

Georgia Avenue (MD 97) Bus Lane Concept - Grace Church Road to 16th Street

Reasons for Tactical Bus Lanes:

- Has the potential to be a premium high-capacity transit connection that goes from residential to commercial/employment/residential mixed use
- Provides an important connection to the Metrorail Red Line, MARC Brunswick Line, as well as Ride On, Flash BRT, Metrobus, and intercity bus services at Silver Spring Transit Center
- Provides access to Metrobus (Q1, Q2, Q4, Y2, Y7, Y8)
- Could provide operational benefits for routes between high demand areas

Existing Segment Characteristics:

- No parking and peak hour restrictions
- Single and multifamily homes
- Posted speed limit: 35 mph
- MD 97 north of 16th St is undergoing roadway improvements that may alter lane configurations. Aerial imagery shown with the bus lane concept reflects present-day conditions.

Changes to the Segment:

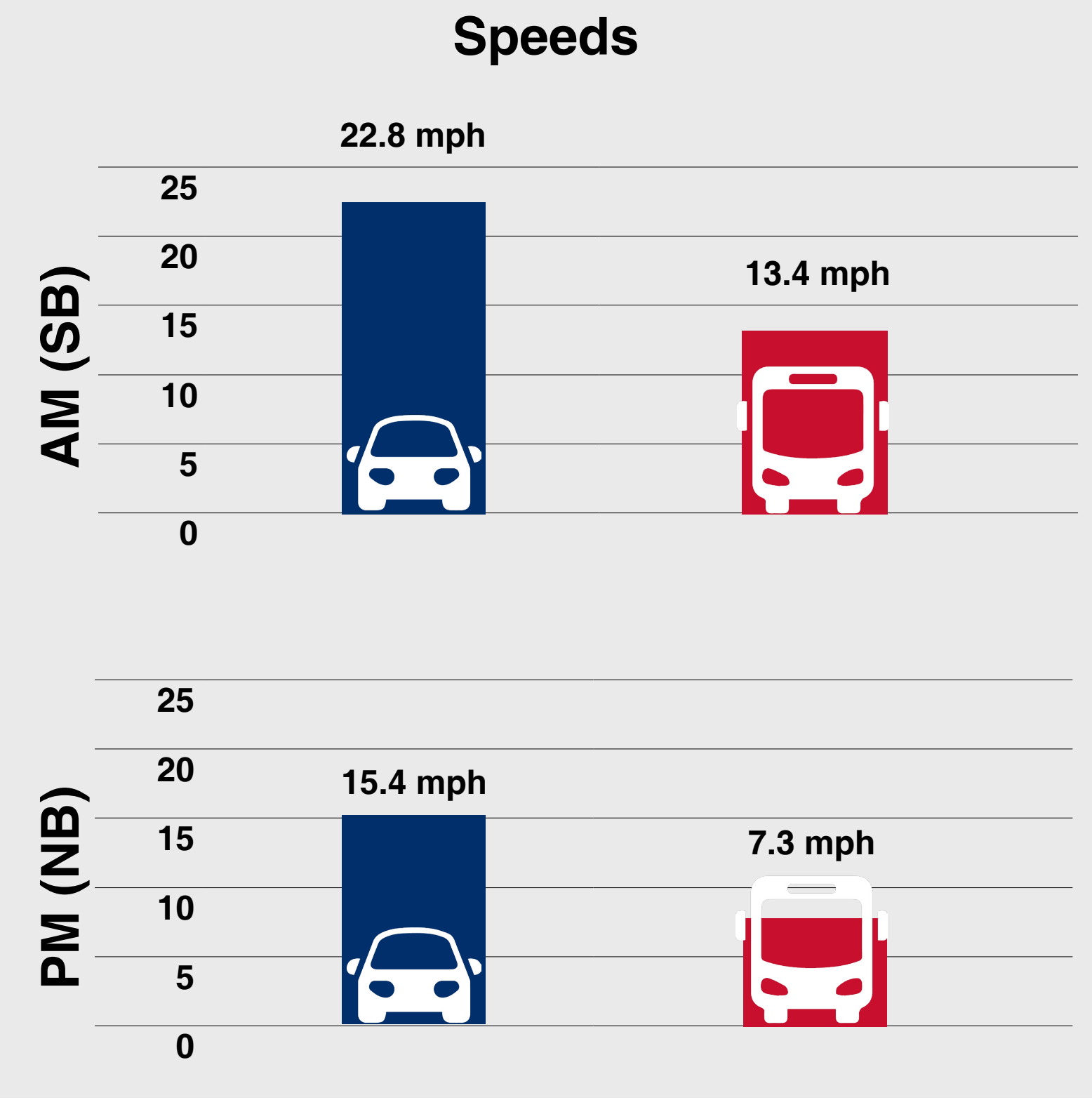
- The curbside lane would be re-purposed to a peak period bus lane with options to operate in both directions or peak direction only
- In the northbound direction, the bus lane would terminate at 16th St

Key Questions:

- How likely are residents and other stakeholders to accept changes to curb use?
- Are there any major/institutional stakeholders likely to have specific concerns?
- How will eastbound right turns from 16th St affect bus lane operations and compliance?

Bus Ridership:

- While bus ridership on the corridor is 12% lower than pre-COVID conditions, ridership is recovering, currently serving 15,799 Metrobus passengers per day. WMATA expects ridership to continue to grow and as a result has increased the frequency of service.



Note:

- Vehicle speeds: avg peak weekday speeds for October 2019 (INRIX)
- Bus speeds: Fall 2019 (Ridecheck Plus)

Bus Frequency/Vehicle Volume		
	AM (SB)	PM (NB)
Buses Per Hour	7	9
Vehicles Per Hour	1,559	2,667

Note:

- 2019 bus frequencies provided by WMATA
- 2022 vehicle volumes provided by MCDOT

Person Throughput Per Hour		
	AM (SB)	PM (NB)
Bus Person Throughput	140	171
Vehicle Person Throughput	1,840	3,147

Note:

- Bus person throughput = max peak load * weekday buses per hour (WMATA 2019)
- Vehicle person throughput = 1.18 pax per vehicle * veh per hour (Avg veh occupancy for work-based trips from Guidance for Comprehensive Transportation Review, DDOT, 2022)

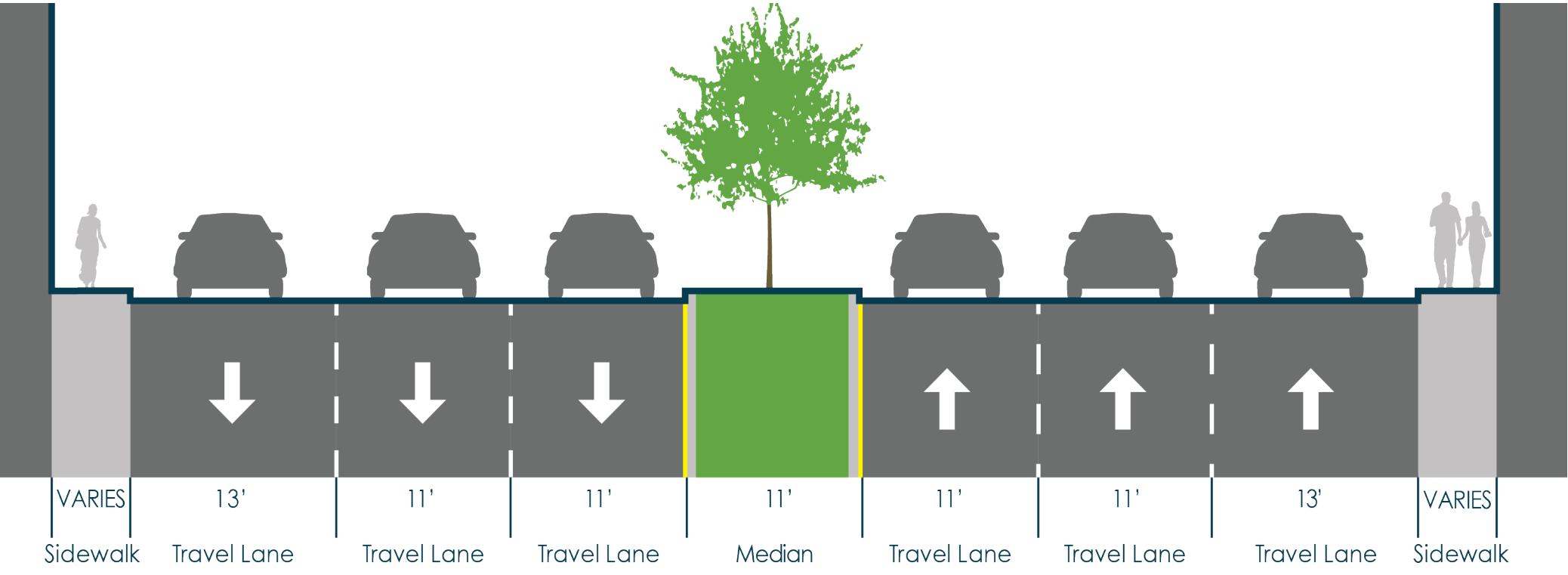


Note: Average passenger load of all weekday bus routes in the peak direction (AM southbound, PM northbound)

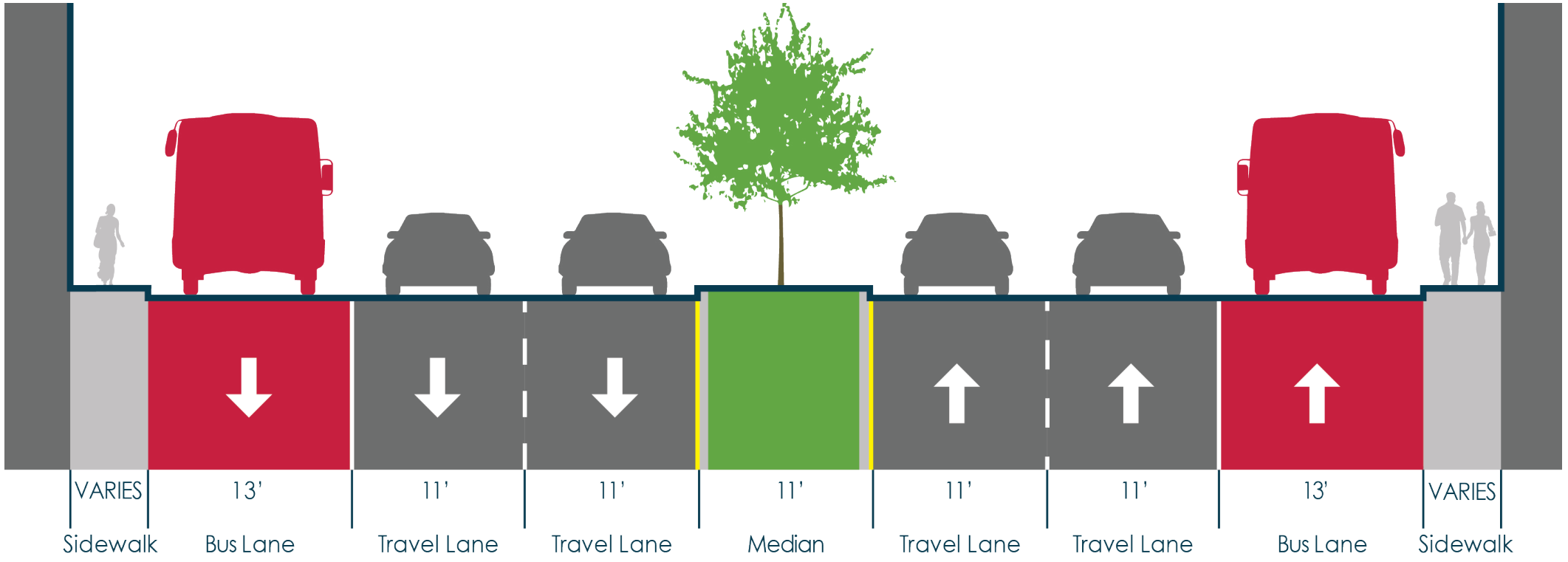
Legend

- Average Peak Direction Bus Person Throughput
- Bus Stop

Existing Typical Cross-Section



Proposed Typical Cross-Section (Peak Period)



Georgia Avenue (MD 97) Bus Lane Concept - Highland Drive to Grace Church Road

Reasons for Tactical Bus Lanes:

- Has the potential to be a premium high-capacity transit connection that goes from residential to commercial/employment/residential mixed use
- Provides an important connection to the Metrorail Red Line, MARC Brunswick Line, as well as Ride On, Flash BRT, Metrobus, and intercity bus services at Silver Spring Transit Center
- Provides access to Metrobus (Q1, Q2, Q4, Y2, Y7, Y8)
- Could provide operational benefits for routes between high demand areas

Existing Segment Characteristics:

- No parking and peak hour restrictions
- Single and multifamily homes, places of worship
- Posted speed limit: 35 mph

Changes to the Segment:

- The curbside lane would be re-purposed to a peak period bus lane with options to operate in both

directions or peak direction only

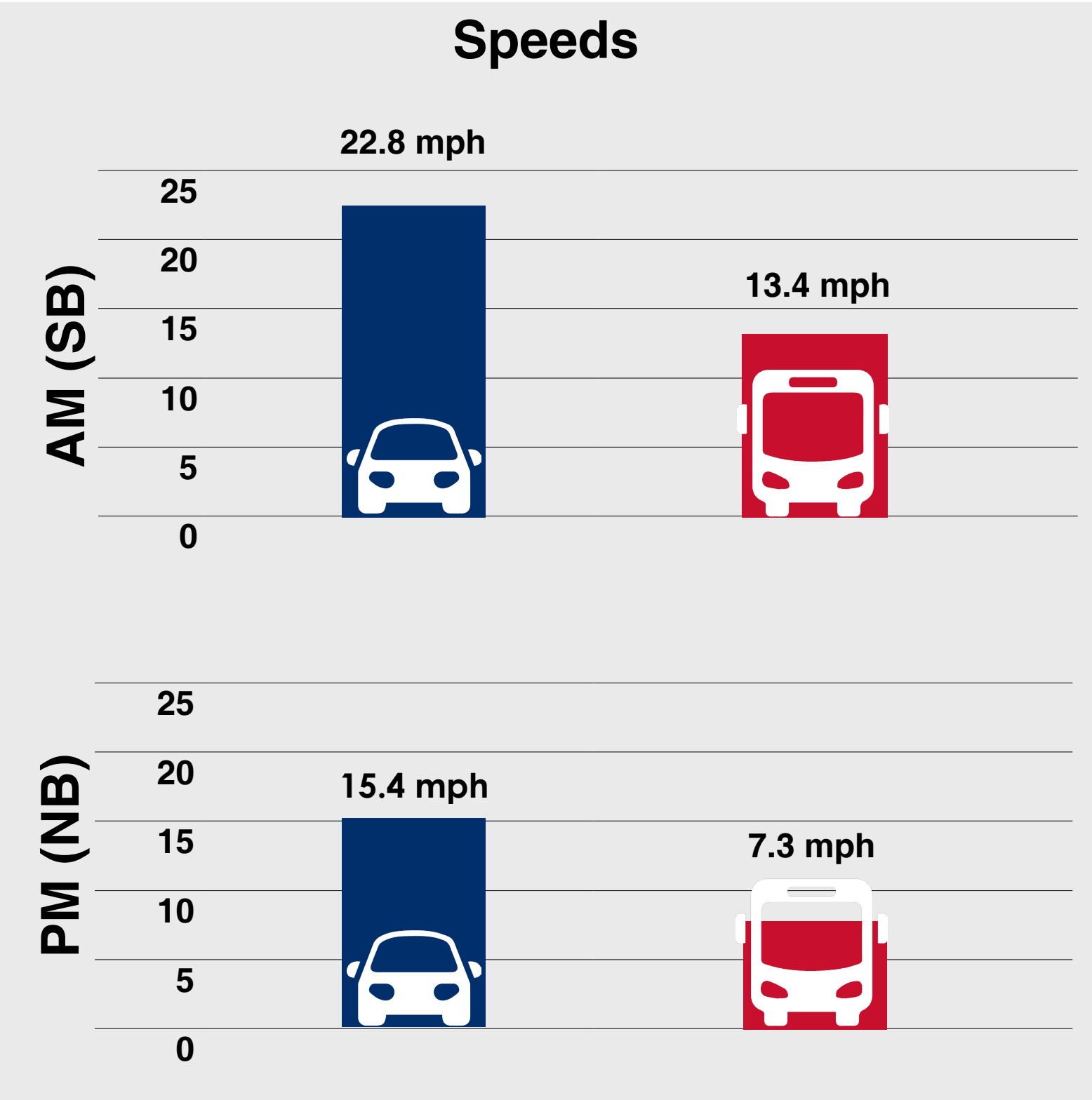
- Right turns will not be restricted
- Skipped red striping will indicate where vehicles are allowed to enter the bus lane

Key Questions:

- How likely are residents and other stakeholders to accept changes to curb use?
- Are there any major/institutional stakeholders (e.g., IMAAM Center, the Auburn School) likely to have specific concerns?
- How will drop off and pick up for the Auburn School affect bus lane operations and compliance?

Bus Ridership:

- While bus ridership on the corridor is 12% lower than pre-COVID conditions, ridership is recovering, currently serving 15,799 Metrobus passengers per day. WMATA expects ridership to continue to grow and as a result has increased the frequency of service.



Note:

- Vehicle speeds: avg peak weekday speeds for October 2019 (INRIX)
- Bus speeds: Fall 2019 (Ridecheck Plus)

Bus Frequency/Vehicle Volume		
	AM (SB)	PM (NB)
Buses Per Hour	7	9
Vehicles Per Hour	1,579	1,286

Note:

- 2019 bus frequencies provided by WMATA
- 2022 vehicle volumes provided by MCDOT

Person Throughput Per Hour		
	AM (SB)	PM (NB)
Bus Person Throughput	140	172
Vehicle Person Throughput	1,863	1,517

Note:

- Bus person throughput = max peak load * weekday buses per hour (WMATA 2019)
- Vehicle person throughput = 1.18 pax per vehicle * veh per hour (Avg veh occupancy for work-based trips from Guidance for Comprehensive Transportation Review, DDOT, 2022)

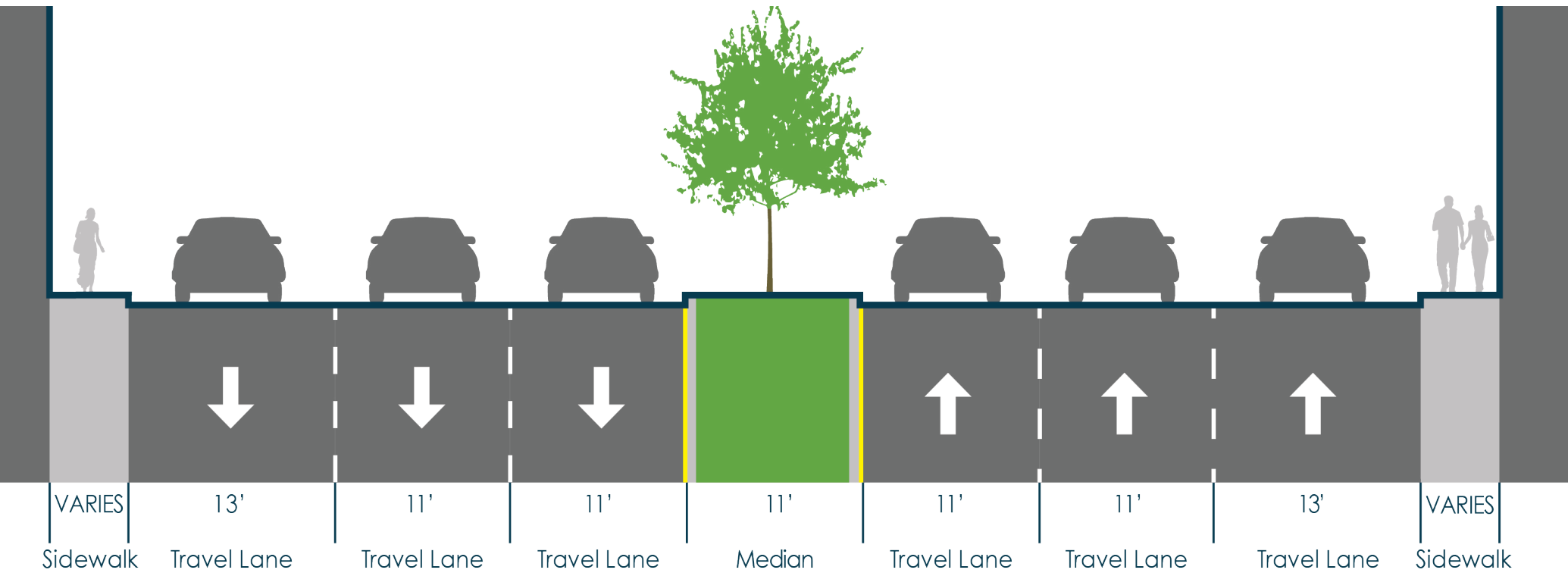


Note: Average passenger load of all weekday bus routes in the peak direction (AM southbound, PM northbound)

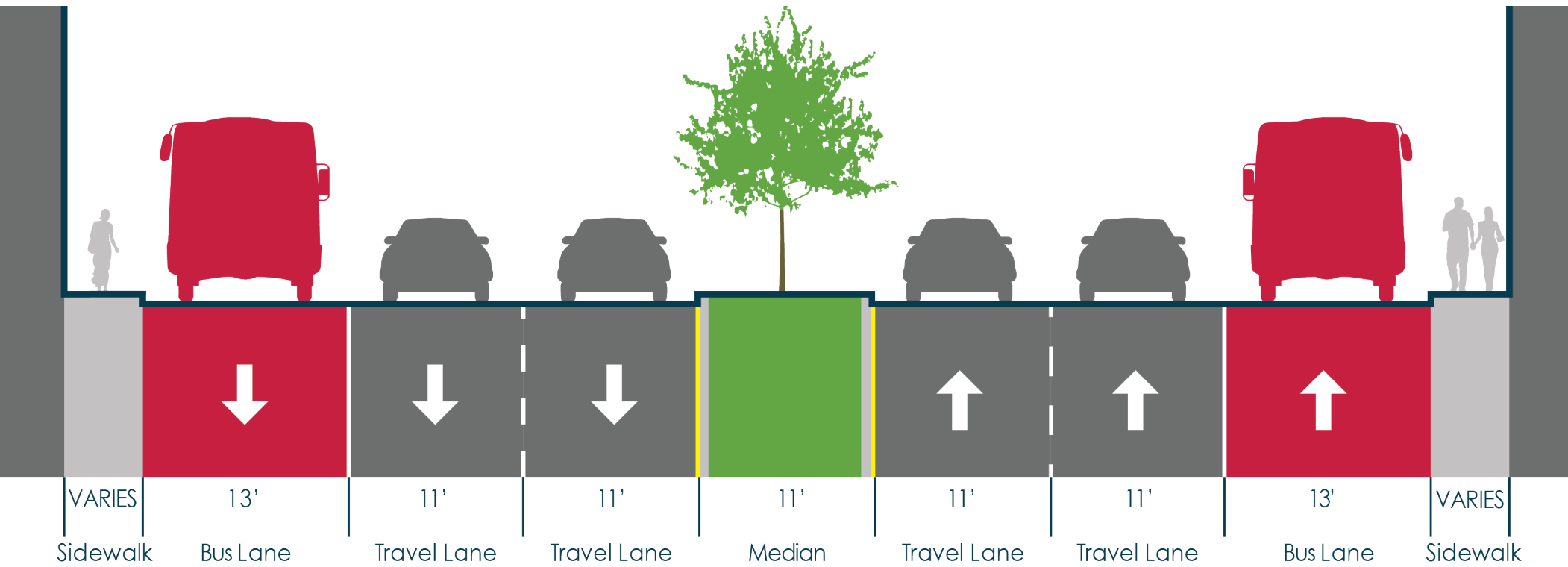
Legend

- Average Peak Direction Bus Person Throughput
- Bus Stop

Existing Typical Cross-Section



Proposed Typical Cross-Section (Peak Period)



Georgia Avenue (MD 97) Bus Lane Concept - Noyes Drive to Highland Drive

Reasons for Tactical Bus Lanes:

- Has the potential to be a premium high-capacity transit connection that goes from residential to commercial/employment/residential mixed use
- Provides an important connection to the Metrorail Red Line, MARC Brunswick Line, as well as Ride On, Flash BRT, Metrobus, and intercity bus services at Silver Spring Transit Center
- Provides access to Metrobus (Q1, Q2, Q4, Y2, Y7, Y8)
- Could provide operational benefits for routes between high demand areas

Existing Segment Characteristics:

- No parking and peak hour restrictions
- Single and multifamily homes, places of worship
- Posted speed limit: 35 mph

Changes to the Segment:

- The curbside lane would be re-purposed to a peak period bus lane with options to operate in both

directions or peak direction only

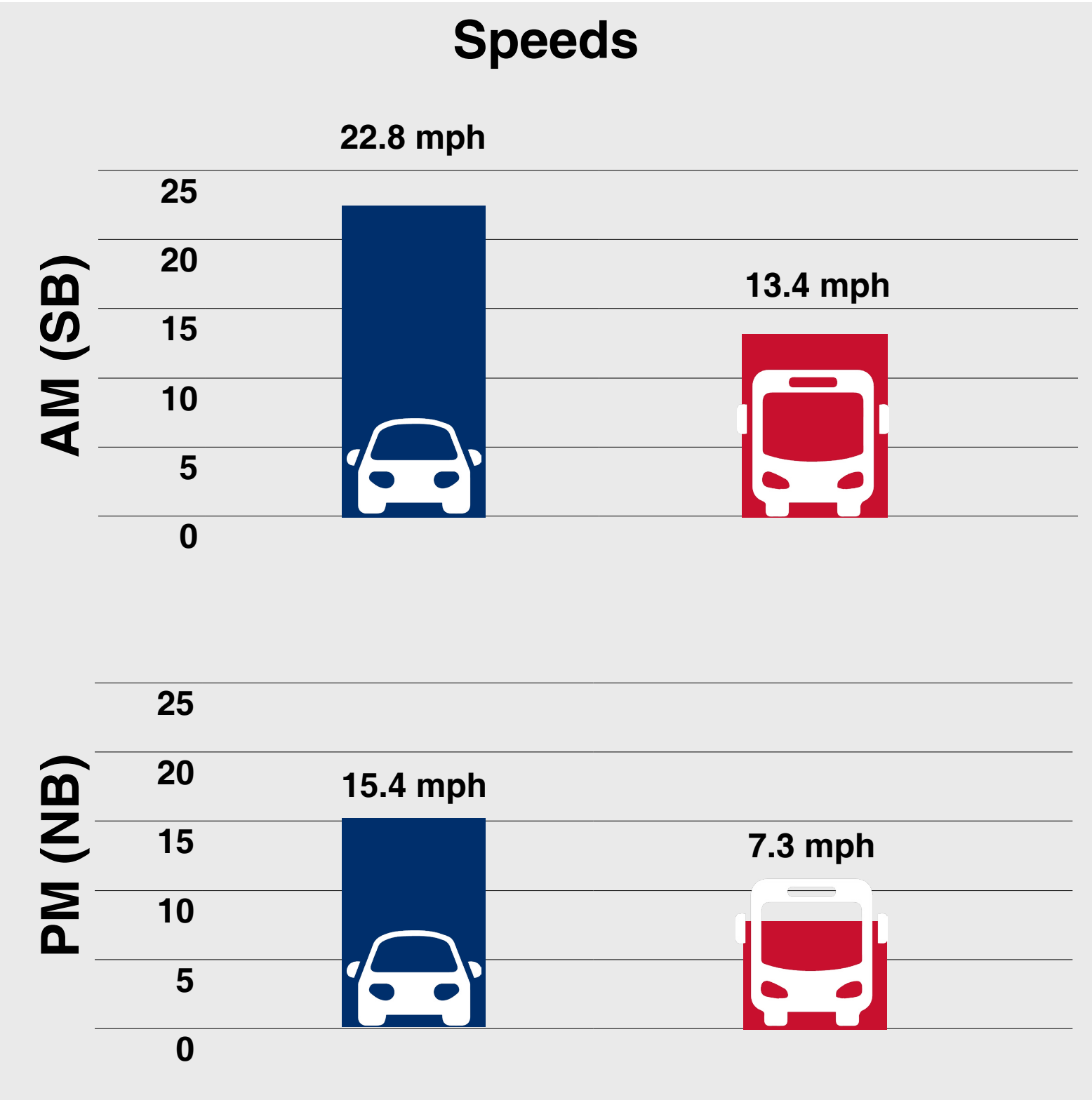
- Right turns will not be restricted
- Skipped red striping will indicate where vehicles are allowed to enter the bus lane

Key Questions:

- How likely are residents and other stakeholders to accept changes to curb use?
- Are there any major/institutional stakeholders (e.g., Woodside Synagogue Ahavat Torah) likely to have specific concerns?

Bus Ridership:

- While bus ridership on the corridor is 12% lower than pre-COVID conditions, ridership is recovering, currently serving 15,799 Metrobus passengers per day. WMATA expects ridership to continue to grow and as a result has increased the frequency of service.



Note:

- Vehicle speeds: avg peak weekday speeds for October 2019 (INRIX)
- Bus speeds: Fall 2019 (Ridecheck Plus)

Bus Frequency/Vehicle Volume		
	AM (SB)	PM (NB)
Buses Per Hour	7	9
Vehicles Per Hour	1,555	1,310

Note:

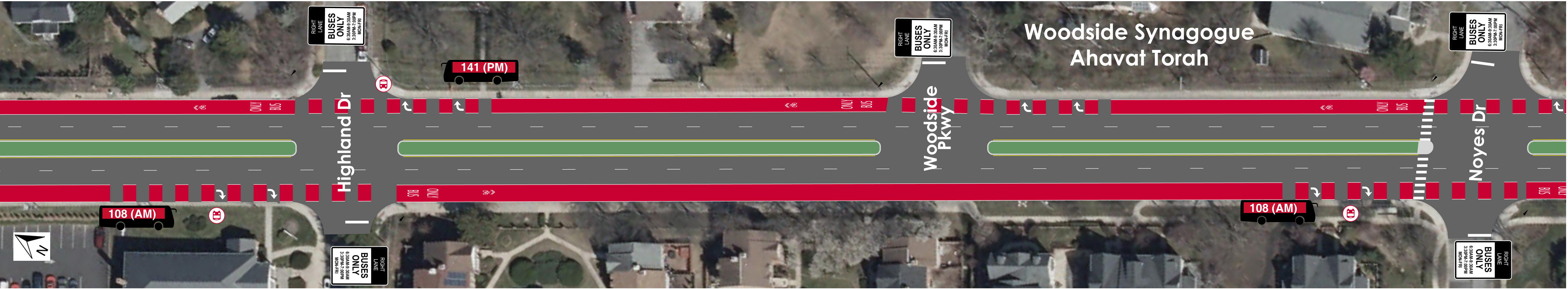
- 2019 bus frequencies provided by WMATA
- 2022 vehicle volumes provided by MCDOT

Person Throughput Per Hour		
	AM (SB)	PM (NB)
Bus Person Throughput	141	172
Vehicle Person Throughput	1,835	1,546

Note:

- Bus person throughput = max peak load * weekday buses per hour (WMATA 2019)
- Vehicle person throughput = 1.18 pax per vehicle * veh per hour (Avg veh occupancy for work-based trips from Guidance for Comprehensive Transportation Review, DDOT, 2022)

Concept Plan View

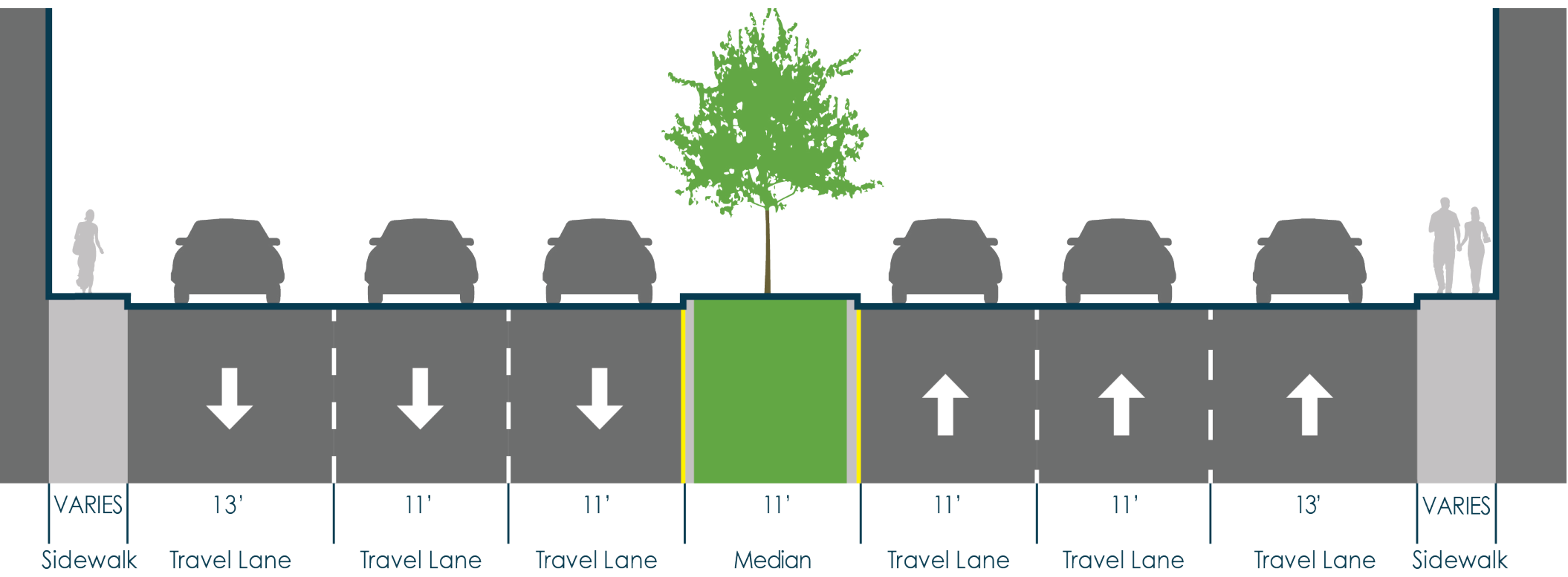


Note: Average passenger load of all weekday bus routes in the peak direction (AM southbound, PM northbound)

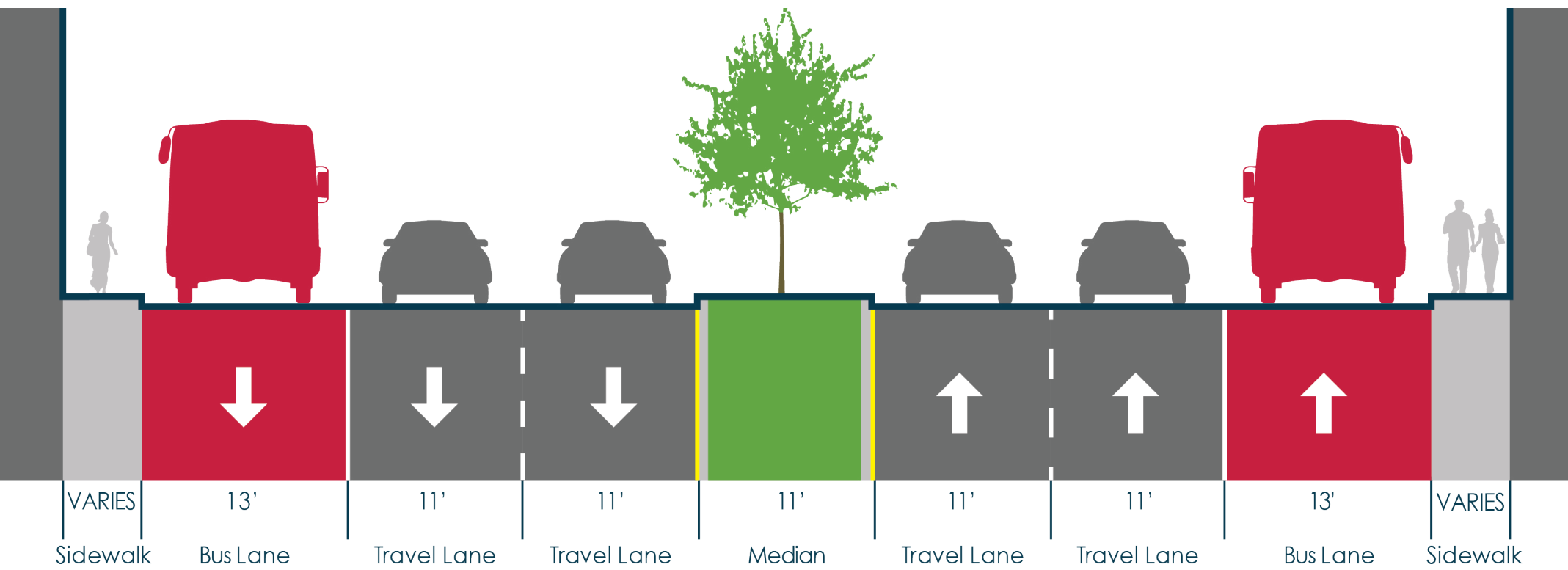
Legend

- Average Peak Direction Bus Person Throughput
- Bus Stop

Existing Typical Cross-Section



Proposed Typical Cross-Section (Peak Period)



Georgia Avenue (MD 97) Bus Lane Concept - Ballard Street to Noyes Drive

Reasons for Tactical Bus Lanes:

- Has the potential to be a premium high-capacity transit connection that goes from residential to commercial/employment/residential mixed use
- Provides an important connection to the Metrorail Red Line, MARC Brunswick Line, as well as Ride On, Flash BRT, Metrobus, and intercity bus services at Silver Spring Transit Center
- Provides access to Metrobus (Q1, Q2, Q4, Y2, Y7, Y8)
- Could provide operational benefits for routes between high demand areas

Existing Segment Characteristics:

- No parking and peak hour restrictions
- Single and multifamily homes
- Posted speed limit: 35 mph

Changes to the Segment:

- The curbside lane would be re-purposed to a peak

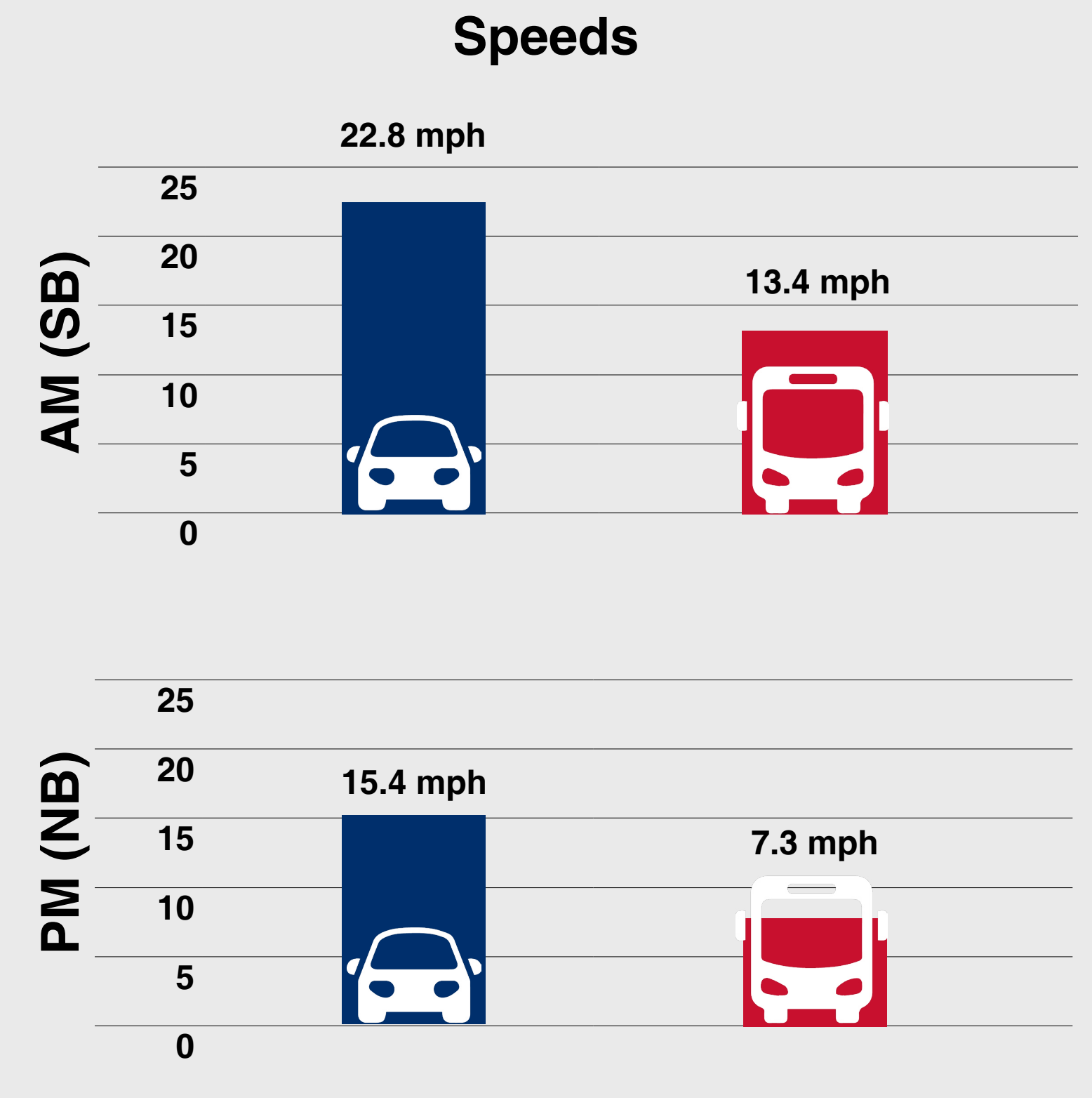
- period bus lane with options to operate in both directions or peak direction only
- Right turns will not be restricted
 - Skipped red striping will indicate where vehicles are allowed to enter the bus lane

Key Questions:

- How likely are residents and other stakeholders to accept changes to curb use?
- Are there any major/institutional/religious stakeholders (e.g., Silver Spring United Methodist Church, Voz Profetica Amigos de Israel, Mikvah of Washington) likely to have specific concerns?

Bus Ridership:

- While bus ridership on the corridor is 12% lower than pre-COVID conditions, ridership is recovering, currently serving 15,799 Metrobus passengers per day. WMATA expects ridership to continue to grow and as a result has increased the frequency of service.



Note:

- Vehicle speeds: avg peak weekday speeds for October 2019 (INRIX)
- Bus speeds: Fall 2019 (Ridecheck Plus)

Bus Frequency/Vehicle Volume		
	AM (SB)	PM (NB)
Buses Per Hour	7	9
Vehicles Per Hour	1,548	1,310

Note:

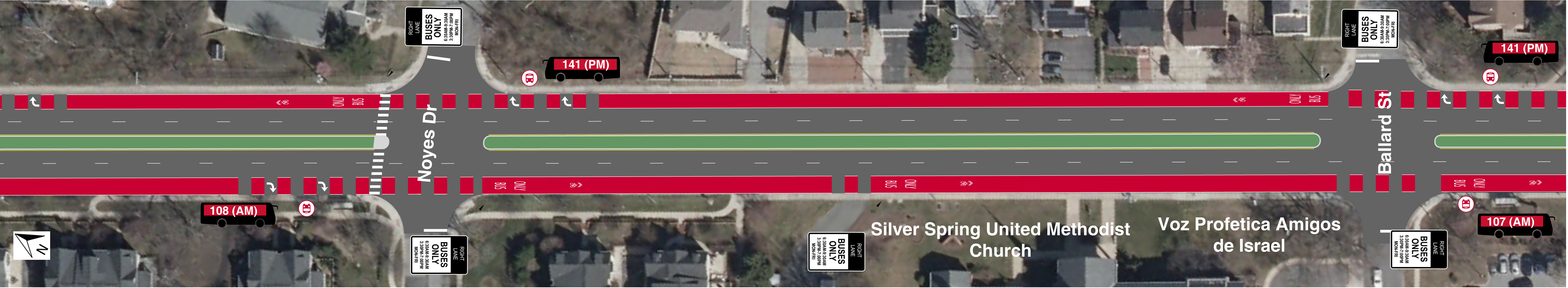
- 2019 bus frequencies provided by WMATA
- 2022 vehicle volumes provided by MCDOT

Person Throughput		
	AM (SB)	PM (NB)
Bus Person Throughput	141	172
Vehicle Person Throughput	1,827	1,546

Note:

- Bus person throughput = max peak load * weekday buses per hour (WMATA 2019)
- Vehicle person throughput = 1.18 pax per vehicle * veh per hour (Avg veh occupancy for work-based trips from Guidance for Comprehensive Transportation Review, DDOT, 2022)

Concept Plan View

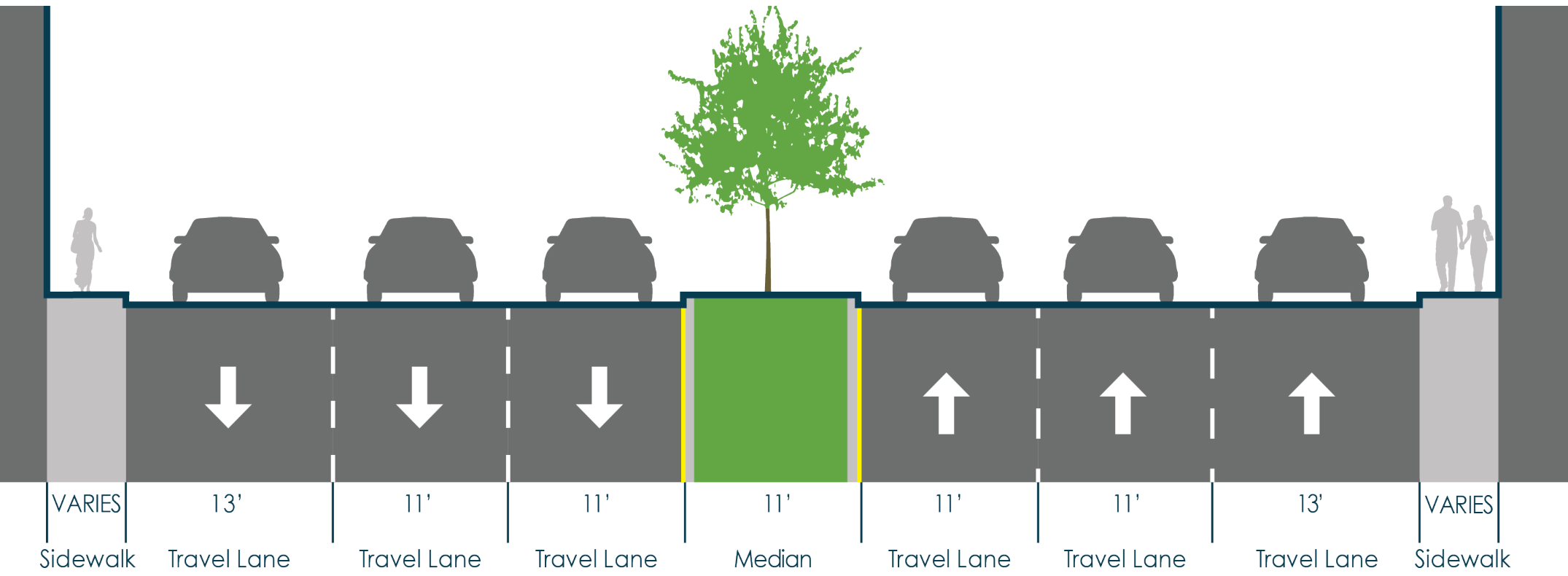


Note: Average passenger load of all weekday bus routes in the peak direction (AM southbound, PM northbound)

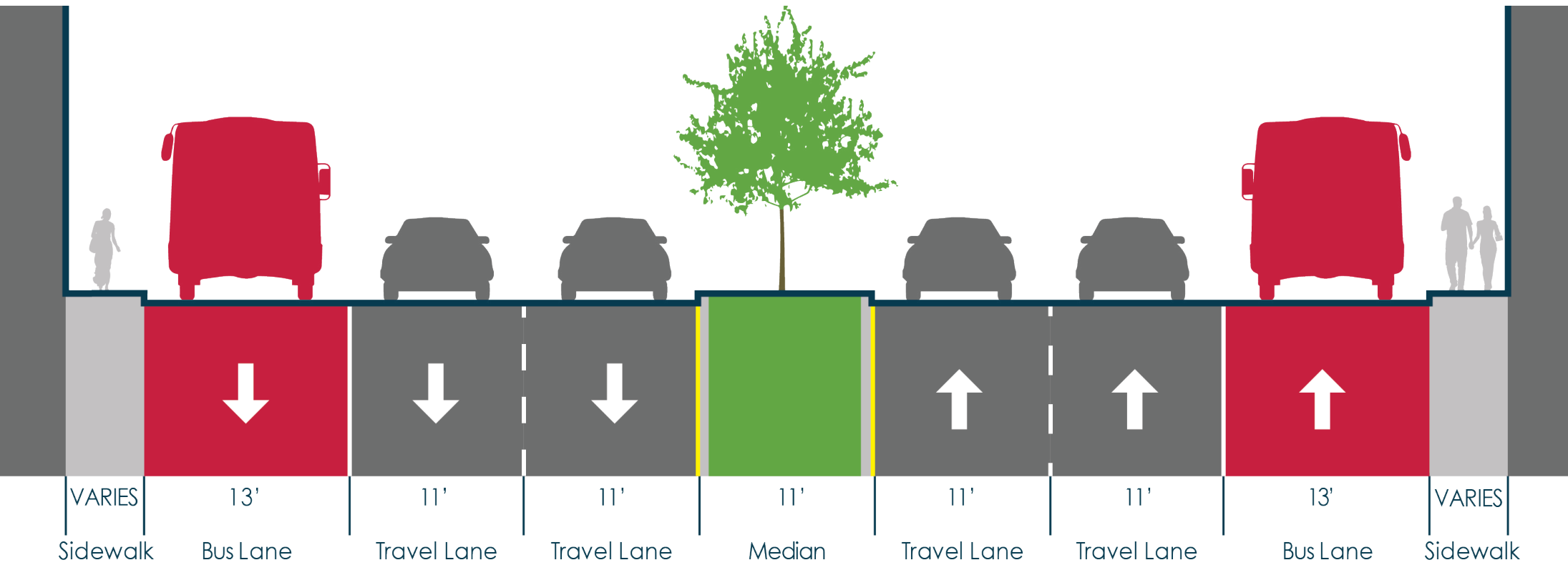
Legend

- Average Peak Direction Bus Person Throughput
- Bus Stop

Existing Typical Cross-Section



Proposed Typical Cross-Section (Peak Period)



Georgia Avenue (MD 97) Bus Lane Concept - Spring Street to Ballard Street

Reasons for Tactical Bus Lanes:

- Has the potential to be a premium high-capacity transit connection that goes from residential to commercial/employment/residential mixed use
- Provides an important connection to the Metrorail Red Line, MARC Brunswick Line, as well as Ride On, Flash BRT, Metrobus, and intercity bus services at Silver Spring Transit Center
- Provides access to Metrobus (Q1, Q2, Q4, Y2, Y7, Y8)
- Could provide operational benefits for routes between high demand areas

Existing Segment Characteristics:

- No parking and peak hour restrictions
- Single and multifamily homes and open space
- Posted speed limit: 30 mph
- Southbound right turn volume @ Spring St intersection in the AM peak hour is >100

Changes to the Segment:

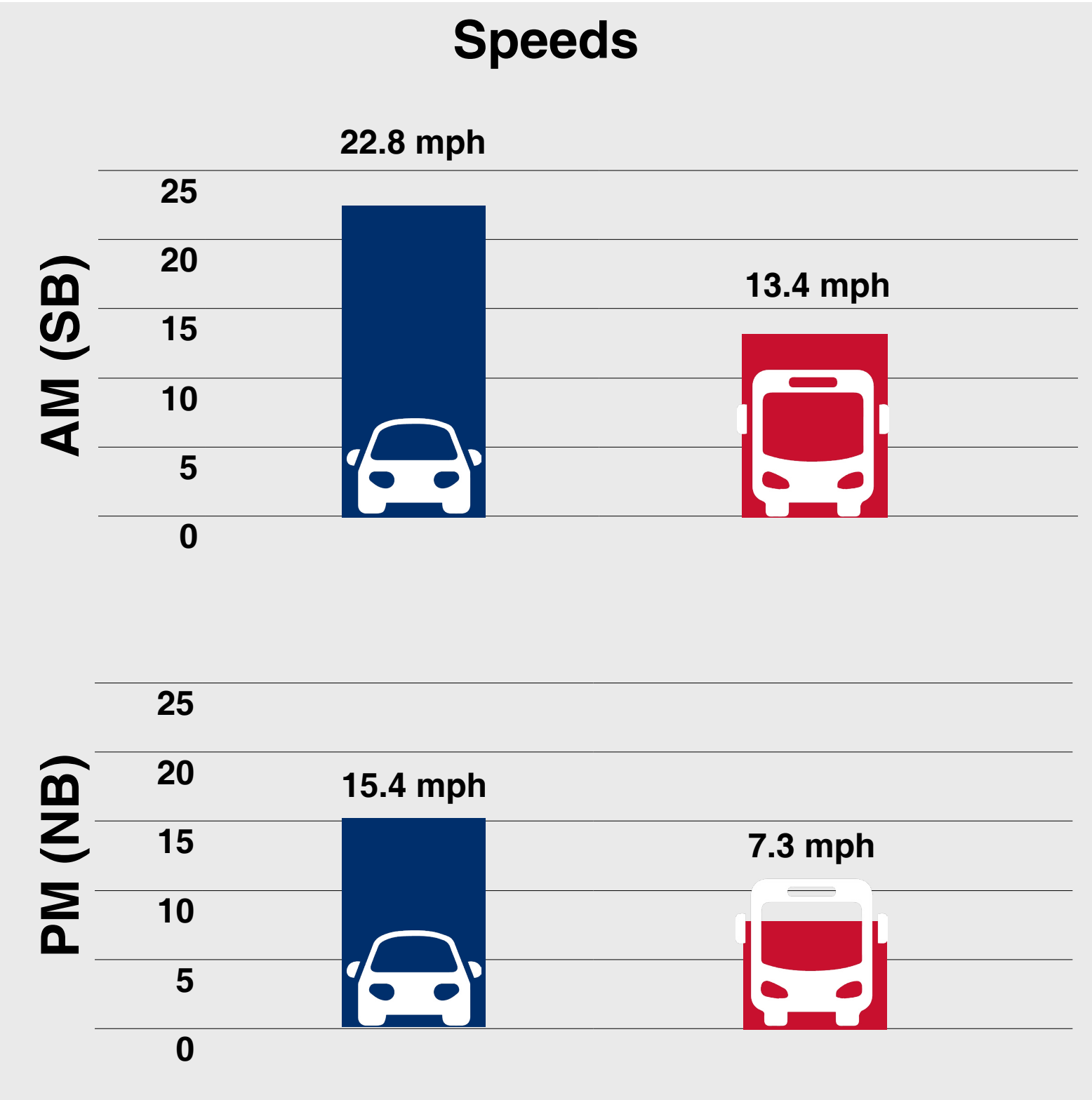
- The curbside lane would be re-purposed to a peak period bus lane with options to operate in both directions or peak direction only
- Right turns will not be restricted
- Skipped red striping will indicate where vehicles are allowed to enter the bus lane

Key Questions:

- How likely are residents and other stakeholders to accept changes to curb use?
- Are there any major/institutional stakeholders (e.g., Woodside Urban Park) likely to have specific concerns?

Bus Ridership:

- While bus ridership on the corridor is 12% lower than pre-COVID conditions, ridership is recovering, currently serving 15,799 Metrobus passengers per day. WMATA expects ridership to continue to grow and as a result has increased the frequency of service.



Note:

- Vehicle speeds: avg peak weekday speeds for October 2019 (INRIX)
- Bus speeds: Fall 2019 (Ridecheck Plus)

Bus Frequency/Vehicle Volume		
	AM (SB)	PM (NB)
Buses Per Hour	7	9
Vehicles Per Hour	1,548	1,296

Note:

- 2019 bus frequencies provided by WMATA
- 2022 vehicle volumes provided by MCDOT

Person Throughput Per Hour		
	AM (SB)	PM (NB)
Bus Person Throughput	141	172
Vehicle Person Throughput	1,827	1,529

Note:

- Bus person throughput = max peak load * weekday buses per hour (WMATA 2019)
- Vehicle person throughput = 1.18 pax per vehicle * veh per hour (Avg veh occupancy for work-based trips from Guidance for Comprehensive Transportation Review, DDOT, 2022)

Concept Plan View

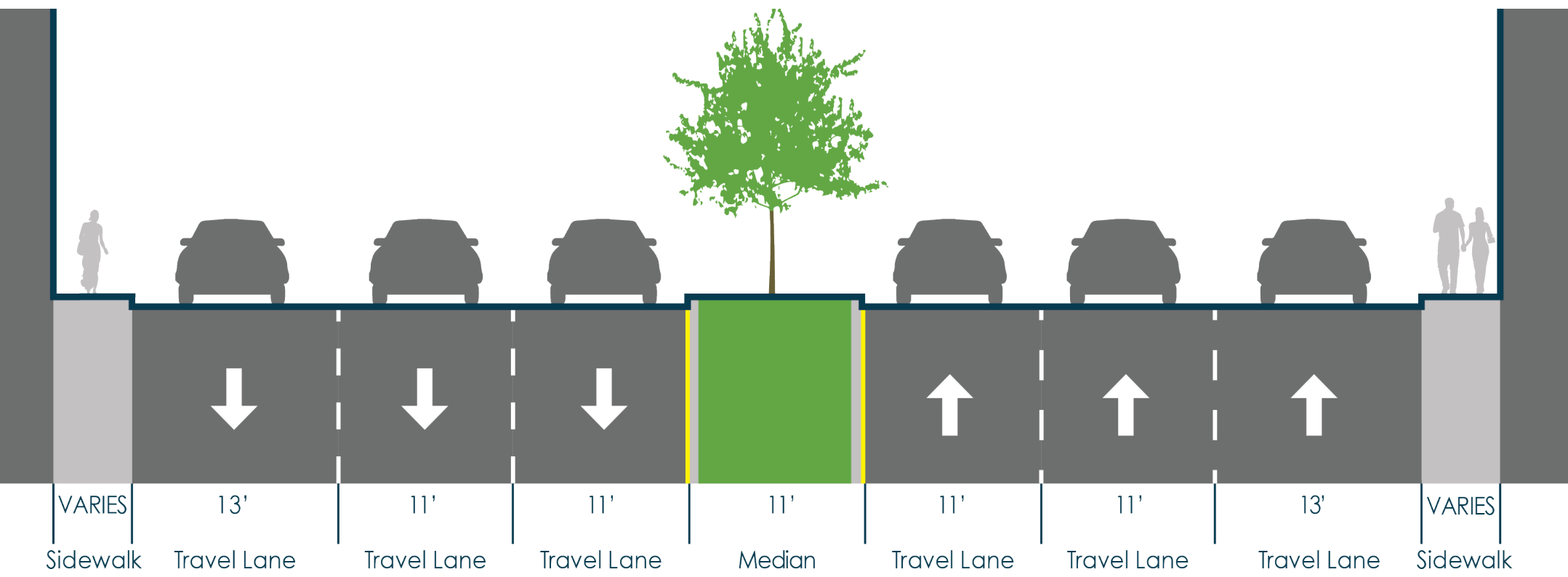


Note: Average passenger load of all weekday bus routes in the peak direction (AM southbound, PM northbound)

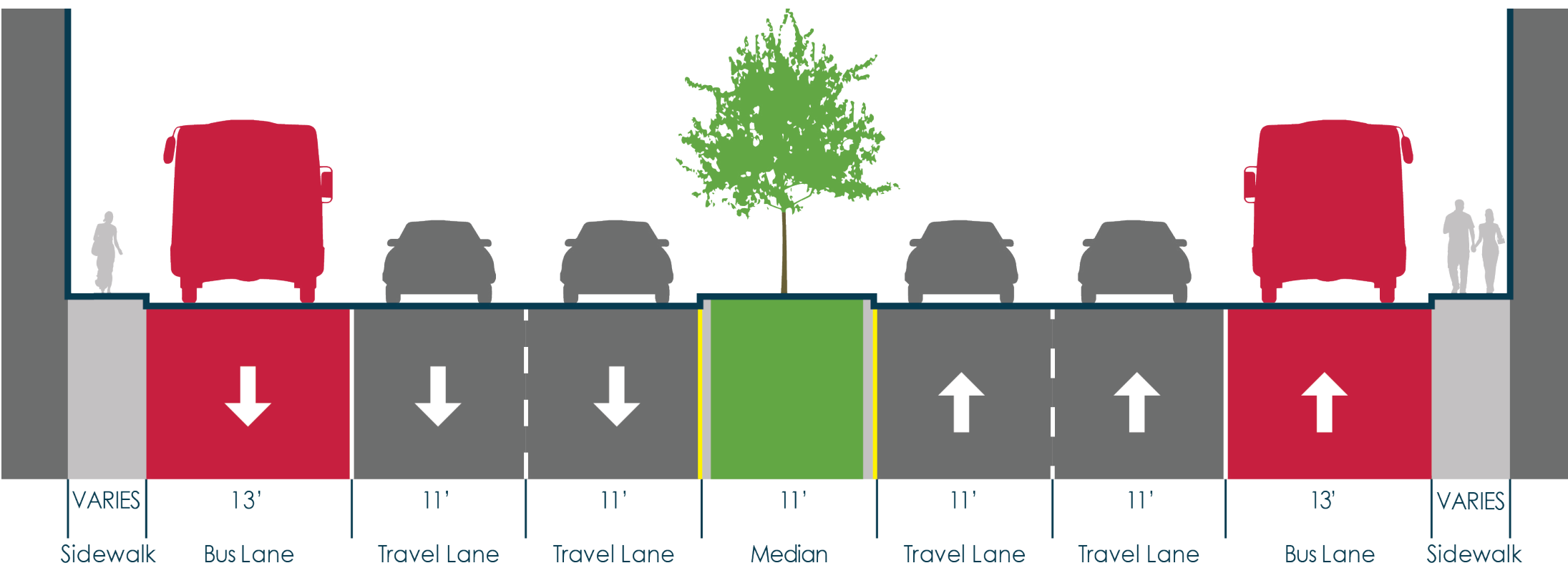
Legend

- Average Peak Direction Bus Person Throughput
- Bus Stop

Existing Typical Cross-Section



Proposed Typical Cross-Section (Peak Period)



Georgia Avenue (MD 97) Bus Lane Concept - Cameron Street to Spring Street

Reasons for Tactical Bus Lanes:

- Has the potential to be a premium high-capacity transit connection that goes from residential to commercial/employment/residential mixed use
- Provides an important connection to the Metrorail Red Line, MARC Brunswick Line, as well as Ride On, Flash BRT, Metrobus, and intercity bus services at Silver Spring Transit Center
- Provides access to Metrobus (Q1, Q2, Q4, Y2, Y7, Y8)
- Could provide operational benefits for many routes in a high demand area

Existing Segment Characteristics:

- Some parking and peak hour restrictions
- Street-facing commercial storefronts, as well as high rise office and residential uses
- Posted speed limit: 30 mph
- Southbound right turn volume @ Cameron St Intersection in the AM peak hour is >100

Changes to the Segment:

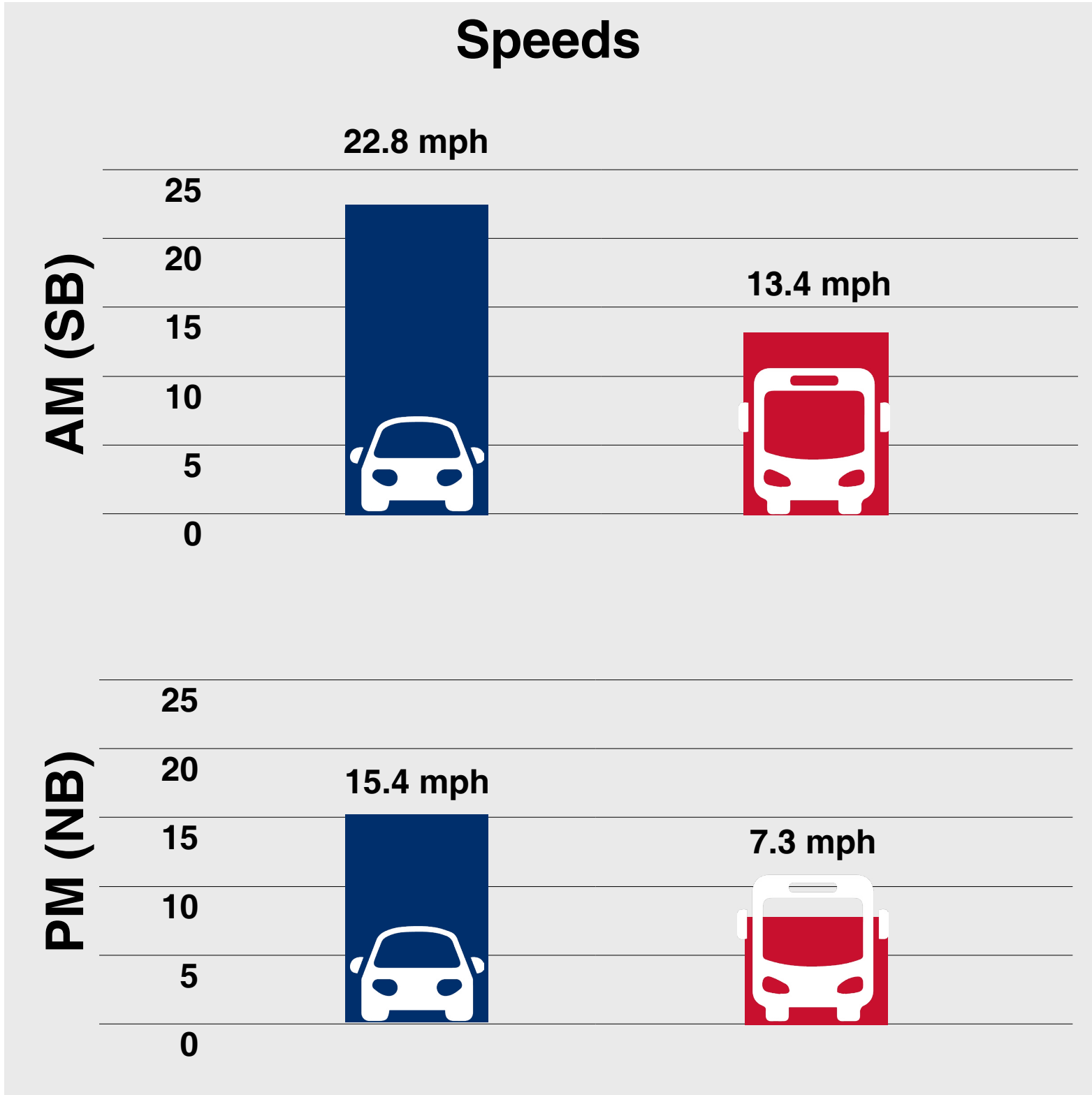
- The curbside lane would be re-purposed to a peak period bus lane with options to operate in both directions or peak direction only
- Right turns will not be restricted
- Skipped red striping will indicate where vehicles are allowed to enter the bus lane

Key Questions:

- How likely are residents and other stakeholders to accept changes to curb use?
- Are there any major/institutional stakeholders likely to have specific concerns?
- How will hotel valet and parking garages affect bus lane operations?
- Given street-facing commercial uses, how will bus lane compliance be addressed?

Bus Ridership:

- While bus ridership on the corridor is 12% lower than pre-COVID conditions, ridership is recovering, currently serving 15,799 Metrobus passengers per day. WMATA expects ridership to continue to grow and as a result has increased the frequency of service.



Note:

- Vehicle speeds: avg peak weekday speeds for October 2019 (INRIX)
- Bus speeds: Fall 2019 (Ridecheck Plus)

Bus Frequency/Vehicle Volume		
	AM (SB)	PM (NB)
Buses Per Hour	7	9
Vehicles Per Hour	1,548	1,102

Note:

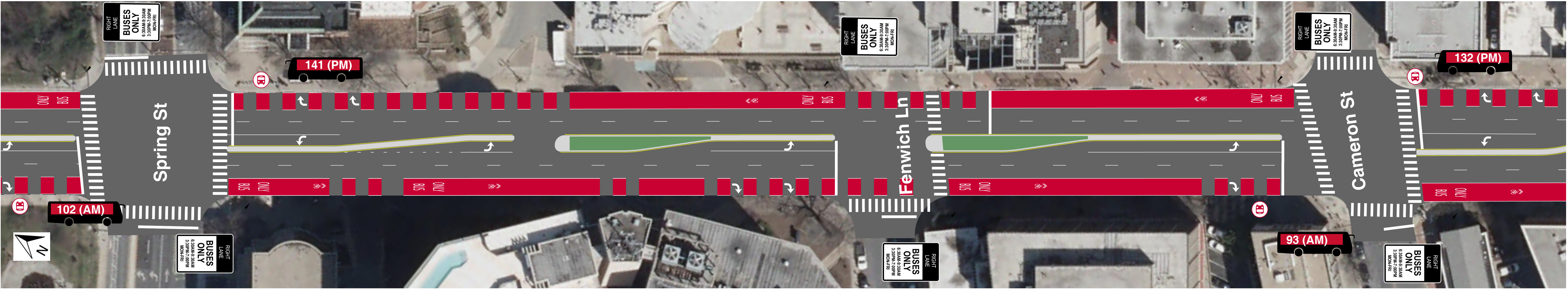
- 2019 bus frequencies provided by WMATA
- 2022 vehicle volumes provided by MCDOT

Person Throughput Per Hour		
	AM (SB)	PM (NB)
Bus Person Throughput	141	172
Vehicle Person Throughput	1,827	1,300

Note:

- Bus person throughput = max peak load * weekday buses per hour (WMATA 2019)
- Vehicle person throughput = 1.18 pax per vehicle * veh per hour (Avg veh occupancy for work-based trips from Guidance for Comprehensive Transportation Review, DDOT, 2022)

Concept Plan View

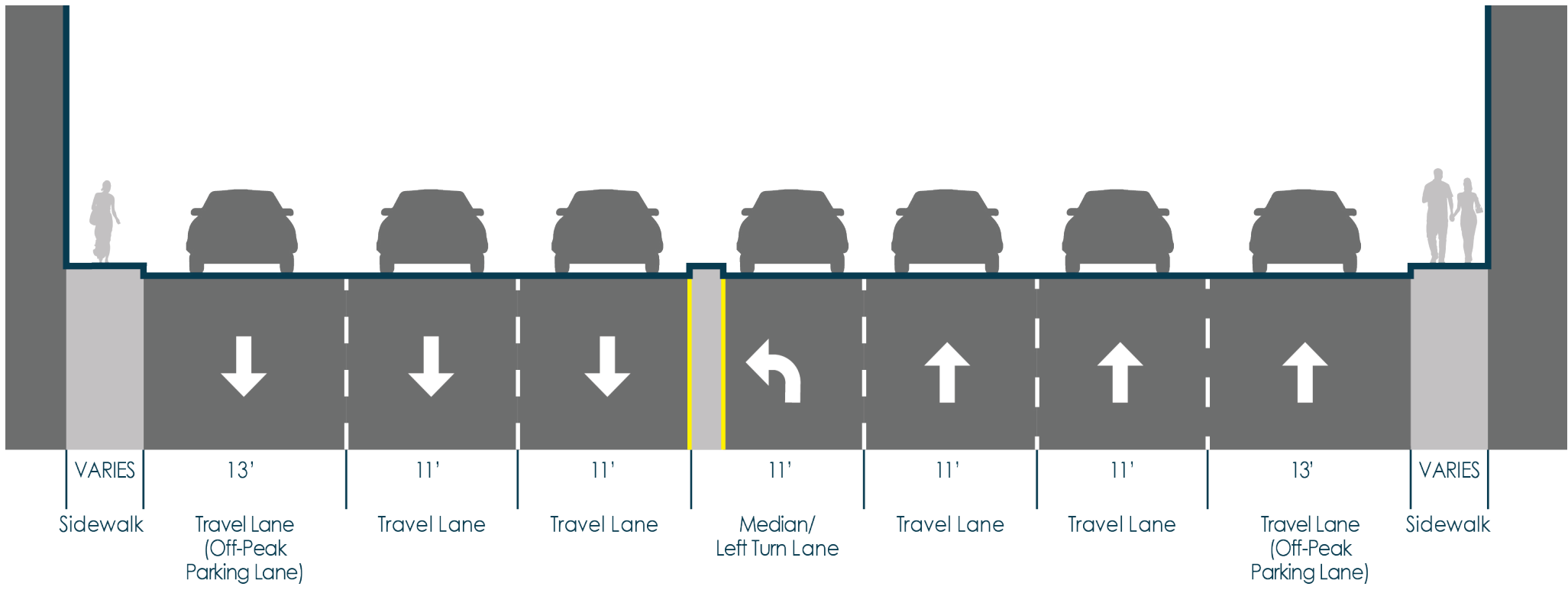


Note: Average passenger load of all weekday bus routes in the peak direction (AM southbound, PM northbound)

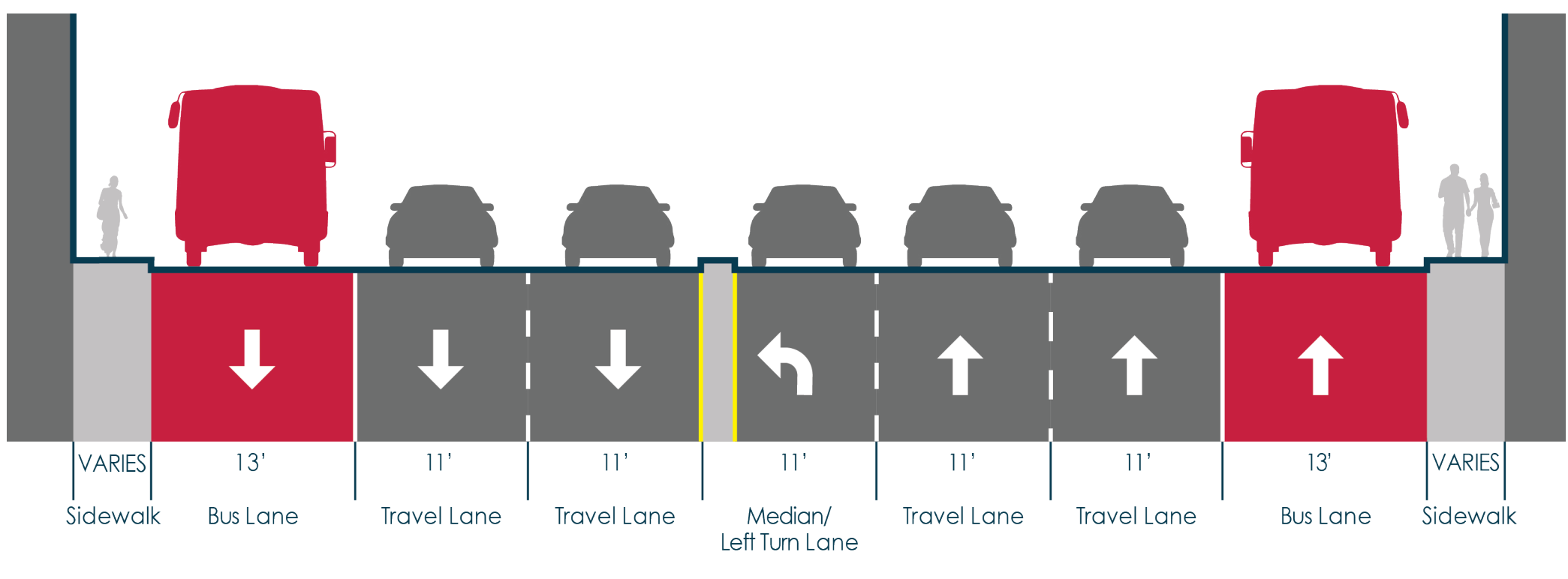
Legend

- Average Peak Direction Bus Person Throughput
- Bus Stop

Existing Typical Cross-Section



Proposed Typical Cross-Section (Peak Period)



Georgia Avenue (MD 97) Bus Lane Concept - Colesville Road to Cameron Street

Reasons for Tactical Bus Lanes:

- Provides an important connection to the Metrorail Red Line, MARC Brunswick Line, as well as Ride On, Flash BRT, Metrobus, and intercity bus services at Silver Spring Transit Center
- Provides access to Metrobus (Q1, Q2, Q4, Y2, Y7, Y8)
- Could provide operational benefits for many routes in a high demand area

Existing Segment Characteristics:

- Some parking and peak hour restrictions
- Street-facing commercial storefronts, as well as high rise office and residential uses
- Posted speed limit: 30 mph
- Northbound right turn volume @ Colesville Rd intersection
 - AM > 100
 - PM > 200

Changes to the Segment:

- The curbside lane would be re-purposed to a peak period bus lane with options to operate in both directions or peak direction only

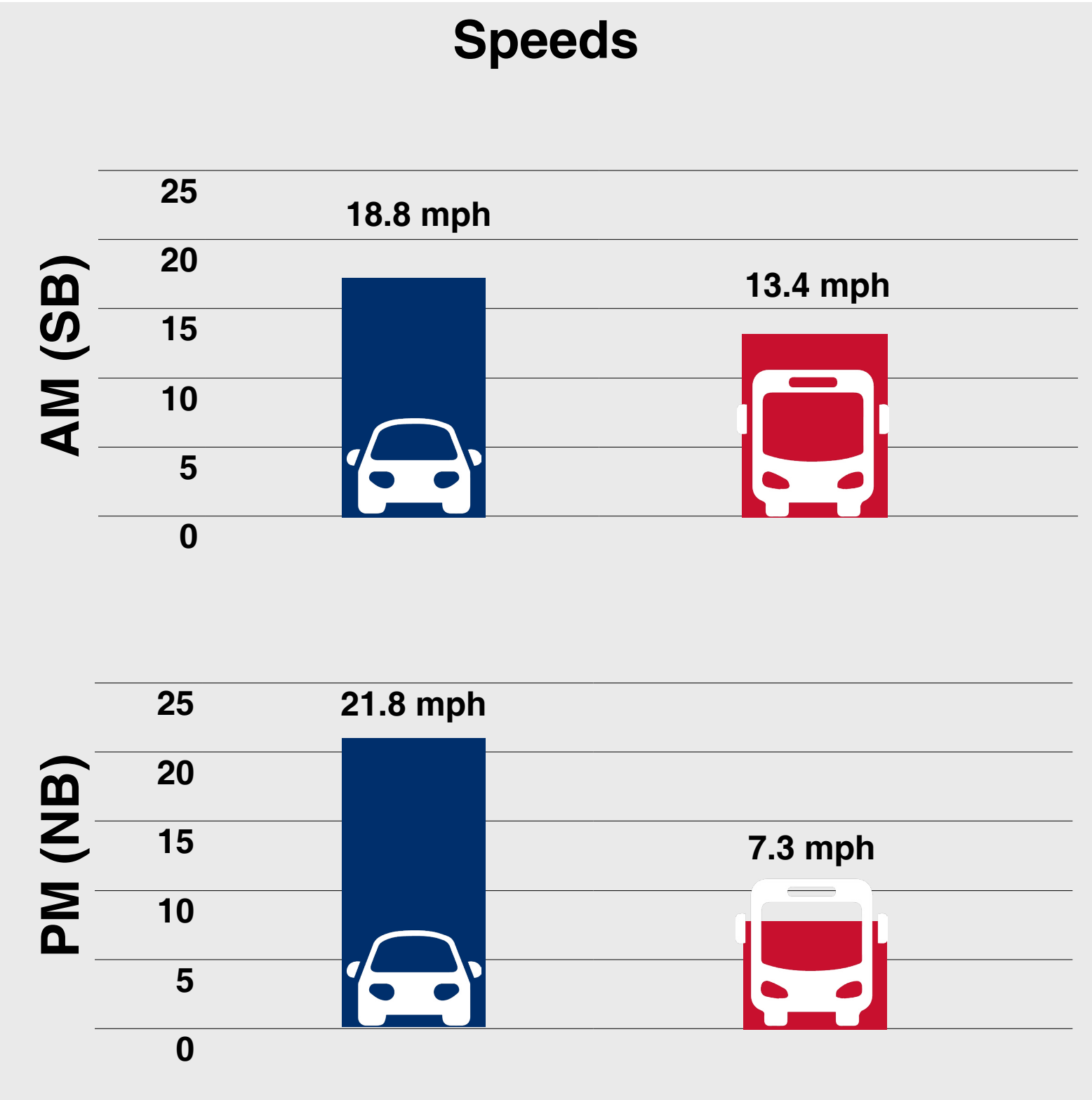
- The re-purposed lane is a travel lane, but there are some locations where it is currently used for parking and loading between 9:30 am – 6:00 pm southbound and 9:30 am – 3:30 pm northbound
- Right turns will not be restricted
- Skipped red striping will indicate where vehicles are allowed to enter the bus lane

Key Questions:

- How likely are residents and other stakeholders to accept changes to curb use?
- Are there any major/institutional stakeholders likely to have specific concerns?
- Given street-facing commercial uses, how will bus lane compliance be addressed?
- How will access to the gas station affect bus lane compliance and operational efficiency?

Bus Ridership:

- While bus ridership on the corridor is 12% lower than pre-COVID conditions, ridership is recovering, currently serving 15,799 Metrobus passengers per day. WMATA expects ridership to continue to grow and as a result has increased the frequency of service.



Note:

- Vehicle speeds: avg peak weekday speeds for October 2019 (INRIX)
- Bus speeds: Fall 2019 (Ridecheck Plus)

Bus Frequency/Vehicle Volume		
	AM (SB)	PM (NB)
Buses Per Hour	7	9
Vehicles Per Hour	1,431	1,464

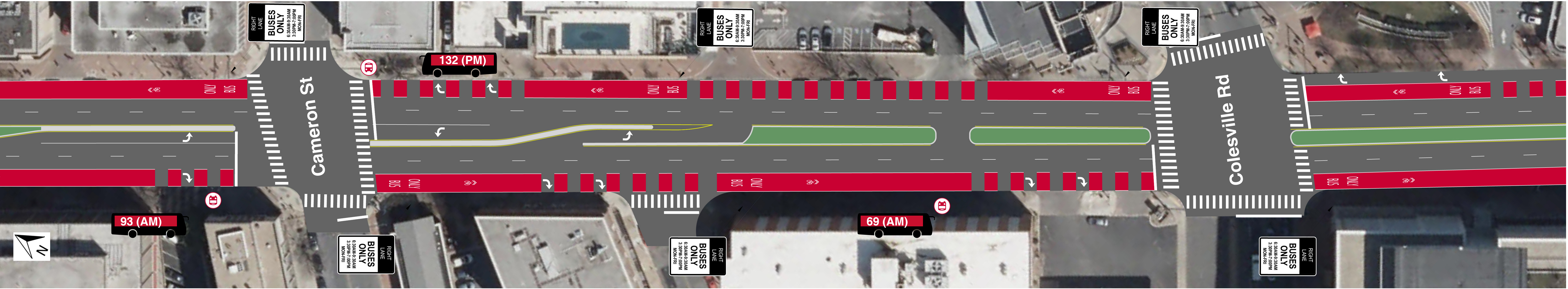
Note:

- 2019 bus frequencies provided by WMATA
- 2022 vehicle volumes provided by MCDOT

Person Throughput Per Hour		
	AM (SB)	PM (NB)
Bus Person Throughput	141	172
Vehicle Person Throughput	1,689	1,728

Note:

- Bus person throughput = max peak load * weekday buses per hour (WMATA 2019)
- Vehicle person throughput = 1.18 pax per vehicle * veh per hour (Avg veh occupancy for work-based trips from Guidance for Comprehensive Transportation Review, DDOT, 2022)

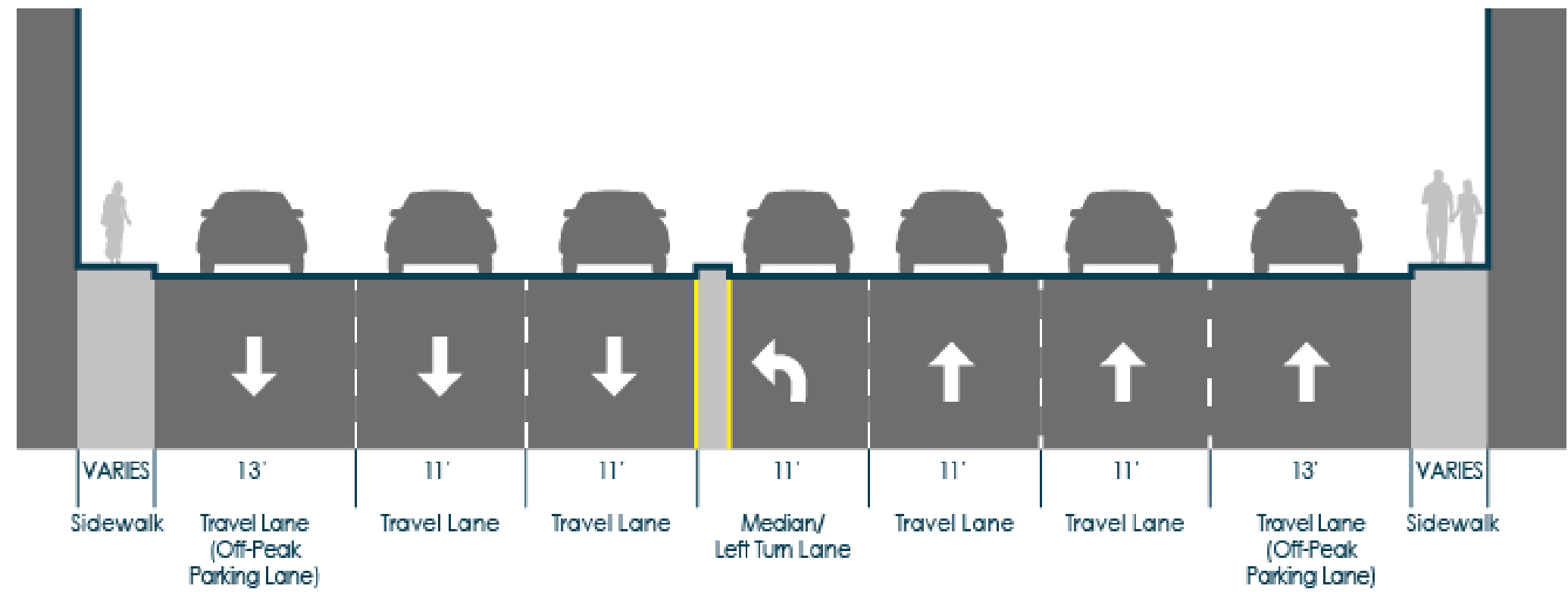


Note: Average passenger load of all weekday bus routes in the peak direction (AM southbound, PM northbound)

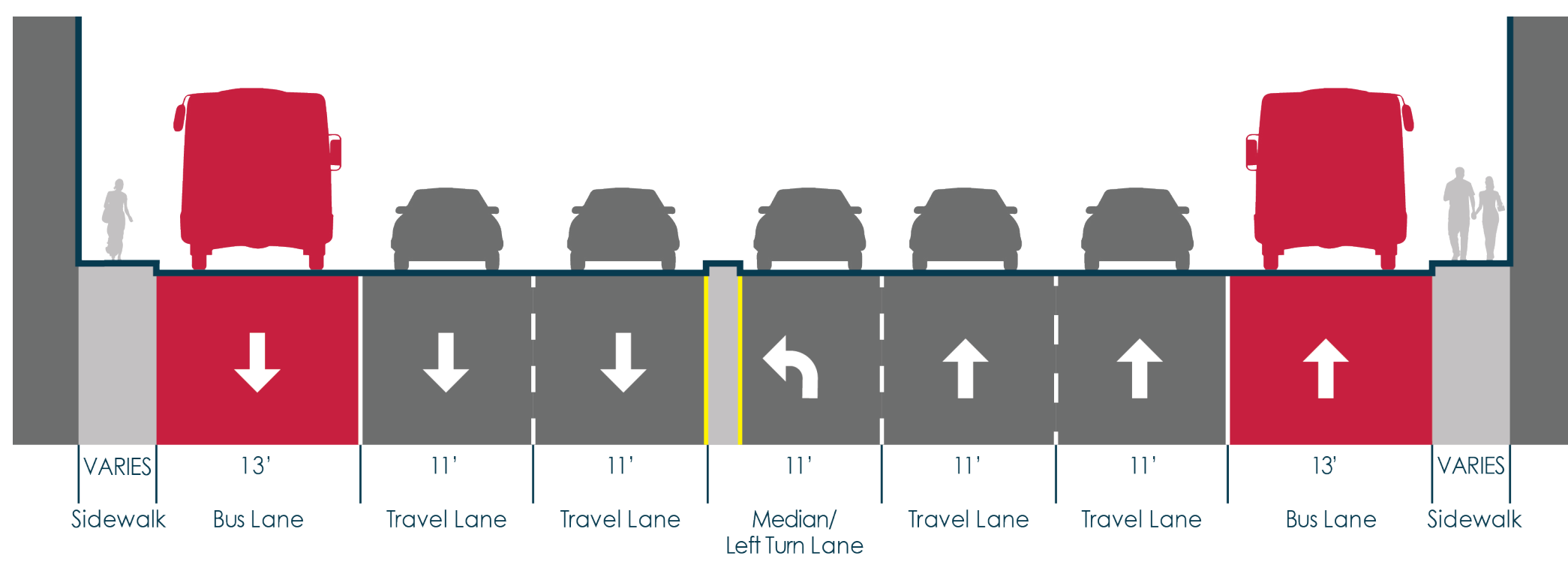
Legend

- Average Peak Direction Bus Person Throughput
- Bus Stop

Existing Typical Cross-Section



Proposed Typical Cross-Section (Peak Period)



Georgia Avenue (MD 97) Bus Lane Concept - Wayne Avenue to Colesville Road

Reasons for Tactical Bus Lanes:

- Provides an important connection to the Metrorail Red Line, MARC Brunswick Line, as well as Ride On, Flash BRT, Metrobus, and intercity bus services at Silver Spring Transit Center
- Provides access to both Metrobus (F4, Q1, Q2, Q4, Y2, Y7, Y8) and Montgomery County Ride On (13, 14, 16, 17, 20)
- Could provide operational benefits for many routes in a high demand area, including the Flash Orange line

Existing Segment Characteristics:

- No parking and peak hour restrictions
- Street-facing commercial storefronts and high rise office, residential, and hotel uses
- Posted speed limit: 30 mph
- Southbound right turn volume @ Wayne Ave intersection in the AM peak hour is > 200

Changes to the Segment:

- The curbside lanes would be re-purposed to a peak period bus lane except for the northbound right turn lane at Colesville Rd. Options for bus lane operations include peak period in both directions or peak direction only.
- During the off-peak period: the southbound curbside bus lane is

a travel lane and retains the existing no parking restriction; the northbound curbside bus lane from Wayne Ave and Ellsworth Dr is a travel lane and retains existing no parking and no standing restrictions; and the northbound offset bus lane from Ellsworth Dr to Colesville Rd is a travel lane.

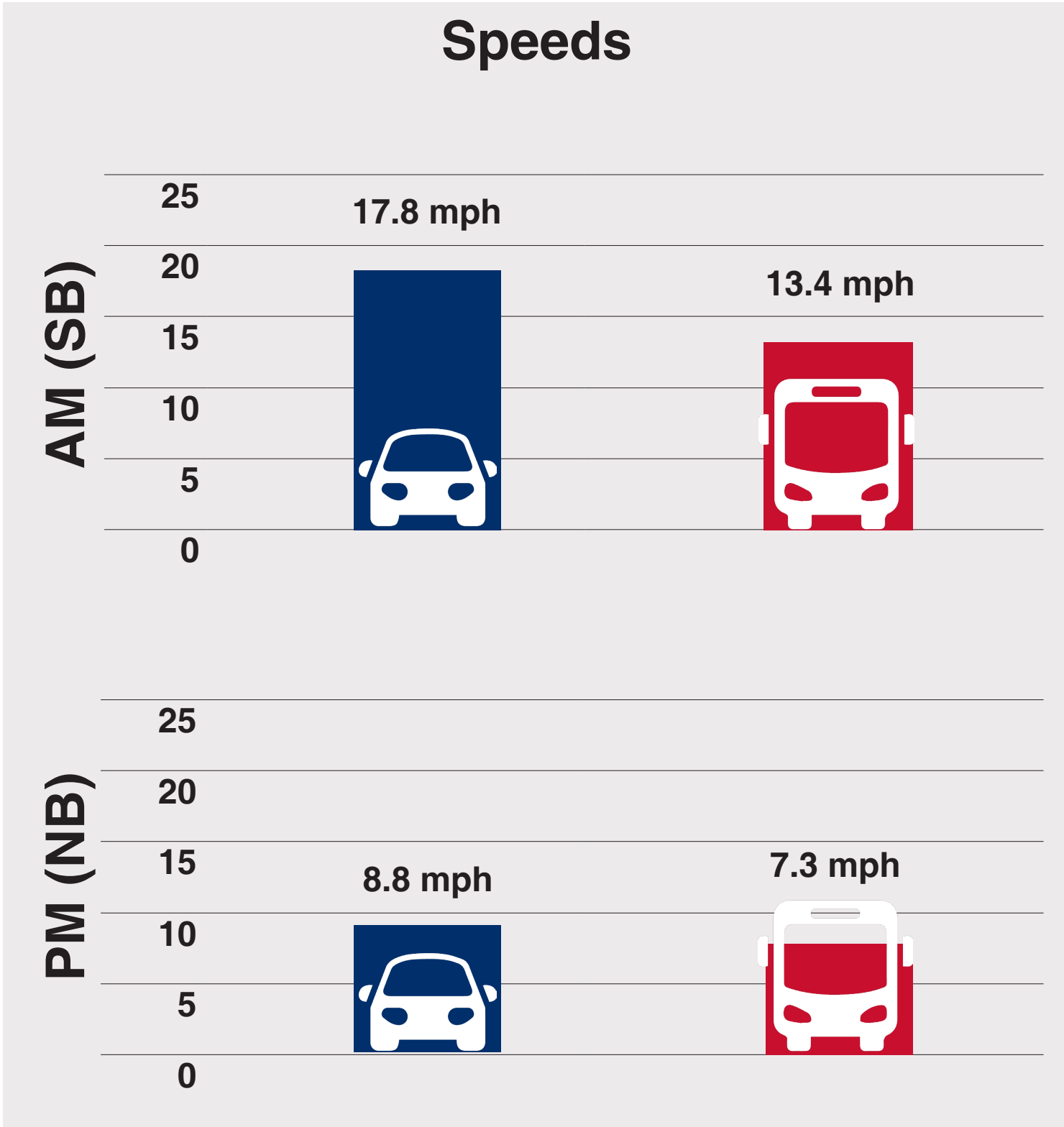
- Right turns will not be restricted
- Skipped red striping will indicate where vehicles are allowed to enter the bus lane

Key Questions:

- Are there particular intersections/turn queues that cause concern?
- Are there any stakeholders likely to have concerns?
- Given street-facing commercial uses, how will bus lane compliance be addressed?
- What transit priority treatment enhance bus access to the bus lanes from the Silver Spring Station along Wayne Ave?

Bus Ridership:

- While bus ridership on the corridor is 12% lower than pre-COVID conditions, ridership is recovering, currently serving 15,799 Metrobus passengers per day. WMATA expects ridership to continue to grow and as a result has increased the frequency of service.



Note:

- Vehicle speeds: avg peak weekday speeds for October 2019 (INRIX)
- Bus speeds: Fall 2019 (Ridecheck Plus)

Bus Frequency/Vehicle Volume		
	AM (SB)	PM (NB)
Buses Per Hour	19	26
Vehicles Per Hour	1,773	1,532

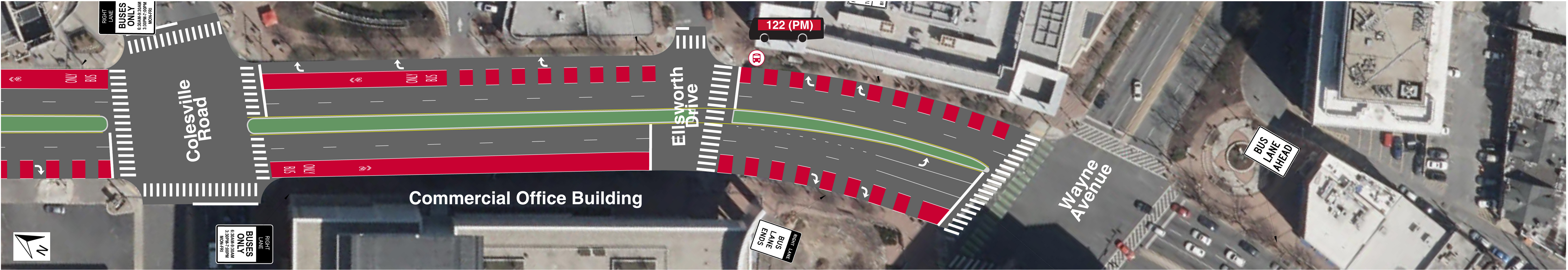
Note:

- 2019 Metrobus and RideOn bus frequencies. Metrobus frequencies provided by WMATA.
- 2022 vehicle volumes provided by MCDOT

Person Throughput Per Hour		
	AM (SB)	PM (NB)
Bus Person Throughput	104	151
Vehicle Person Throughput	2,092	1,808

Note:

- Bus person throughput = max peak load * weekday buses per hour (WMATA 2019)
- Bus person throughput only includes WMATA passengers
- Vehicle person throughput = 1.18 pax per vehicle * veh per hour (Avg veh occupancy for work-based trips from Guidance for Comprehensive Transportation Review, DDOT, 2022)

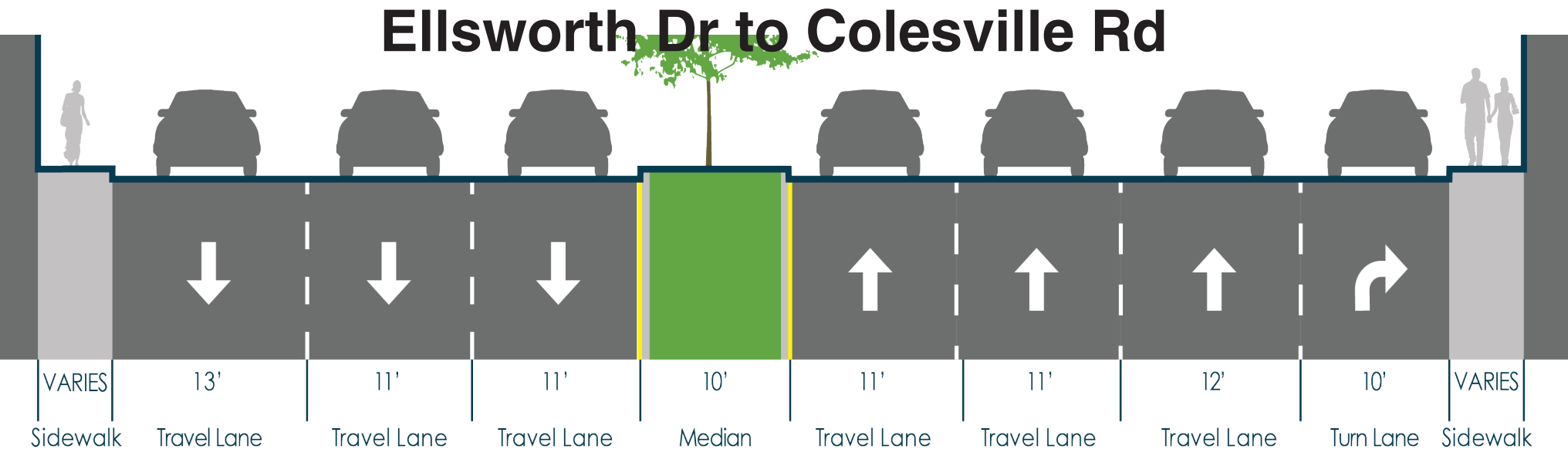


Note: Average passenger load of all weekday bus routes in the peak direction (AM southbound, PM northbound)

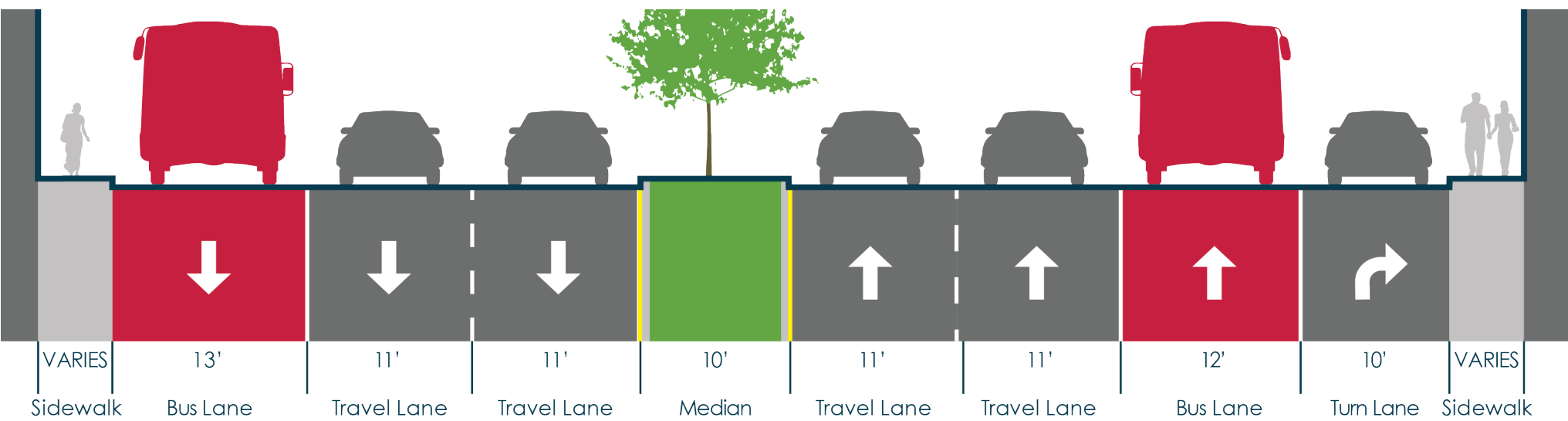
Legend

- Average Peak Direction Bus Person Throughput
- Bus Stop

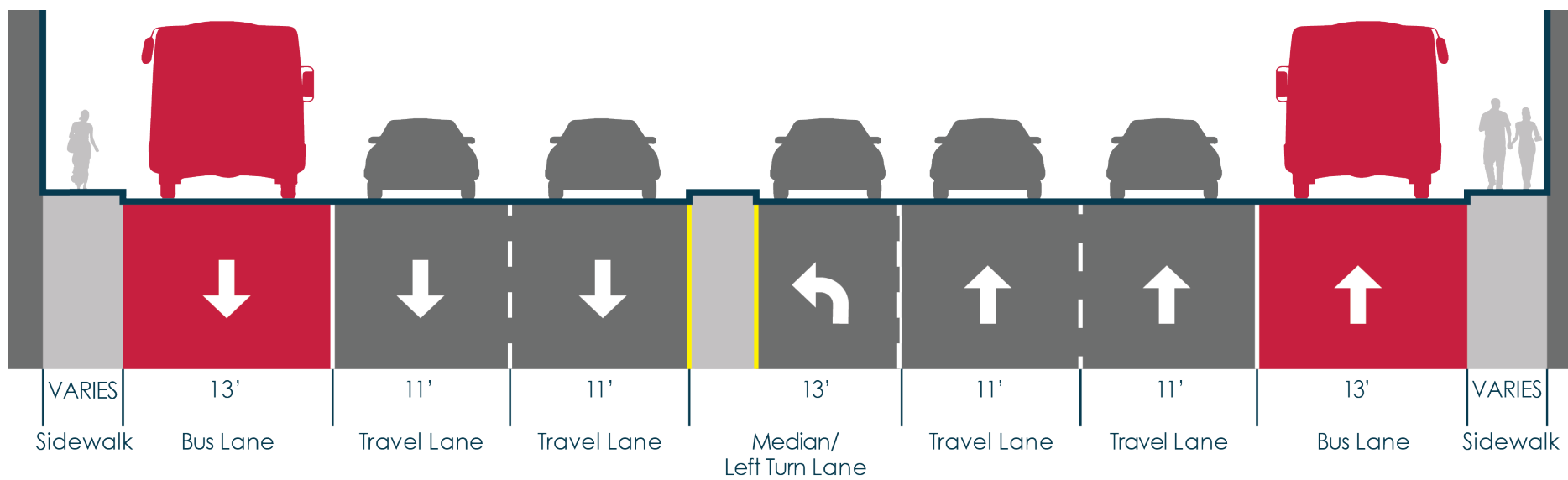
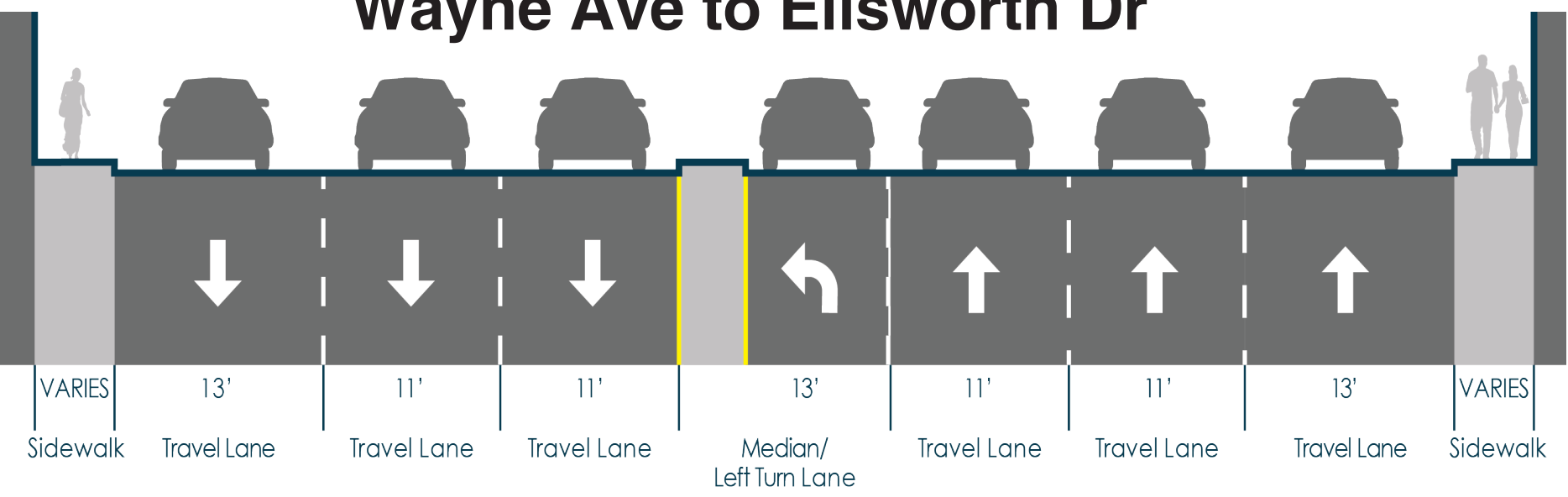
Existing Typical Cross-Section



Proposed Typical Cross-Section (Peak Period)**



Wayne Ave to Ellsworth Dr



** Bus lanes to operate as travel lanes for all vehicles in off-peak periods and maintain existing no parking restrictions during demonstration phase