

# **MD 355 Central Flash Bus Rapid Transit Project**

## **Montgomery County, Maryland**

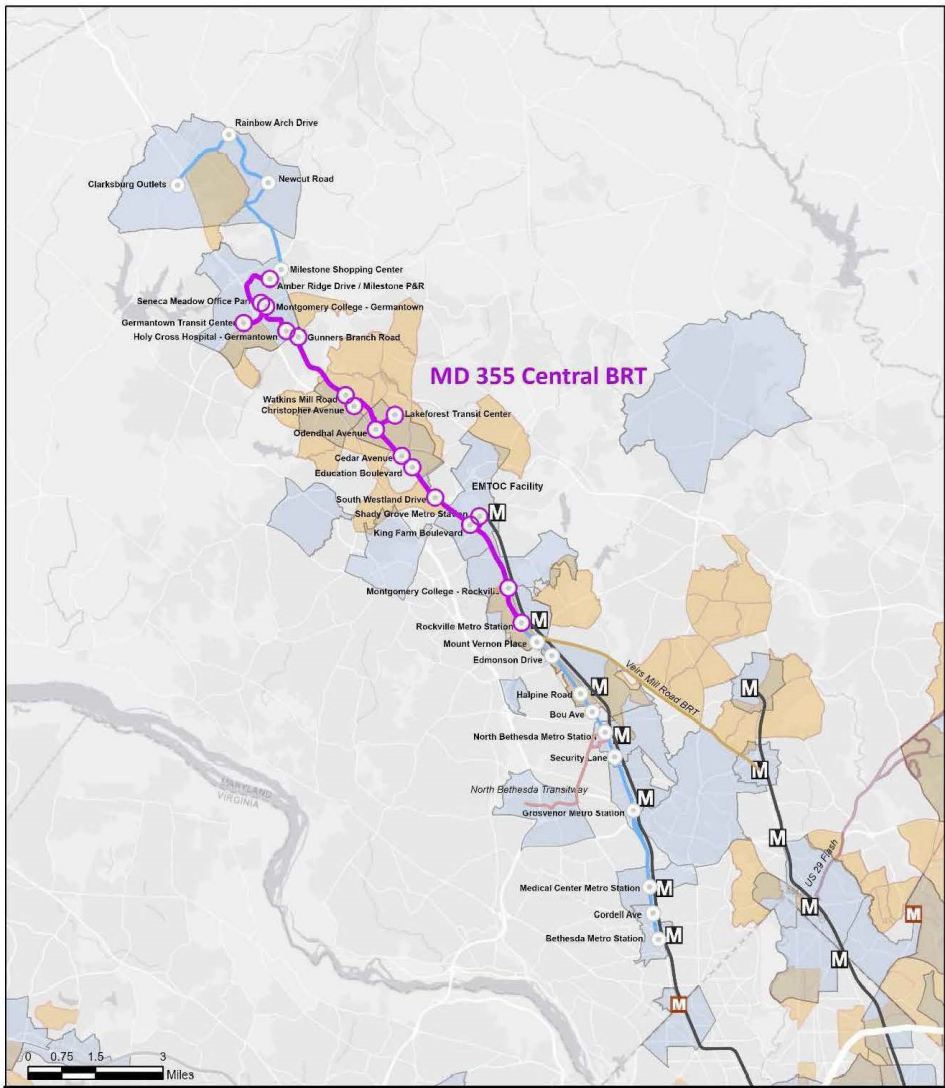
### **New Starts Project Development**

#### **Information Prepared October 2024**

The Montgomery County Department of Transportation (MCDOT) proposes to implement a 10.6-mile bus rapid transit (BRT) line in the MD 355 corridor between Rockville and Germantown, with buses operating in dedicated transit lanes for approximately 55 percent of the project length, and in mixed traffic for the remainder. The proposed BRT line is planned to operate every 6 to 10 minutes during peak periods and 10 to 20 minutes during off-peak periods, including weekends, 18 hours per day. The project is planned to include BRT features such as transit signal priority at major intersections; uniquely Flash BRT system branded vehicles and station facilities; near-level boarding for accessibility; high-efficiency fare payment and real-time information at stations; an expanded zero-emission BRT bus fleet; BRT transfer upgrades at the Shady Grove Metrorail station; and improvements to stormwater facilities, landscaping, and pedestrian and cyclist amenities. MCDOT anticipates that new and expanded transit centers will be developed as separate projects along the corridor to improve passenger access to multiple transportation modes. The project's current estimated capital cost is \$450 million.

MCDOT seeks to accommodate the anticipated large population and employment growth along the corridor and complement and improve the existing transit network by delivering a fast, reliable, and frequent transit service. Such a service would provide residents with better access to businesses, services, recreational, and employment opportunities.

MCDOT selected a locally preferred alternative (LPA) in March 2022, and the LPA was adopted into the fiscally constrained long-range transportation plan in March 2024. MCDOT anticipates completing the environmental review process in late 2025, receiving a Full Funding Grant Agreement in late 2026, and beginning revenue service in 2030.



	<p><b>Legend</b></p> <ul style="list-style-type: none"> <li><span style="color: purple;">—</span> MD 355 BRT Central Phase</li> <li><span style="border: 1px solid purple; border-radius: 50%; padding: 2px;"> </span> Proposed BRT Stations</li> <li><span style="color: blue;">—</span> MD 355 BRT North/South Phase</li> <li><span style="color: orange;">—</span> North Bethesda Transitway Corridor (Planned)</li> <li><span style="color: brown;">—</span> Veirs Mill Road BRT (Planned)</li> <li><span style="color: grey;">—</span> US 29 Flash BRT</li> <li><span style="border: 1px solid grey; padding: 2px;"> </span> MWCOG Equity Emphasis Areas (EEAs)</li> <li><span style="border: 1px solid grey; padding: 2px;"> </span> MWCOG Regional Activity Centers</li> <li><span style="border: 1px solid black; padding: 2px;">M</span> Metrorail Line &amp; Station</li> </ul>	<p>Montgomery County, Maryland</p>	<p><b>MCDOT</b> <b>MD 355 BRT</b></p> <hr/> <p>August 2024</p>
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