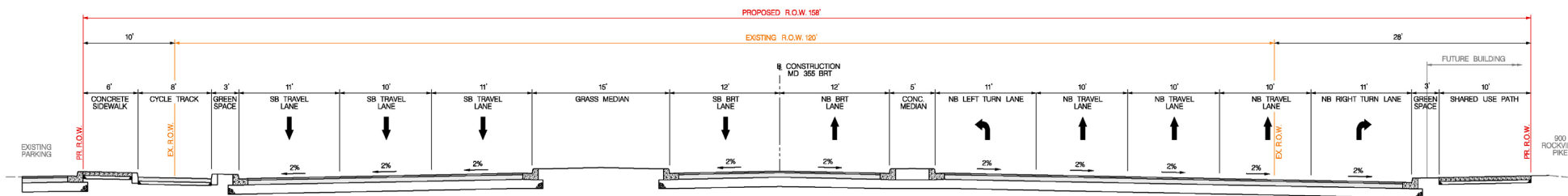
- 422 properties potentially impacted, including easements

Corridor Location	Property Required (ac.)	No. of Properties	Cost	% of Total Corridor Cost
North	0.86	13	\$0.75M	0.3%
Central	24.87	219	\$52.0M	22.9%
South	29.00	190	\$174.5M	76.8%
Total	54.73	422	\$227.3M	100%

- 135 properties potentially impacted in Rockville

Project Design – Station Access

- Combination of Median and Curbside stations
- Focus on Safety
 - Upgraded crossings
 - Eliminate/Redesign free rights
 - Enhanced pedestrian and bicycle facilities



SECTION B-B
900 ROCKVILLE PIKE

Stakeholder and Public Outreach

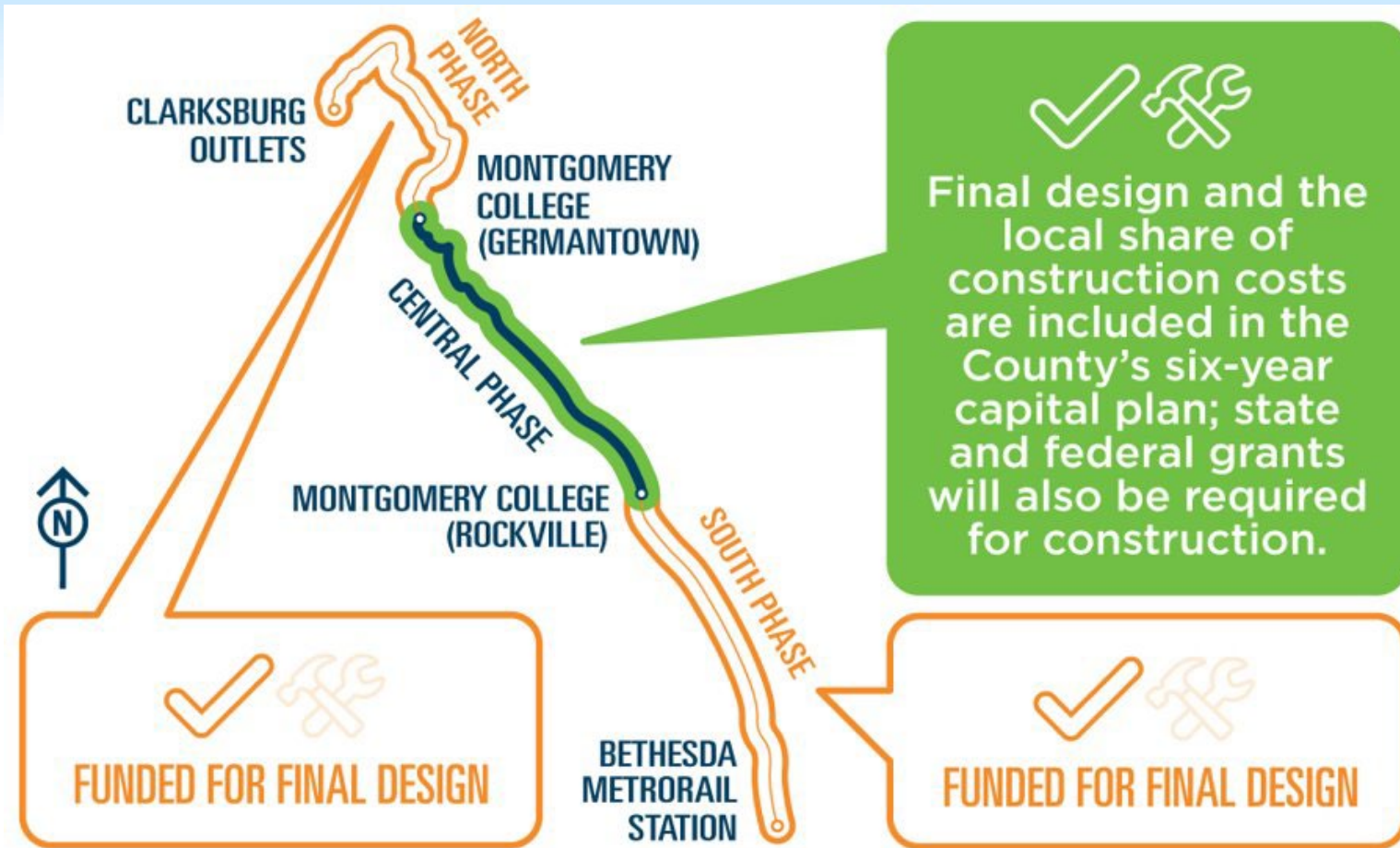
- Agency Coordination
 - City of Rockville, City of Gaithersburg, WMATA, MDOT-SHA, and FTA
- Corridor Advisory Committee
 - 17 meetings to date
- Public-at-large
 - Over 40 public open houses and community meetings

Collaboration with City of Rockville

- BRT engineering design review
 - Received 35% Design comments in early 2023
- BRT Stations and Access
- Refinement of right-of-way needs
- Bicycle and Pedestrian facility design refinement
- Development proposal coordination
- Community and stakeholder outreach



Project Phasing



The current County Capital Budget includes funds for MD 355 Implementation:

- **Central Phase** – Final Design and Construction Funded
- **North and South Phases** Funded through Final Design

Project Schedule



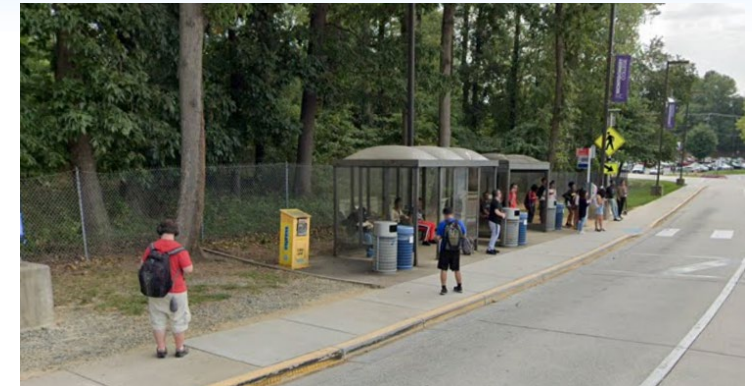
Carver School and MC-Rockville Lot 13 Transit Center

Goal: Provide quality transit connections to Montgomery College Rockville and the surrounding area

Requirements:

- Sufficient stop capacity for future FLASH BRT and local service needs
- Safe and convenient pedestrian connection to the campus
- Improved bus end-of-line facilities for BRT, Ride On, and Metrobus
- Minimize BRT travel times and operating costs due to diversion off MD 355

Existing Conditions



Limited patron & bus capacity



On-Street bus layover

Concept Development

Themes – Connection, Community, Celebration

- Reduce overall amount of paving on site
- BRT operation @ center to the site, amenitize the perimeter
- Create park like open spaces
- Celebrate history of the site
- Add spaces for community use
- Provide deep buffer against residential neighbors
- Increase pedestrian access to and through the site
- Small transit operator building on site



What we Have Heard So Far

- Concerns about potential impacts of the center and its operations
 - Visual
 - Noise
 - Light
 - Air
- General desire to move primary operations north and east away from the property line
- Concern about secondary impacts:
 - Public use/demonstrations
 - Trespassing
 - Crime & loitering
- Desire to maintain or reinforce current boundary between College Square and Lot 13
- Need to maintain vehicle access to Ivy League Lane from MD 355 and improve intersection safety, if possible
- Several statements of support for concept, particularly reduction in traffic on Mannakee, elimination of bus layover from Mannakee

Looking Ahead

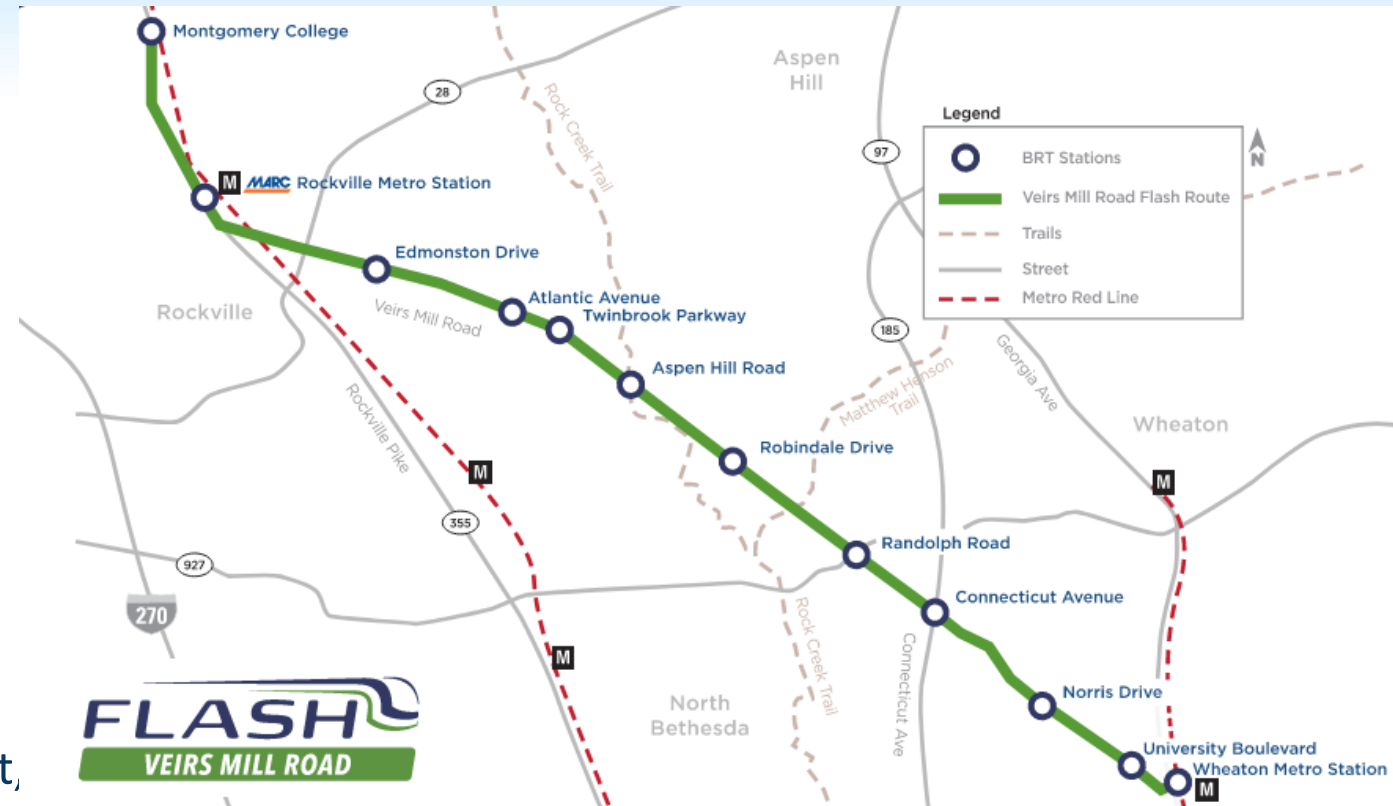
- Where are we now:
 - Concept design refinement & development
 - Environmental review (NEPA) as part of MD 355 BRT
- Upcoming milestones:
 - Complete design concept, spring 2024
 - Preliminary engineering, summer 2024
 - Construction is not funded
 - Possible schedule (funding dependent):
 - Final design & permitting: 2025-2026
 - Federal funding grants: 2026-2027
 - Construction: 2027
 - Opening: 2027-2028



Northside Transit Center (Cincinnati, OH)

Veirs Mill Road BRT Project Overview

- 7.6-mile corridor-based BRT between Montgomery College and Wheaton Metrorail Station with 12 bus stations
 - Dedicated BRT lanes (approx. 32% of the alignment)
 - Near-level boarding at BRT stations
 - Queue jump lanes and Transit Signal Priority
 - Short headways: approx. 6-10 minutes during peak periods
- Includes safety and access improvements in Veirs Mill – Randolph Bicycle & Pedestrian Priority Area (BiPPA)
- Purpose: provide new high-quality, frequent, reliable service along corridor with strong existing ridership



Project Schedule

2022-24 Final Design



2024-26 ROW Acquisition & Utility Relocations



Fall 2025 FTA Small Starts Grant Agreement

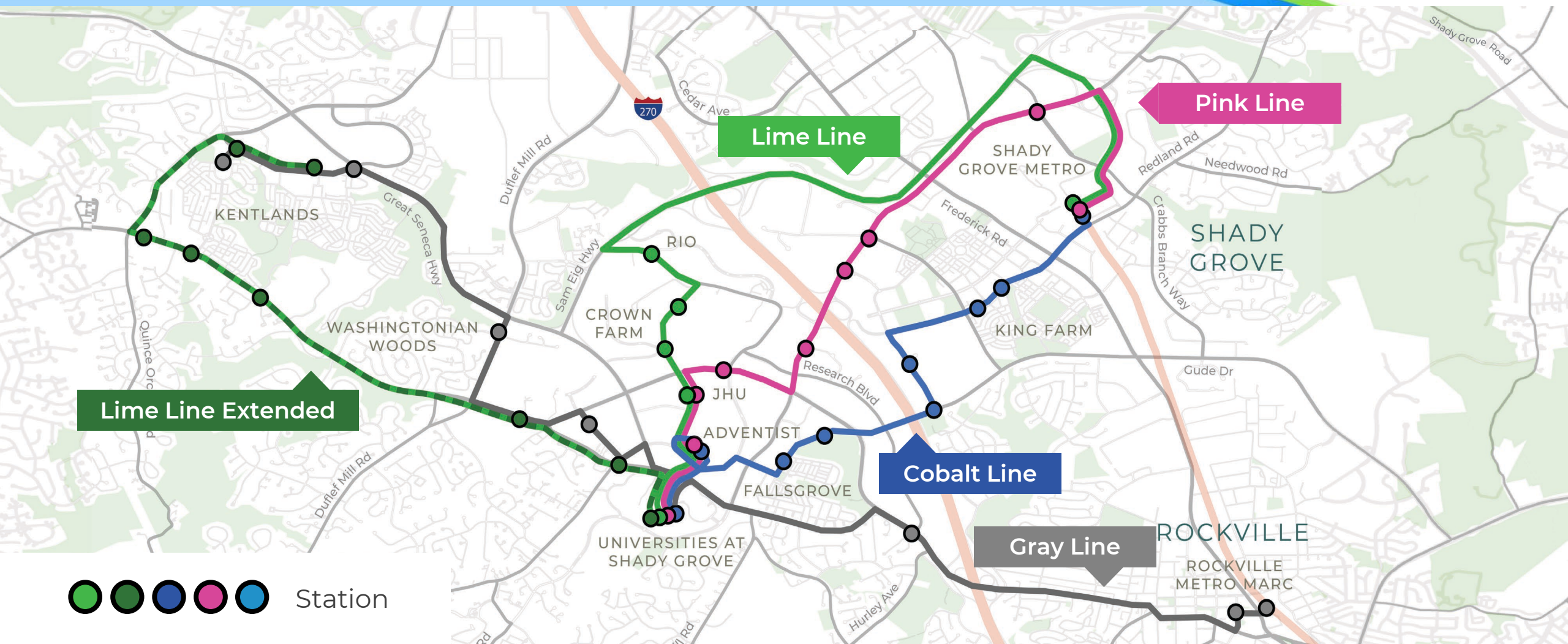


2025-27 Construction

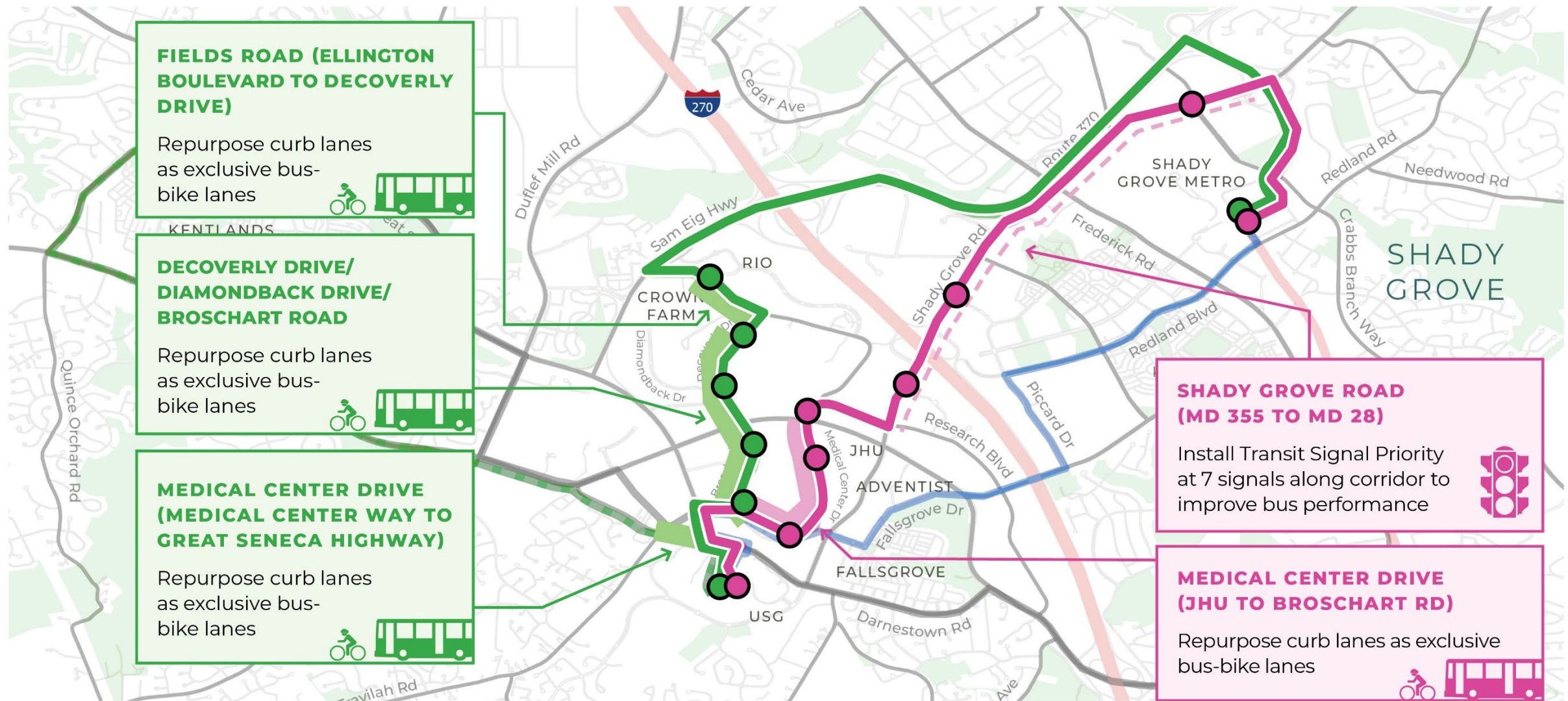


2027 VMR Flash Opens for Service!

Great Seneca Transit Network (All Phases)



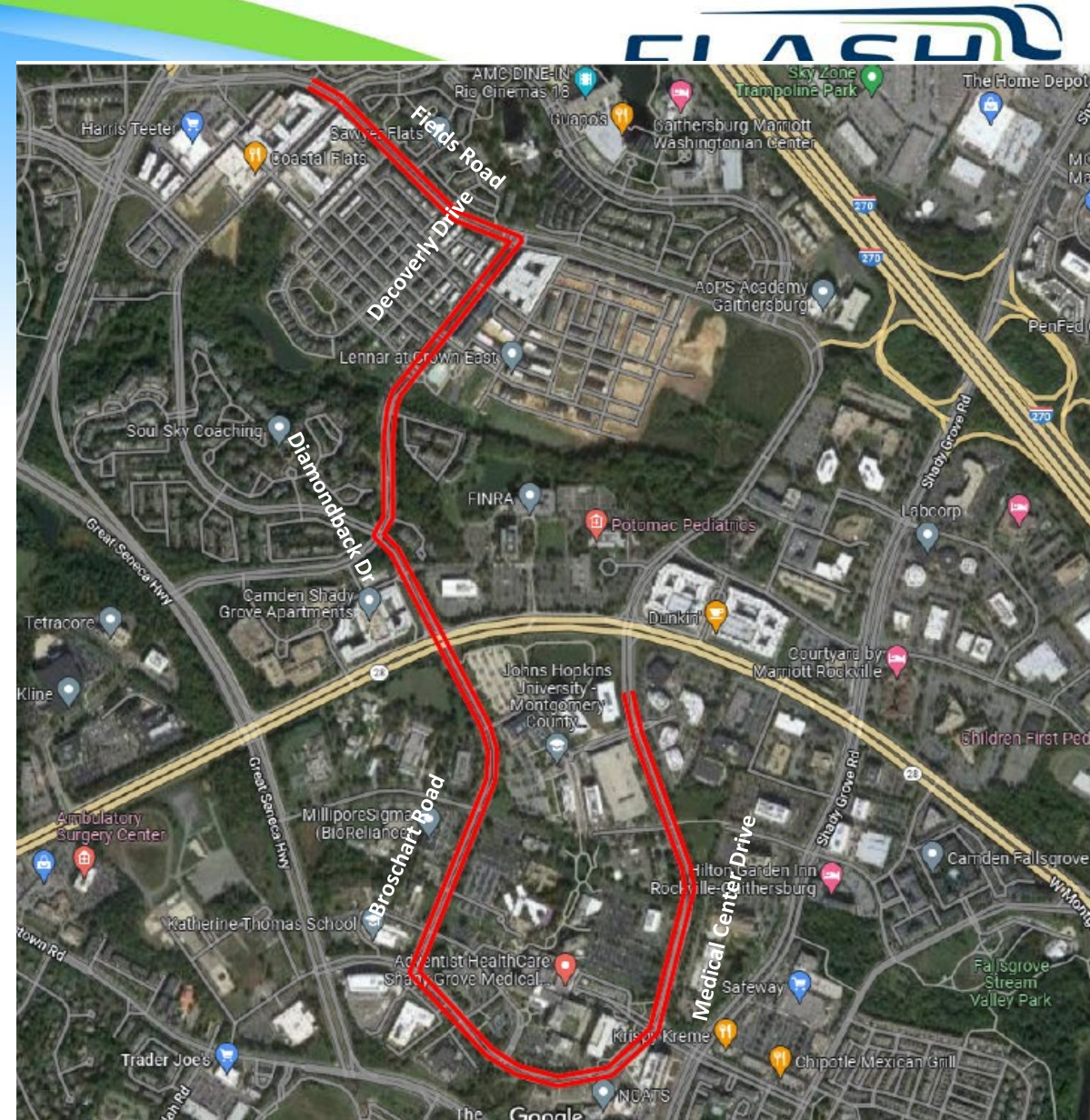
GSTN Phase 1 Implementation



Dedicated Bus Lanes

Dedicated transit lanes are proposed within existing roadways to speed bus travel times:

- Repurpose curbside mixed travel/parking lanes for shared bus and bicycle use
- Maintain on-street parking in RIO/Crown Farm
- Traffic may use dedicated lane for right turns



Project Timeline

- Ground Painting Event
October 24, 2023
- Construction
Fall 2023-Summer 2024
- Service Opens
Fall 2024



Contact the Project Team

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MD 355 BRT Project Website:

<https://www.montgomerycountymd.gov/dot-dte/projects/MD355BRT/>

Veirs Mill Road BRT Project Website:

<https://www.montgomerycountymd.gov/dot-dte/projects/VeirsMillBRT/>

Great Seneca Transit Network Project Website:

<https://www.montgomerycountymd.gov/dot-dte/projects/GST/>

Questions