

# Work Session

<b>Agenda Item #</b>	3
<b>Meeting Date</b>	April 29, 2013
<b>Prepared By</b>	Erkin Ozberk Planner
<b>Approved By</b>	Suzanne R. Ludlow Acting City Manager

<b>Discussion Item</b>	Draft Resolution Commenting on the Countywide Transit Corridors Functional Master Plan Public Hearing Draft
<b>Background</b>	<p>In 2011, Montgomery County planners began working on a bus rapid transit (BRT) network to improve accessibility and mobility throughout Montgomery County. BRT is similar to light rail operations, but runs on county roads. As the County continues to urbanize, BRT will provide the transit service needed to move more people between jobs, homes, shopping, and entertainment. BRT's more efficient use of public right-of-way will support economic development in an environmentally sustainable way that preserves existing communities.</p> <p>The plan recommends sufficient rights-of-way for safe, adequate access along the transit corridors, improvements to existing bicycle and pedestrian facilities in the areas around recommended stations, and the designation of Bicycle-Pedestrian Priority Areas at major transit stations. Operational issues, such as vehicle and facilities design, were not within the scope of this project.</p> <p>New Hampshire Avenue is one of the 10 proposed corridors in the plan. A two-lane median busway treatment is recommended for the segment of New Hampshire Avenue in Takoma Park (between University Boulevard and Eastern Avenue). This is the most effective of the six BRT treatments outlined in the plan, and can be accommodated within the 150-foot right-of-way dedication for New Hampshire Avenue (as outlined in the 2000 Takoma Park Master Plan). The plan also recommends lane repurposing in Takoma Park, meaning one traffic lane in each direction would be repurposed for an exclusive BRT lane. Lane repurposing was considered based on the recommendations in the City's New Hampshire Avenue Corridor Concept Plan. As one of WMATA's Priority Corridors that has received recent MetroExtra service improvements, New Hampshire Avenue is identified in the plan as an indicator of the near term viability of implementing BRT in the County.</p> <p>The proposed two-lane median busway treatment conflicts with the City's current multi-way boulevard concept for New Hampshire Avenue, between Eastern Avenue and Sligo Creek Parkway. At this point, it is unclear when or how BRT will be funded and implemented across Montgomery County and facility planning is not part of this plan. Meanwhile, the City continues to advance its multi-way boulevard concept for New Hampshire Avenue. City staff recommends supporting the plan's recommendation for New Hampshire Avenue, with minor text edits that identify the City's multi-way boulevard planning efforts, provides for flexibility in facility design by considering a curb lane or mixed-traffic treatment in the conflicting segment, and requires collaboration and consultation with City officials on future BRT developments.</p>

	<p>University Boulevard is another of the 10 proposed corridors in the plan. A mixed traffic treatment is recommended for the segment from Colesville Road to New Hampshire Avenue. City staff offers no comments on this recommendation.</p>
<b>Policy</b>	<p>Converting New Hampshire Avenue from an arterial facility that serves primarily high-speed through traffic into a “great street” that adequately serves multiple modes of transportation, as well as a destination, is paramount to the success of this plan.</p> <p>For New Hampshire Avenue, the optimal solution is to re-design the roadway as a “multi-way” boulevard, which separates higher speed traffic from local traffic and pedestrians walking along the sidewalk.</p> <p style="text-align: right;"><i>- New Hampshire Avenue Corridor Concept Plan (2008)</i></p>
<b>Fiscal Impact</b>	None
<b>Attachments</b>	<ul style="list-style-type: none"> <li>• Excerpts from the Countywide Transit Corridors Functional Master Plan to be discussed. The full public hearing draft of the Plan is available at: <a href="http://montgomeryplanning.org/transportation/highways/brt.shtm">http://montgomeryplanning.org/transportation/highways/brt.shtm</a></li> <li>• Proposed revisions to pages 42 and 44 from Countywide Transit Corridors Functional Master Plan Public Hearing Draft for inclusion in Resolution</li> </ul>
<b>Recommendation</b>	Review and discuss.
<b>Special Consideration</b>	<p>A Resolution supporting Countywide Transit Corridors Functional Master Plan is to be considered by the Council on Monday, May 6. The final document will be distributed prior to this action. There is a Public Hearing on the plan at the Montgomery County Planning Board on Thursday, May 16, 2013. A representative from City Council or staff should provide testimony reflecting the City’s position at the hearing.</p>

**General Recommendations for revisions to the public hearing draft  
Countywide Transit Corridors Functional Master Plan  
City of Takoma Park**

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Page 42. Rewrite text of 3<sup>rd</sup> bullet under “Phase 1 Recommendation” as:

- From University Boulevard to the District line, a two-lane median transitway. (A two-lane median transitway is recommended along New Hampshire Avenue in this segment because of available right-of-way, however during facility planning curb lanes or mixed traffic treatments should be considered from Sligo Creek Parkway to the District Line, as outlined in the City of Takoma Park’s New Hampshire Avenue Corridor Concept Plan during facility planning.)

Page 44. In last column of Table 8, add double asterisk to “Two-Lane Median,” with accompanying text below:

\*\* While this Functional Master Plan can make changes or require dedication within the City of Takoma Park, the City adopted a Concept Plan for a multi-way boulevard on New Hampshire Avenue between Sligo Creek Parkway to the DC Line in 2008 with a different section than proposed in this plan. Facility planning for this segment should be coordinated with City staff to ensure consistency of planning efforts.”

## **Vision**

This Plan will greatly increase the extent of high-quality transit service to the County's most densely developed areas, areas planned for redevelopment, and areas planned for new dense development. As the County urbanizes, BRT will provide the transit service needed to move more people to and from jobs, homes, shopping, and entertainment areas. Transit's more efficient use of public rights-of-way will support economic development in an environmentally sustainable way and in a way that preserves existing communities.

### **Why Bus Rapid Transit?**

With exclusive or dedicated lanes, signal priority, and a greater spacing between stops, BRT will:

- provide better service to existing transit passengers whose travel time would be reduced
- provide a fast, convenient, reliable alternative to the single-occupant vehicle and increasingly congested roads
- move more people in the same space as a general purpose lane at a higher average level of service
- act as a bridge between rail transit and extensive local bus service
- intercept many non-County residents before they reach the County's more heavily developed areas, allowing roadway capacity to better serve planned development within the County.

BRT can be implemented more easily and quickly than light rail, at a lower capital cost, and is far more flexible. BRT routes can use a single transit corridor or parts of multiple corridors, which can also accommodate local buses that are included in the County's bus service plan for the network.

Finally, BRT can be implemented in phases, integrating improvements in vehicles, stations, and runningways as operating and capital funds become available, and as the related varying levels of transit-supportive densities materialize along segments of the corridors.

### **Fitting BRT into the County's Transportation Network**

Metrorail is the backbone of the County's transit network, providing transit service via the Red Line within the County and to downtown Washington, D.C. It provides service to about three-quarters of a million passengers systemwide on an average weekday, significantly reducing the peak-hour travel burden on the region's roadway network. This service has replaced the need for approximately 1,000 lane-miles of roadway and thousands of parking spaces.

The Purple Line, planned as Light Rail Transit (LRT) will provide the next layer of transit service, connecting down-County activity centers, the two Red Line corridors, and Montgomery County with Prince George's County. Bus rapid transit would form the next layer of transit service. Local, circulator or shuttle, limited-stop, and commuter/express bus routes and MARC commuter rail complete the network.

In addition to serving activity centers directly, BRT on the recommended transit corridors will serve as feeders to Metrorail and MARC stations, and local bus service and shuttles will feed into the recommended corridors. Montgomery County has one of the largest suburban bus services in the country, providing thirty million trips per year. Ride On's extensive network of local routes will continue to provide access to both the BRT and Metrorail systems, as will the Metrobus network.

The introduction of extensive high-quality transit service on the County's roadways will provide an attractive alternative to private automobiles. In addition to recommendations in the General Plan and many master plans to increase the percentage of residents using transit, specific mode share goals of up to 50 percent non-single-occupant vehicle travel are already in place in several areas of the County. The recommended transit network would provide the superior transit facilities necessary to achieve these goals.

At the same time, BRT service on the transit corridor network recommended by this Plan would improve the overall operation of the roadway network for drivers still using the roads by increasing average travel speeds and reducing the growth in congestion countywide. (Appendix A shows the results for the three transit corridor networks modeled.) The impacts on individual corridors will depend greatly on the final transit corridor treatment selected by the implementing agency and must be determined during detailed project planning and service planning following the adoption of this Functional Plan.

This Plan makes no recommendations for adding park-and-ride facilities, so BRT access would be via existing parking facilities, biking, and walking. While adding park-and-ride lots could increase ridership, the locations of these lots should be carefully considered to match the function of each recommended BRT corridor:

- BRT—Activity Center: because these corridors connect multiple dense, mixed-use areas, all station areas should prioritize pedestrian, bicycle, and transit access; park-and-ride lots should be discouraged.
- BRT—Express Corridors: because these corridors connect park-and-ride lots to employment centers, park-and-ride BRT stations should prioritize vehicular and transit access, though pedestrian, bicycle, and transit access should be the focus at all other stations.
- BRT—Commuter Corridors: because these corridors connect moderate density residential areas to employment centers, most station areas should prioritize pedestrian, bicycle, and transit access. Park-and-ride lots may be appropriate at some locations, especially end-of-the-line stations and connections to interstates and expressways, but multi-modal access should be provided.

This Plan recommends that additional park-and-ride lots be considered in future area master plans:

- as an interim use where transit-oriented redevelopment is an appropriate long term goal, or
- as a long-term use where transit-oriented development would not be feasible or would otherwise be inconsistent with the master plan's objectives.

The Plan recommends sufficient rights-of-way for safe, adequate access along the transit corridors, improvements to existing bicycle and pedestrian facilities in the areas around recommended stations, and the designation of Bicycle-Pedestrian Priority Areas at major transit stations.

The need for additional bus storage and maintenance facilities will need to be explored in a future master plan once the County's bus service plan is complete.

## Guiding Principles

The 1993 General Plan Refinement shifted the County's transportation goal toward meeting travel demand by providing good alternatives to the single-occupant vehicle:

The 1969 Circulation Goal was to "provide a balanced circulation system which most efficiently serves the economic, social, and environmental structures of the area." The General Plan Refinement renames the goal to the Transportation Goal. One important conceptual change in this goal is the movement away from accommodating travel demand and toward managing travel demand and encouraging the availability of alternatives to the single-occupant vehicle. The Refinement effort thus abandons phrases such as "carry the required volume" and "accommodate travel demand" because the demand for single-occupant vehicle travel will usually outstrip the County's ability to meet it. (page 61)

The Refinement further recommends:

"Making better use of the transportation system already in place, getting more people into trains, cars, and buses in future right-of-way, and creating an environment conducive to walking and biking are all necessary elements to achieve an affordable balance between the demand for, and supply of, transportation." (page 60)

"A key aspect of making the County more accessible by transit and walking is that it can reduce travel by car. Favoring transit can make more efficient use of the existing roadway network and can reduce air pollution." (page 17)

To further the transportation goal, this Plan recommends:

- designating exclusive or dedicated bus lanes, wherever there is sufficient forecast demand to support their use, to promote optimal transit speeds in urban areas and surrounding suburban areas
- implementing transit facilities and services where and when they would serve the greatest number of people on individual corridors and where there would be an improvement to the overall operation of the county's transportation network
- expanding regional rail transit service
- supporting policies and programs that increase the comfort and safety of pedestrians and bicyclists traveling to and from transit facilities.
- minimizing the construction of additional pavement to limit impacts on the environment and on adjacent communities.

A strong transit network is essential to support economic development in planned growth areas. The recommended transit corridors will facilitate BRT and other high-quality transit services as well as potentially accommodate other bus services such as Metrobus and Ride On and provide connections to Metrorail, the Purple Line, and MARC.

## Determining BRT Treatments

The transit corridors in MCDOT's Feasibility Study Report and those recommended by the County Executive's Transit Task Force were analyzed to consider:

- forecast transit ridership (see online Appendixes 1 and 2)
- general traffic volumes and patterns
- existing roadside development
- planned land use.

This Plan's corridor treatment recommendations are tailored to reflect the specific conditions for each corridor segment and include the following decisions.

- Are dedicated lanes warranted?
- Should the dedicated lanes be at the curb or in the median?
- Can existing travel lanes be repurposed as dedicated bus lanes?
- What segments of the recommended transit network can be implemented without adversely affecting current planned land use or general traffic operations? What segments require further study as part of an area master plan effort?

The attached Appendix B includes a detailed description of the specific conditions in each corridor and the rationale behind the treatment recommended. The following discussion summarizes the basis for these decisions.

### Dedicated Lanes

The ridership used to determine when a dedicated bus lane is warranted can vary nationally depending on the jurisdiction but are typically around 1,200 passengers per peak hour in the peak direction (pphpd). This Plan's recommendations are based on a lower threshold of 1,000 pphpd to reflect:

- the high level of analysis of the large network studied
- the long time frame of the Functional Plan, which accommodates build-out of current planned land use beyond the 2040 forecast year
- hard-to-measure model attributes that may significantly increase forecast ridership. Preliminary modeling work done for the Veirs Mill Road Corridor indicated that the forecast ridership could be undercounted by up to 30 percent because of these attributes, which include:
  - service branding
  - reliability
  - span of service hours
  - comfort
  - protection from weather
  - the chances of finding a seat
  - other passenger amenities.

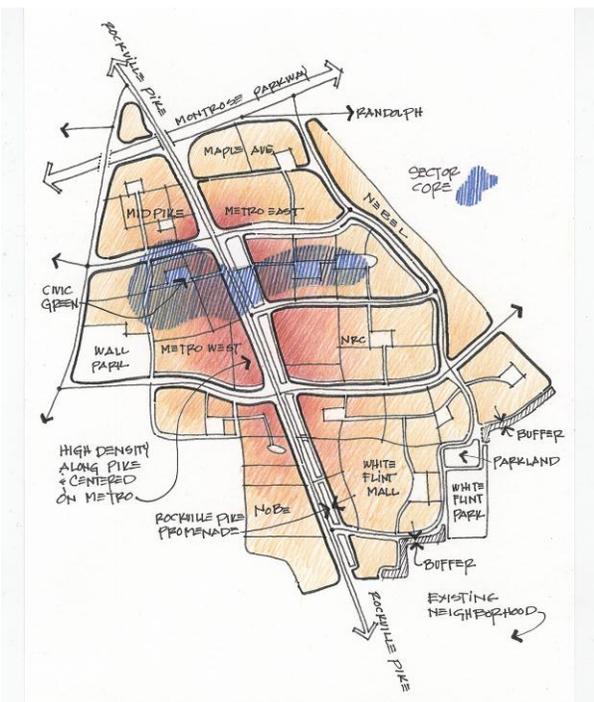
Where forecast BRT ridership was less than the 1,000 pphpd threshold, it was combined with forecast local bus ridership to identify corridor segments where dedicated lanes could improve bus travel for all transit users. Corridor segments that fell below 1,000 pphpd in combined BRT and local bus ridership were generally not recommended for inclusion in the Plan. In select cases, largely because of network integrity considerations, some lower-ridership segments were retained, most often as mixed traffic operations.

## Median vs. Curb Lanes

Median busways have exclusive rights-of-way and provide the highest level of BRT accommodation. They are recommended where the peak hour forecast ridership is very high. For example, the *Transit Capacity and Quality of Service Manual* sets consideration of a median busway at 2,400 people in the peak hour in the peak direction, however some jurisdictions have set that threshold between 1,500-1,700 pphpd for policy reasons. This is a reasonable approach for Montgomery County to consider as well, for the same reasons outlined in Dedicated Lanes above, and this Plan uses a threshold of 1,600 pphpd to determine where median busways are desirable.

Higher bus ridership forecasts make a median busway more desirable since it provides the highest level of service for riders, even though it requires a wider right-of-way and makes left-turns for general traffic more difficult. A supporting street grid however, makes accommodating a median busway easier by giving options for parallel routes and turning movements, e.g. the White Flint Sector Plan area.

**Figure 2 Proposed White Flint Street Grid**



The existing and proposed street grid in White Flint provides alternative routes to MD 355. Proposed redevelopment will add mixed-uses, open spaces, and travel options.

Future area master plan updates, particularly in station areas, should consider ways to enhance the street grid at critical locations. More detailed planning will be required during implementation to determine location-specific solutions to the traffic challenges posed by a median busway.

Corridors with lower forecast BRT ridership but with high combined BRT and local bus ridership are better suited to curb lane operations. Dedicated curb lanes may be shared with express and limited-stop bus services to provide faster, more dependable bus service for all corridor transit patrons in the corridor. Dedicated curb lanes may also be the best interim treatment where a median busway is

desired but where obtaining sufficient right-of-way is not possible in the near term without excessively adverse impacts.

The treatments recommended in this Plan are intended to determine the rights-of-way necessary to facilitate the development of a network of dedicated transit lanes. This Plan recognizes however, that the final decision on treatment in each transit corridor must be made at the time of implementation when a transit service plan is in place and:

- the benefits of accommodating BRT and/or other bus services in the dedicated lanes can be quantified
- the traffic impacts of implementing curb lanes vs. a median busway can be more closely studied
- the impacts on adjacent properties can be determined.

This Plan is intended to provide flexibility for the implementing agency to make the choice of a curb or median busway as the best way to achieve dedicated lanes.

### **Lane Repurposing**

After determining whether dedicated median or curb lanes are warranted on a corridor, the next step is to determine how to achieve them, whether to repurpose existing travel lanes, use the median where it's wide enough to accommodate the desired treatment, or identify additional right-of-way.

An important goal of this Plan is to increase person-throughput, the number of people that can be accommodated within our often constrained public rights-of-way. Lane-repurposing—designating an existing travel lane for bus use only—provides the most efficient use of available transportation facilities. In addition to Central Business District areas where constructing additional lanes is most often not practical, lane repurposing is recommended where the number of forecast transit riders exceeds the general purpose lane capacity and/or where general traffic demand would not exceed capacity.

In many segments of the proposed BRT corridors, the 2040 forecast bus ridership surpasses, and in some cases far surpasses, the person-throughput of a single general purpose traffic lane. Implementing necessary and more efficient transit facilities should reflect the priority given to transit in the General Plan (see Guiding Principles, page 19).

Where bus rapid transit would move people most efficiently in a corridor, the dedicated space needed to accommodate transit should be provided; the remaining lanes would continue to be available for general traffic. The recommended bus lanes would provide a greater level of person-throughput, potentially at a higher average level of service for all users of the road. Because of heavy traffic demands, future congestion may still be unacceptably high in the remaining lanes. The desirability of providing additional general traffic lanes should then be considered along with the impacts associated with constructing the additional pavement.

The desire to reduce congestion by providing more roadway capacity must be weighed against the benefits of increasing transit ridership. However, the transportation modeling performed for this Plan forecasts an overall improvement in traffic speeds with the introduction of BRT over the no-build condition. More detailed planning will be required during implementation to determine location-specific impacts on traffic in areas where lane-repurposing is recommended.

In addition to the person-throughput measure of whether a bus lane or a general traffic lane can move the most people, lane-repurposing should also be considered where it would result in the greatest improvement in level-of-service for all users of the roadway. Where the forecast BRT ridership on a congested roadway is greater than the capacity of a general traffic lane, the lane-repurposing test is met. But while the general traffic lanes may experience the same poor level of service, the bus lane carries a greater number of people in fewer vehicles with a far higher level of service, significantly increasing the average level of service for all users of the roadway.

This Plan recommends that the facility planning process for individual transit corridor projects should consider improvements in the weighted average level of service for all users of the roadway when evaluating the costs and benefits of constructing additional pavement to achieve the recommended transit facilities.

## Master Plan Phasing

This Plan makes recommendations for a network of 79 miles of transit corridors based on the following phasing.

**Phase 1** – corridors and treatments warranted by current zoning and related 2040 forecast bus ridership that can be accomplished without major impacts on existing development. Only Phase 1 transit corridor segments have recommended rights-of-way that should be used to pursue BRT implementation in the near term.

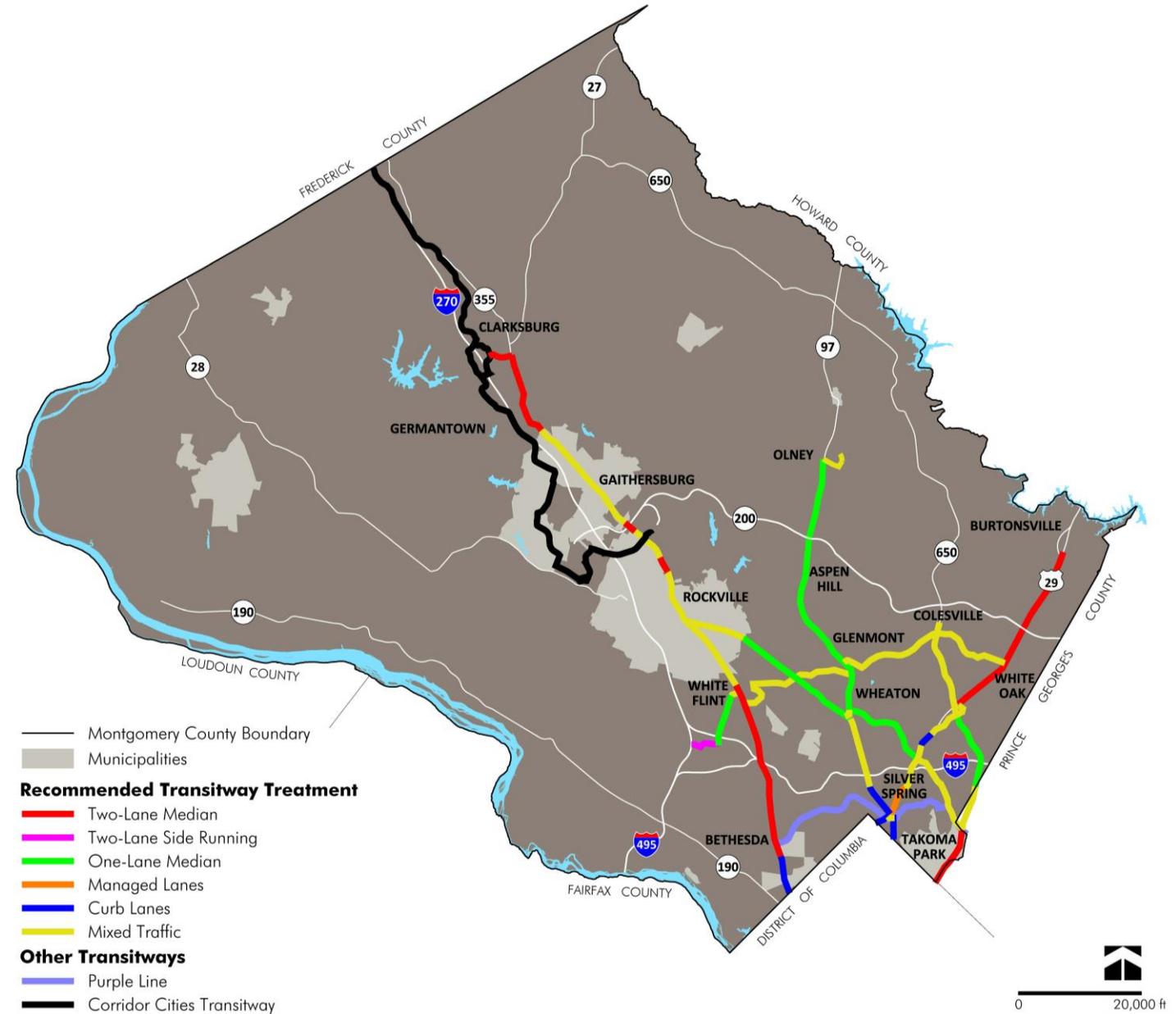
**Phase 2** – greater corridor treatments warranted if pursued in conjunction with potential land use changes in future area master or sector plan updates. These treatments require additional study to confirm the recommended treatment and right-of-way in these master and sector plan updates.

Phase 2 recommendations are intended as policy guidance for future area master or sector plan updates, including those of Prince George’s County and the Cities of Rockville and Gaithersburg, jurisdictions that must pursue their own master plan processes to determine the ultimate recommended rights-of-way.

Future area master or sector plan updates should consider the relationship of building locations and heights to the ultimate roadway width to ensure a transit-oriented development pattern that promotes pedestrian safety. The concurrent creation of urban design guidelines should be considered for all recommended transit corridors with greater than six lanes to establish minimum building heights and build-to requirements.

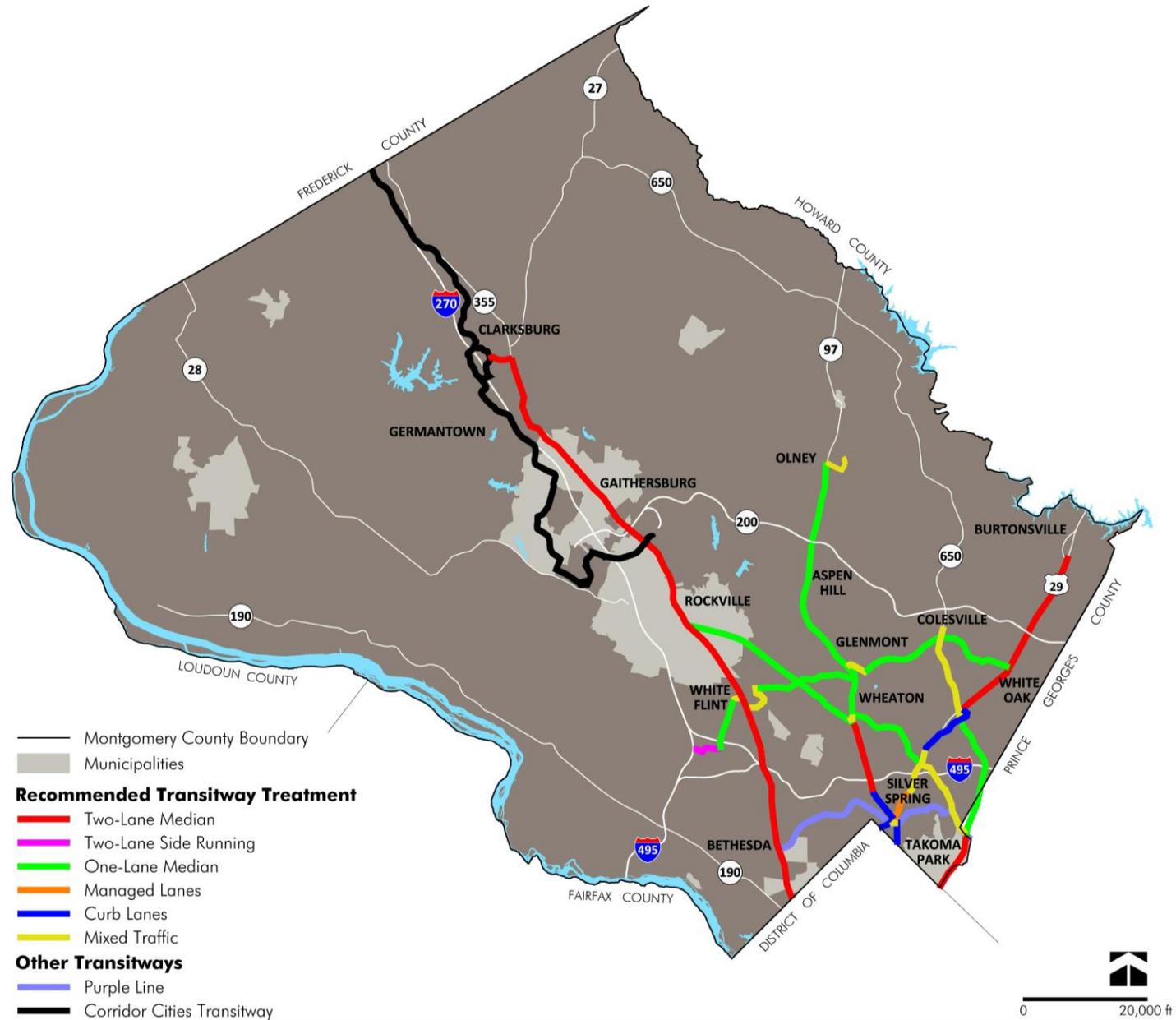
## Map 2 Recommended Phase 1 Transit Network

(includes right-of-way and lane changes to be made as part of this Functional Plan)



(Typical transit corridor treatments on a six-lane roadway are shown in Figures 3 through 8.)

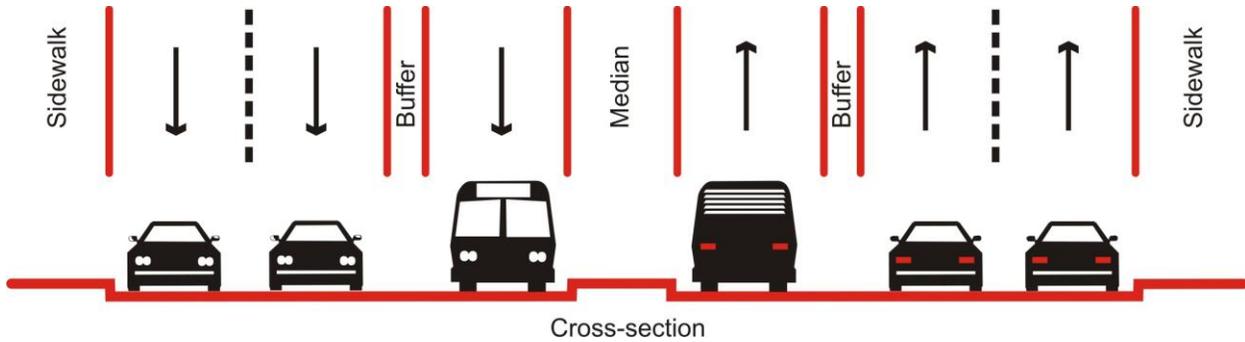
**Map 3 Recommended Phase 2 Transit Network**  
 (includes potential enhancements to be made part of future master plan updates)



(Typical transit corridor treatments on a six-lane roadway are shown in Figures 3 through 8.)

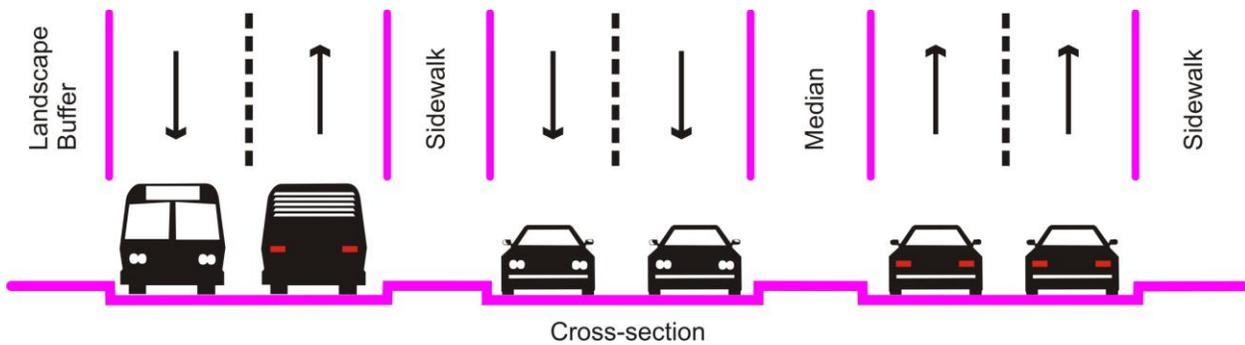
**Figure 3 Recommended Corridor Segment Treatment: Two-Lane Median Busway**

One lane dedicated to BRT service on either side of the roadway median, with a two-foot-wide buffer separating the bus lanes from general traffic



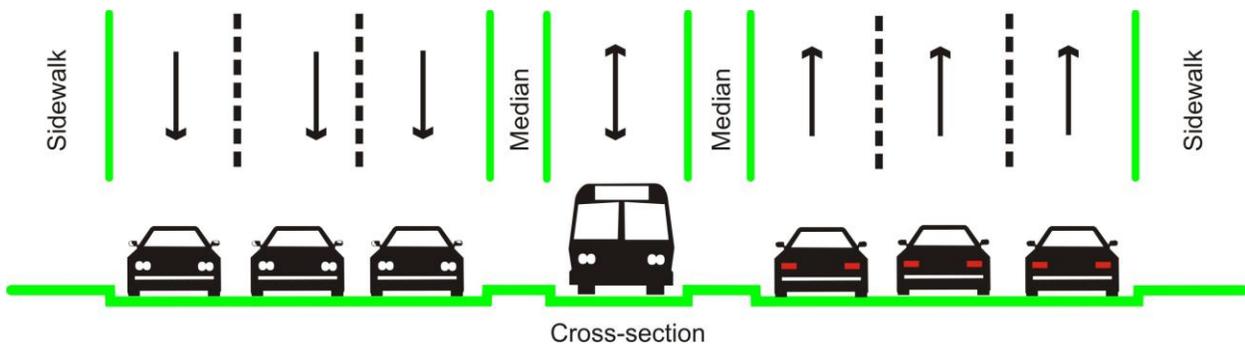
**Figure 4 Recommended Corridor Segment Treatment: Two-Lane Side Busway**

A two-lane busway to serve BRT on one side of the roadway, with a two-foot-wide buffer separating the bus lanes from general traffic



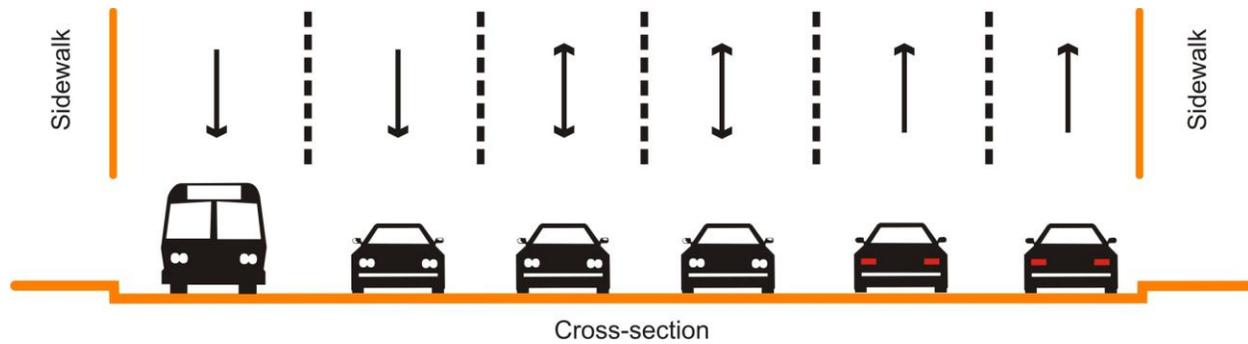
**Figure 5 Recommended Corridor Segment Treatment: One-Lane Median Busway**

One lane dedicated to BRT service in the center of the roadway separated from general traffic by a median on either side. This lane would in most cases accommodate BRT service in one direction only, but could accommodate bi-directional BRT service if provided with adequate passing lanes.



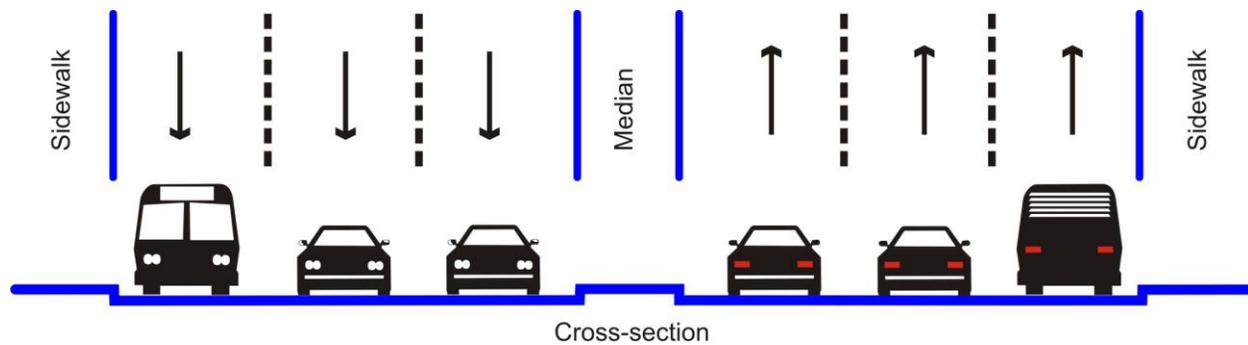
**Figure 6 Recommended Corridor Segment Treatment: Managed Lanes**

One lane dedicated to BRT service during peak hours in the peak direction of travel only on roads that have reversible-lane operation



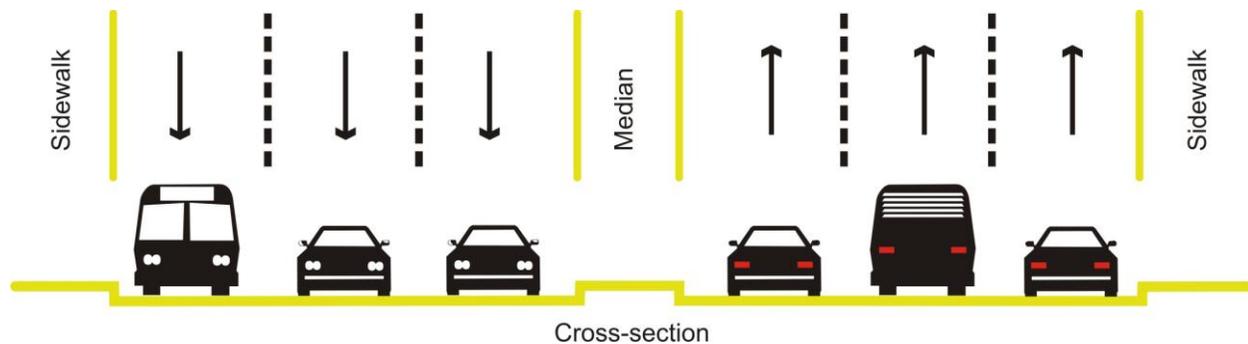
**Figure 7 Recommended Corridor Segment Treatment: Curb Lanes**

Outside lanes adjacent to the curb (nearest the sidewalk) dedicated to BRT service, either during peak hours or all day



**Figure 8 Recommended Corridor Segment Treatment: Mixed Traffic**

No dedicated space provided for BRT service. Buses would typically operate as they do now but some additional accommodation at intersection could be provided, such as queue jumpers (short passing lanes) and/or traffic-signal priority.



## **Corridor 5: New Hampshire Avenue**

New Hampshire Avenue is a commuter corridor, with most traffic flowing southbound in the morning and northbound in the evening. Activity centers are located at Takoma / Langley Crossroads and the emerging mixed-use center at White Oak.

Phase 1 recommendations, BRT runningway treatments on New Hampshire Avenue:

- From Colesville park-and-ride to Lockwood Drive, a mixed traffic transitway.
- From Lockwood Drive to Northampton Drive, a reversible one-lane median transitway.
- From University Boulevard to the District line, a two-lane median transitway.

Phase 2 recommendation:

- A reversible one-lane median on New Hampshire Avenue between University Boulevard and Northampton Drive in Prince George's County.

### **Station Locations**

Colesville park-and-ride  
MD 650 and Randolph Road  
MD 650 and Valleybrook Drive  
MD 650 and Jackson Road  
White Oak Transit Center  
FDA White Oak Campus  
MD 650 and Powder Mill Road  
MD 650 and Oakview Drive  
MD 650 and Northampton Drive  
Takoma/Langley Park Transit Center  
MD 650 and MD 410  
MD 650 and Eastern Avenue



**Table 8 Corridor Recommendations, New Hampshire Avenue**

Road	From	To	Existing # of Lanes	Existing Master Plan		Phase 1			Phase 2		
				ROW	Lanes	Treatment	ROW	Lanes	Treatment	ROW	Lanes
New Hampshire Ave	Colesville park-and-ride	Randolph Rd	6	120	6	Mixed Traffic	120	6			
New Hampshire Ave	Randolph Rd	Lockwood Dr	6	120	6		120	6			
New Hampshire Ave	Lockwood Dr	I-495	6	120	6	Reversible One-Lane Median	130	6 + 1 bus			
New Hampshire Ave	I-495	Northampton Dr	6	150	6-8		150	6 + 1 bus			
New Hampshire Ave	Northampton Dr	University Blvd	6	Prince George's County		Mixed Traffic*			Reversible One-Lane Median	141	6 + 1 bus
New Hampshire Ave	University Blvd	D.C. Line	6	150	6-8	Two-Lane Median	150	4 to 6, + 2 bus			

\* 2040 forecast ridership for the segments of MD355 within Prince George's County warrant a one-lane median busway as part of the Phase 1 transit corridor network, however this Functional Plan cannot make changes or require dedication within that jurisdiction. Therefore, the median busway is shown as a Phase 2 improvement, which would become effective upon adoption of a subsequent master plan update.

## Setting Implementation Priorities for Transit Corridor Improvements

This Plan does not change any recommended land uses and therefore does not include a staging amendment to set priorities for the public facilities needed to support them. Instead, this Plan recommends the following approach for prioritizing transit corridor improvements, as well as coordinating land use in future area master plans.

Existing bus ridership will provide the base for at least the initial phases of BRT service and is an important consideration in addition to future forecast ridership, achieving the mode share goals in area master plans, and the availability of right-of-way. Therefore, the highest priority for implementation in the near-term should be given to corridors with the highest existing bus ridership, particularly those where lane repurposing is recommended and corridor improvements can be constructed most quickly. These corridors are generally within the Urban Ring and their high ridership will provide the greatest immediate benefit to existing transit riders and accommodate latent demand, thereby providing support for future improvements and extensions. The southern segments of US 29 and New Hampshire Avenue best meet these criteria and are included in WMATA's Priority Corridor Network, which is a good indicator of the near-term viability of future BRT service and should guide the implementation prioritization of the corridors recommended in the Plan. The recent start of their MetroExtra service on New Hampshire Avenue is a precursor to BRT service along this corridor.

The other high priority transit corridor is MD 355, which has a high level of planned development and which, along with the Corridor Cities Transitway, serves the other major growth area defined by the General Plan, the I-270 Corridor. The MD 355 corridor has the highest 2040 forecast peak-hour BRT ridership and also has the highest potential for all-day BRT service. Where additional bus lanes are recommended along MD 355, more extensive facility planning should begin as soon as possible to define detailed right-of-way needs and facilitate coordination with the affected property owners. The MD 355 corridor has the greatest long-term potential for the County's BRT network, and WMATA is also studying the feasibility of providing MetroExtra service in this corridor in the near-term.

Where area master and sector plans are updated along the recommended transit corridors, consideration should be given to increasing the level of development density around station areas where employees and residents can most benefit from the BRT system and transit ridership. Close coordination between transit facilities and planned development will significantly reduce the transit subsidies needed to achieve high-quality transit service.