

RANDOLPH ROAD BRT

PROPOSED MAJOR ADDITION

VISUALIZE 2045

From US 29 to MD 355

Basic Project Information

Project Length.....10 Miles
Anticipated Completion.....2040
Estimated Cost of Construction.....\$102 million
Submitting Agency.....Montgomery County
Anticipated Funding Sources.....
☒ Federal ☐ State ☒ Local ☒ Private ☐ Bonds ☐ Other
CEID.....3662



HIGHWAY



TRANSIT

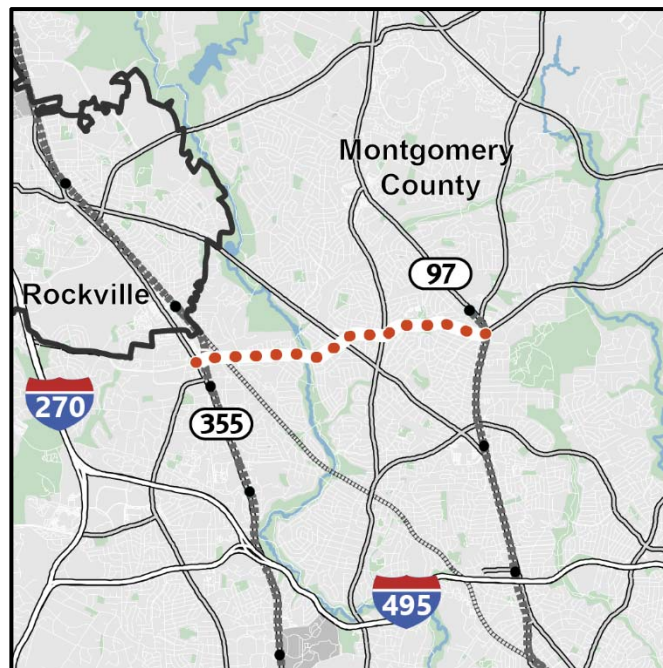


BICYCLE OR PEDESTRIAN

NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018

See reverse for details, or visit www.mwcog.org/TPBcomment.



Project Description

This project will implement a Bus Rapid Transit (BRT) route on Randolph Road between the White Flint Metro Station to US 29, Columbia Pike. The buses will run in mixed-traffic.

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

☒ Countywide Transit Corridors Functional Master Plan

See official Visualize 2045 Project Description Form for more information about this project.



Goal 1: Provide a Range of Transportation Options



Goal 2: Promote Dynamic Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety



Goal 4: Maximize Operational Effectiveness and Safety



Goal 5: Protect and Enhance the Natural Environment



Goal 6: Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.



How this project supports or advances goals in the Regional Transportation Priorities Plan

The Priorities Plan specifically called for cost-effective transit alternatives, like bus rapid transit (BRT), that approach the speed, frequency and reliability of heavy rail but at a fraction of the cost. This project is a component of a wider BRT network planned for Montgomery County that will expand travel options (Goal 1), connect Activity Centers (Goal 2), maximize the use of existing infrastructure without adding new capacity (Goal 4), and reduce emissions (Goal 5).



Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

- ☐ Single Driver (SOV) ☐ Carpool/HOV ☒ Metrorail ☐ Commuter Rail
- ☐ Streetcar/Light Rail ☒ BRT ☐ Express/Commuter Bus ☒ Metrobus ☒ Local Bus
- ☒ Bicycling ☒ Walking ☐ Other
- ☒ Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



Goal 2: Promote Dynamic Activity Centers

- ☒ Begins or ends in an Activity Center
- ☒ Connects two or more Activity Centers
- ☒ Promotes non-auto travel within one or more Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety

- ☒ Contributes to enhanced system maintenance, preservation, or safety



Goal 4: Maximize Operational Effectiveness and Safety

- ☒ Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- ☒ Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



Goal 5: Protect and Enhance the Natural Environment

Expected to contribute to reductions in emissions of:

- ☒ Criteria Pollutants (NOx, VOCs, PM2.5) ☒ Greenhouse Gases



Goal 6: Support Interregional and International Travel and Commerce

Enhances, supports, or promotes the following freight carrier modes:

- ☐ Long-haul Truck ☐ Local Delivery ☐ Rail ☐ Air

Enhances, supports, or promotes the following passenger carrier modes:

- ☐ Air ☐ Amtrak Intercity Passenger Rail ☐ Intercity Bus

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- ☒ Support Economic Vitality
- ☒ Increase Safety for All Users
- ☐ Support Homeland and Personal Security
- ☒ Increase Accessibility and Mobility of People and/or Freight
- ☒ Protect and Enhance the Environment
- ☒ Enhance Integration and Connectivity
- ☒ Promote Efficient System Management and Operation
- ☐ Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- ☐ Transportation demand management measures (including growth management and congestion pricing)
- ☐ Traffic operational improvements
- ☐ Public transportation improvements
- ☒ Intelligent Transportation Systems (ITS) technologies
- ☐ Other congestion management strategies
- ☒ Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
- ☐ Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 8, 2017.

Comment on this project or on Visualize 2045

December 14, 2017-January 13, 2018 Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

September 13-October 13, 2018 Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

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