

Countywide Transit Corridors Functional Master Plan

Appendix 2
Findings

The follow sections provide analysis at the region-wide, countywide, corridor, and link levels.

Regionwide Assessment

Table 2-1 shows the 2040 weekday ridership for a variety of transit services in the region for each of the four scenarios. In the No Build scenario there are approximately 2.60 million transit trips. This increases by about 140,000 transit trips (or 5.4 percent) with Build 1, 134,000 transit trips (or 5.2 percent) with Build 2, and 73,000 transit trips (or 2.8 percent) with Build 2A. BRT ridership increases by a greater amount than overall transit trips indicating that some of the additional BRT ridership is switching from other transit services.

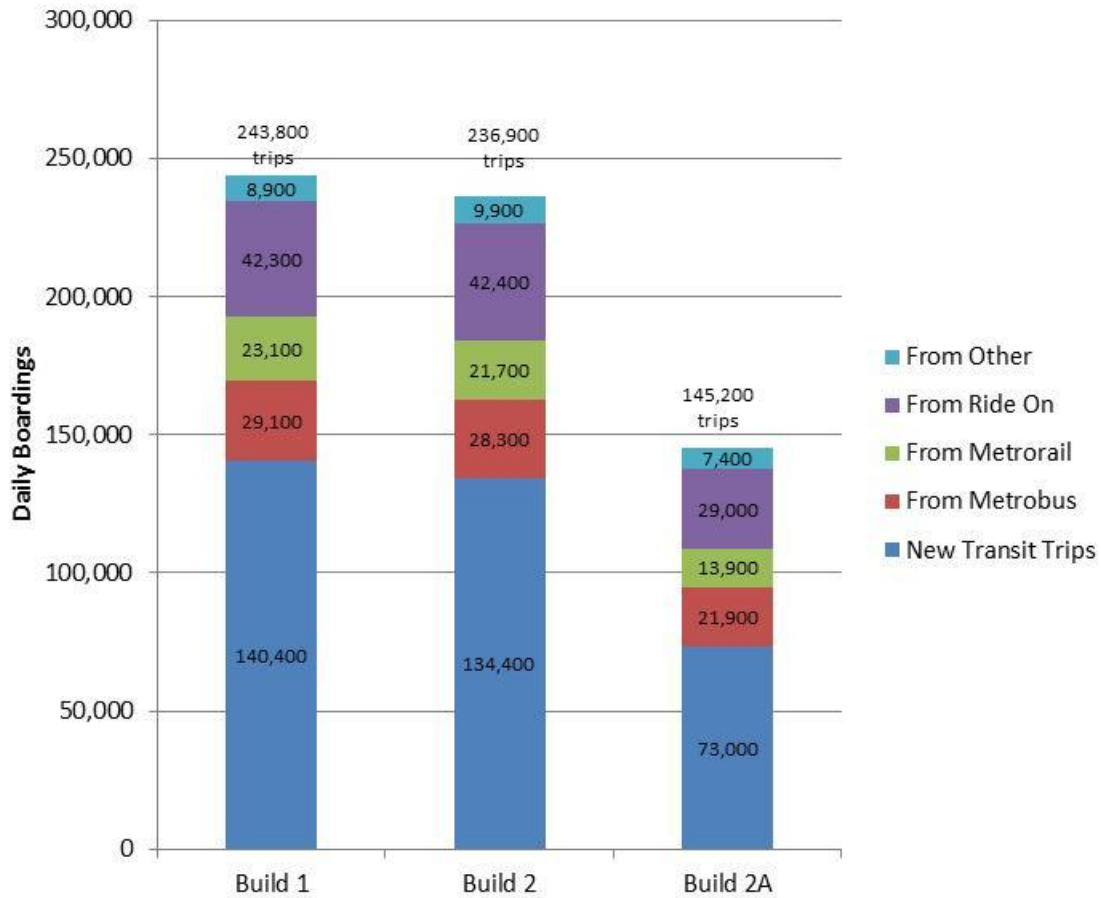
Table 2-1: 2040 Weekday Ridership for Regional Transit Services by Scenario

Type	No Build	Build 1A	Build 2	Build 2A
Mont Co BRT*	39,200	283,000	276,100	184,400
WMATA Local Bus	576,300	547,500	548,500	554,800
WMATA Express Bus	60,200	59,900	59,700	59,800
WMATA Metrorail	1,575,700	1,552,600	1,554,000	1,561,800
MARC Commuter Rail	42,300	41,200	40,800	41,400
Purple Line	77,300	69,700	69,700	71,800
Ride On	167,700	125,400	125,300	138,700
Commuter Bus	27,600	27,400	26,700	26,600
Other Local Bus	28,800	28,800	28,900	28,800
Total	2,595,100	2,735,500	2,729,500	2,668,100
Growth		140,400	134,400	73,000
% Growth		5.4%	5.2%	2.8%

* Includes Corridor Cities Transitway

About half of all unlinked BRT trips are new trips. The remaining growth in BRT ridership comes from other transit services. Between 30,000 and 42,000 trips switch from Ride On, between 14,000 and 23,000 trips switch from Metrorail, and between 22,000 and 29,000 switch from Metrobus on a typical weekday.

Figure 2-1: Source of Unlinked BRT Trips per Weekday in Montgomery County



Countywide Traffic Assessment

To understand the impacts of BRT on traffic, Montgomery County was divided into 19 districts, which are combinations of TAZs and evaluated based on vehicle miles traveled (VMT), vehicle hours traveled (VHT), and average speed on a typical weekday in 2040.

Note that this traffic assessment considers vehicles only and does not consider the impacts of the recommended transit network on transit users, which follows this section.

Vehicle Miles Traveled

Overall, VMT is reduced in each of the Build scenarios (see Figures 2-2, 2-3, 2-4).

While all districts experience reductions in VMT, in percentage terms the greatest reductions in VMT (between 1.0 percent and 3.0 percent) occur in the middle of the County in the Build 1 scenario. With the introduction of lane repurposing in the Build 2 and Build 2A scenarios, the greatest reductions in VMT (between 4.0 percent and 6.0 percent) occur inside the Beltway.

Table 2-2 The greatest reductions in VMT occur with Build 2, resulting in a reduction in VMT of 231,000 miles per weekday (or 1.9 percent), and the lowest reductions occur with Build 1, resulting in a reduction in VMT of 143,000 miles per weekday (or 1.2 percent).

All districts experience a reduction in VMT. The greatest VMT reductions are:

- Build 1: White Flint (District 12)
- Build 2: Silver Spring (District 14), and to a lesser extent East Silver Spring (District 15) the Bethesda (District 17)
- Build 2A: White Oak (District 9), and to a lesser extent North Bethesda (District 11) and White Flint (District 12)

While all districts experience reductions in VMT, in percentage terms the greatest reductions in VMT (between 1.0 percent and 3.0 percent) occur in the middle of the County in the Build 1 scenario. With the introduction of lane repurposing in the Build 2 and Build 2A scenarios, the greatest reductions in VMT (between 4.0 percent and 6.0 percent) occur inside the Beltway.

Table 2-2: Vehicle Miles Traveled (Average Weekday in 2040)

DISTRICT	Vehicle Miles Traveled (VMT)				Change in VMT from No Build		
	No Build	Build 1	Build 2	Build 2A	Build 1	Build 2	Build 2A
1	223,000	217,600	216,800	219,800	-2.4%	-2.8%	-1.4%
2	315,100	310,500	310,900	313,200	-1.5%	-1.3%	-0.6%
3	478,400	467,500	468,800	474,500	-2.3%	-2.0%	-0.8%
4	404,400	397,400	398,700	402,300	-1.7%	-1.4%	-0.5%
5	245,700	239,000	239,700	243,100	-2.7%	-2.4%	-1.1%
6	370,700	365,300	367,000	368,700	-1.5%	-1.0%	-0.5%
7	466,600	455,900	457,700	462,200	-2.3%	-1.9%	-0.9%
8	229,600	223,800	224,100	227,100	-2.5%	-2.4%	-1.1%
9	499,300	490,500	488,800	492,000	-1.8%	-2.1%	-1.5%
10	529,000	520,700	521,100	525,100	-1.6%	-1.5%	-0.7%
11	338,200	329,800	328,500	332,200	-2.5%	-2.9%	-1.8%
12	203,500	197,000	197,100	199,700	-3.2%	-3.1%	-1.9%
13	442,900	436,000	436,400	439,600	-1.6%	-1.5%	-0.7%
14	765,500	753,000	720,300	725,300	-1.6%	-5.9%	-5.3%
15	352,500	346,700	335,400	337,700	-1.6%	-4.9%	-4.2%
16	484,500	479,500	478,300	482,000	-1.0%	-1.3%	-0.5%
17	591,400	581,600	567,400	571,500	-1.7%	-4.1%	-3.4%
18	346,700	340,500	341,000	343,700	-1.8%	-1.6%	-0.9%
19	4,784,800	4,725,700	4,743,200	4,769,000	-1.2%	-0.9%	-0.3%
Total	12,071,800	11,878,000	11,841,200	11,928,700	-1.6%	-1.9%	-1.2%
Change		-193,800	-230,600	-143,100			

Figure 2-2: Change in Vehicle Miles Traveled from No Build to Build 1 (2040)

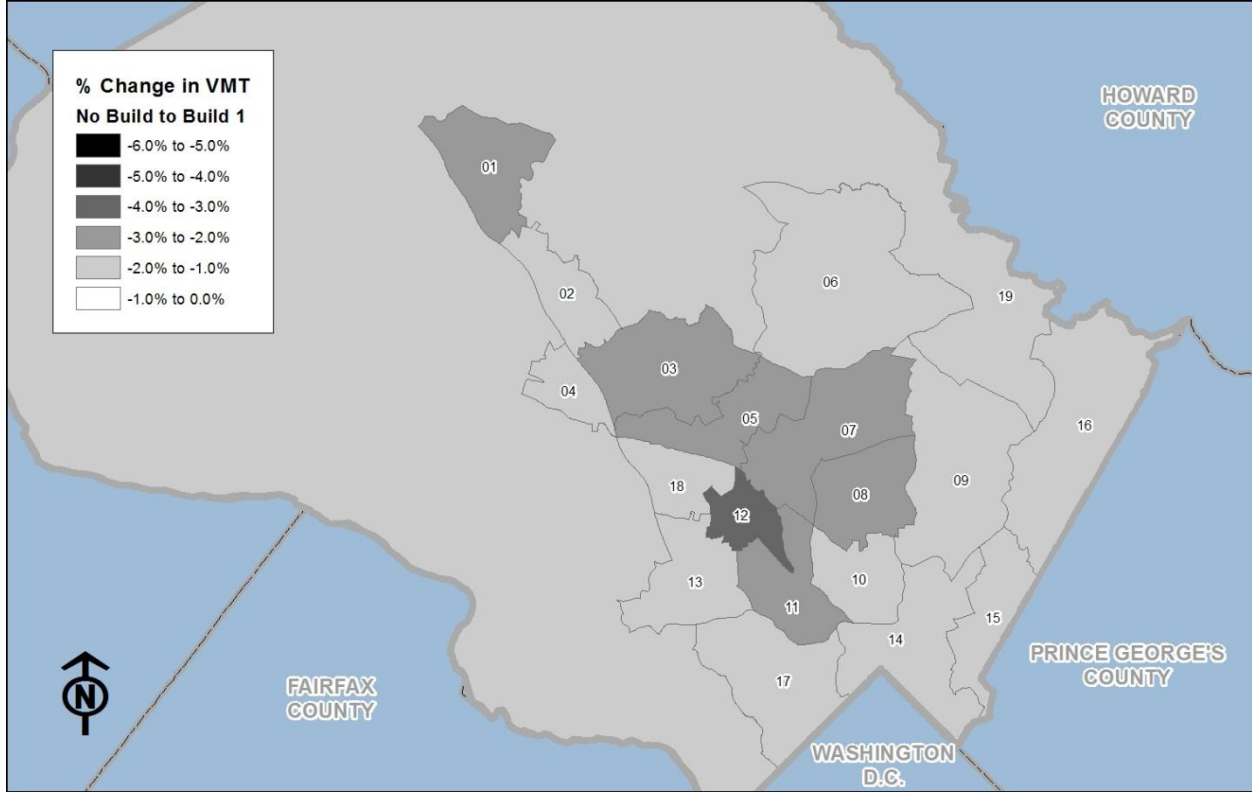


Figure 2-3: Change in Vehicle Miles Traveled from No Build to Build 2 (2040)

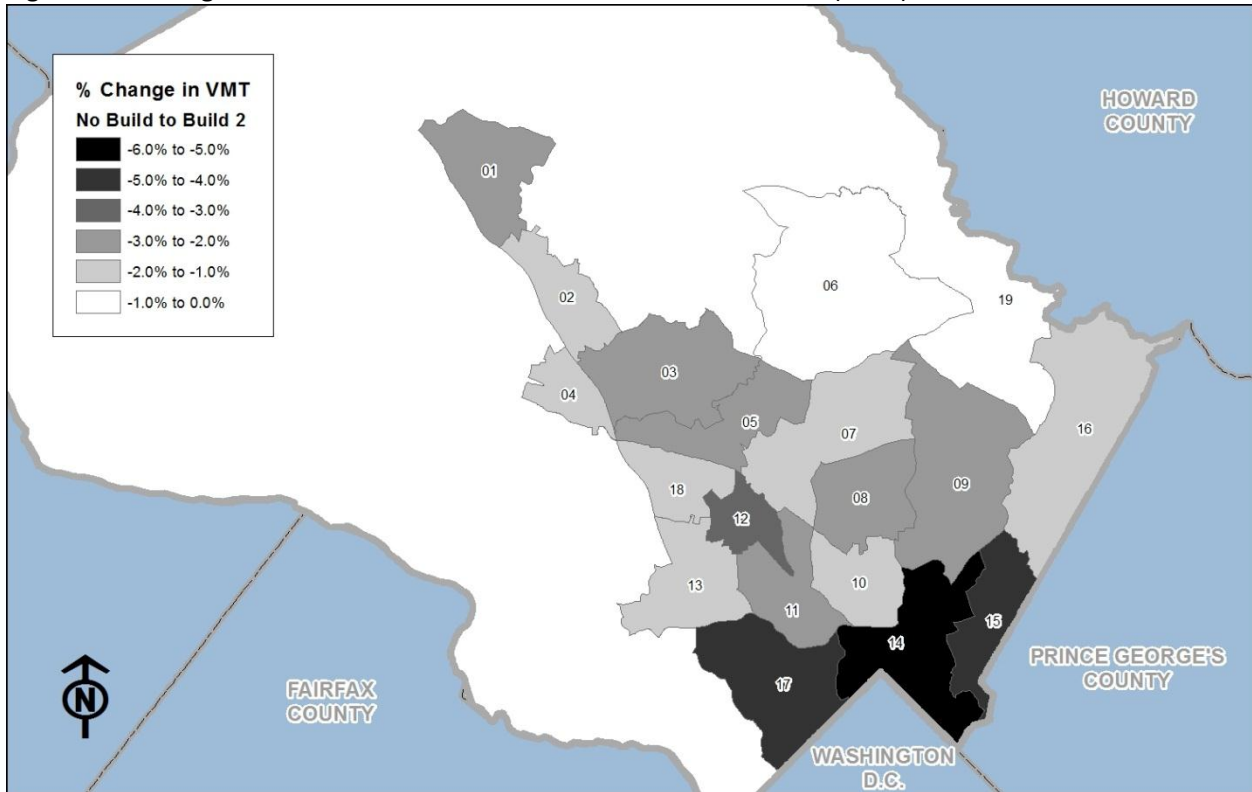
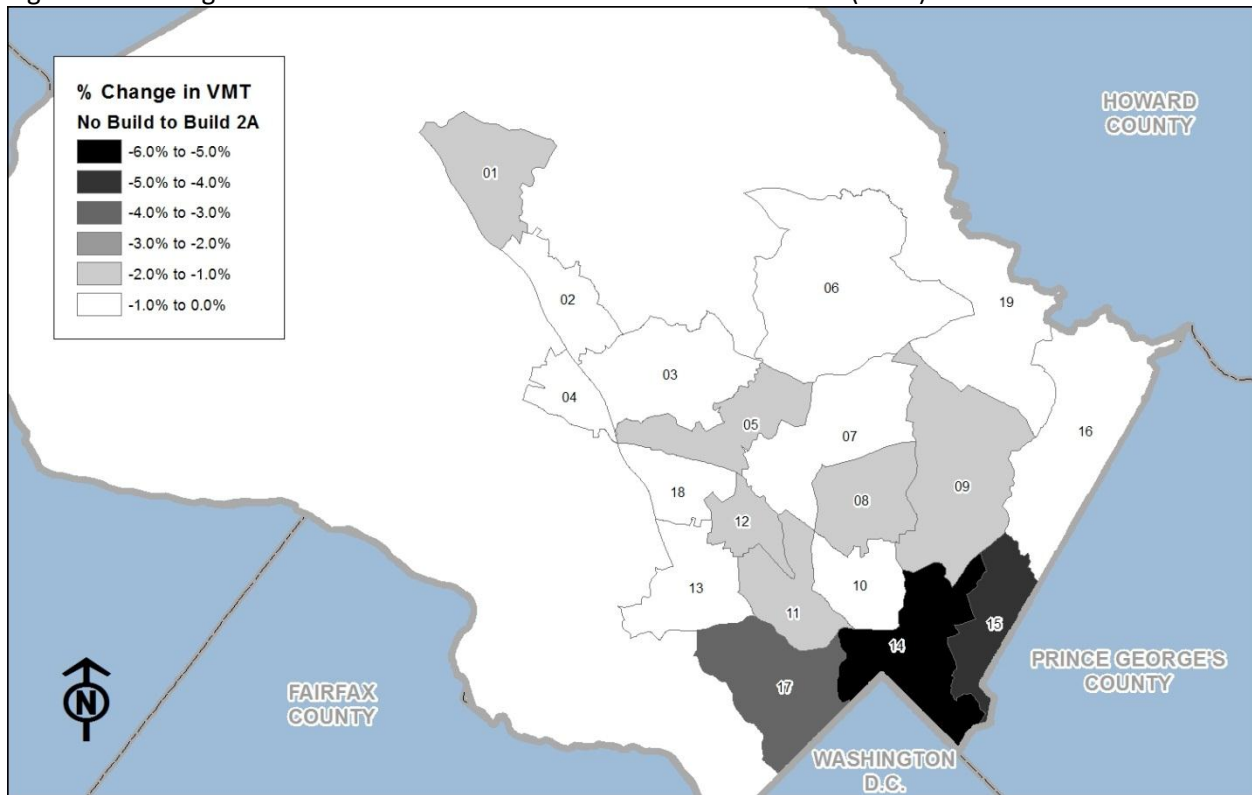


Figure 2-4: Change in Vehicle Miles Traveled from No Build to Build 2A (2040)



Vehicle Hours Traveled

In terms of VHT, the greatest reductions occur with Build 1, with a reduction of 70,000 hours (or 6.5 percent), and the lowest reductions occur with Build 2A, resulting in a reduction in VHT of 29,000 hours (or 2.7 percent). All districts experience a reduction in VHT with the exception of Bethesda (District 17) in Build 2A. The greatest VHT reductions are:

- Build 1: Aspen Hill (District 7), Glenmont (District 8), and White Flint (District 12)
- Build 2: White Oak (District 9), North Bethesda (District 11) and White Flint (District 12)
- Build 2A: Silver Spring (District 14) and East Silver Spring (District 15)

Table 2-3: Vehicle Hours Traveled (Average Weekday in 2040)

DISTRICT	Vehicle Hours Traveled (VHT)				Change in VHT from No Build		
	No Build	Build 1	Build 2	Build 2A	Build 1	Build 2	Build 2A
1	11,100	10,500	10,500	10,800	-5.4%	-5.4%	-2.7%
2	40,400	37,700	38,000	39,400	-6.7%	-5.9%	-2.5%
3	45,600	41,500	41,800	43,800	-9.0%	-8.3%	-3.9%
4	32,100	29,900	30,300	31,300	-6.9%	-5.6%	-2.5%
5	27,000	24,400	24,700	26,000	-9.6%	-8.5%	-3.7%
6	25,000	23,700	23,900	24,400	-5.2%	-4.4%	-2.4%
7	35,900	32,100	32,400	34,000	-10.6%	-9.7%	-5.3%
8	21,400	19,100	19,400	20,500	-10.7%	-9.3%	-4.2%
9	30,600	27,700	27,100	27,900	-9.5%	-11.4%	-8.8%
10	45,800	42,200	42,700	44,400	-7.9%	-6.8%	-3.1%
11	39,200	35,500	34,700	36,400	-9.4%	-11.5%	-7.1%
12	28,400	25,400	25,400	26,500	-10.6%	-10.6%	-6.7%
13	42,400	38,900	39,000	40,400	-8.3%	-8.0%	-4.7%
14	82,800	77,600	78,300	80,300	-6.3%	-5.4%	-3.0%
15	41,900	38,900	39,200	40,300	-7.2%	-6.4%	-3.8%
16	40,600	39,300	39,000	39,900	-3.2%	-3.9%	-1.7%
17	82,200	77,500	80,100	82,300	-5.7%	-2.6%	0.1%
18	35,800	32,400	32,800	34,300	-9.5%	-8.4%	-4.2%
19	367,200	351,500	357,400	363,900	-4.3%	-2.7%	-0.9%
Total	1,075,400	1,005,800	1,016,700	1,046,800	-6.5%	-5.5%	-2.7%
Change		-69,600	-58,700	-28,600			

Figure 2-5: Change in Vehicle Hours Traveled from No Build to Build 1 (2040)

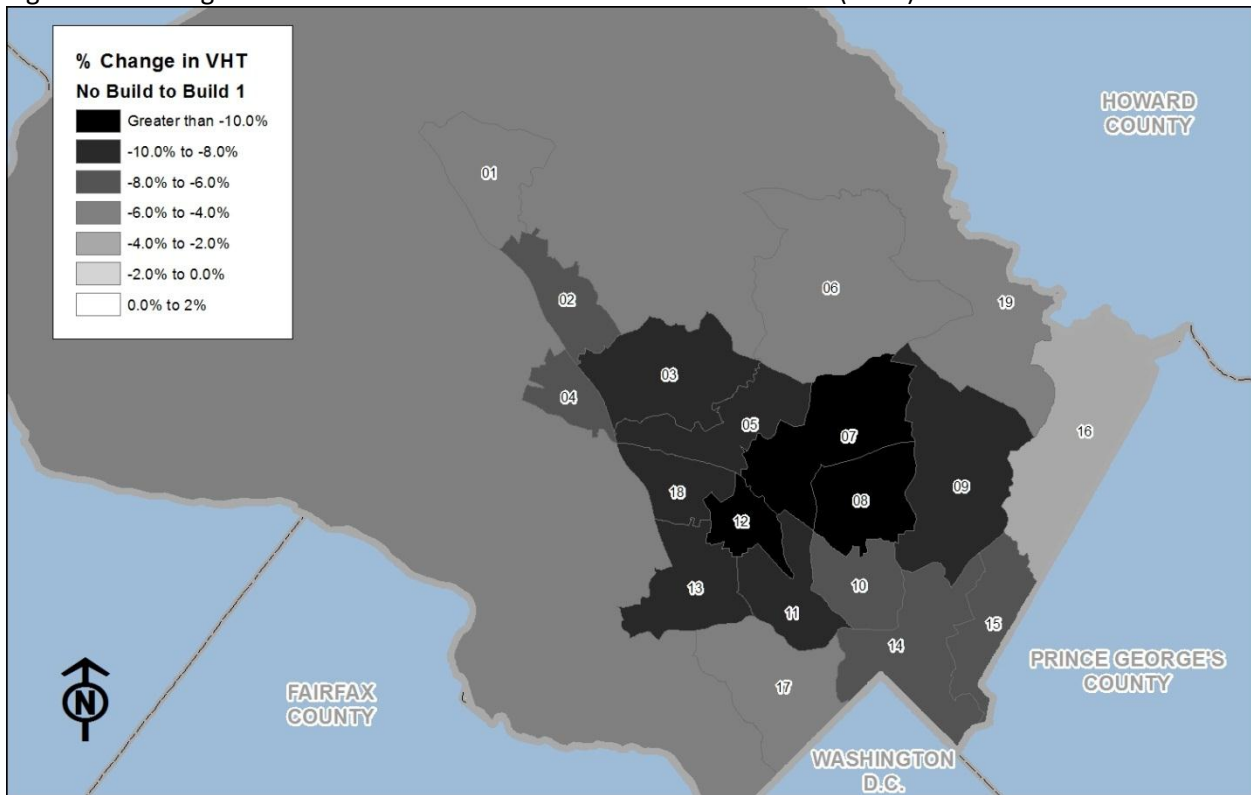


Figure 2-6: Change in Vehicle Hours Traveled from No Build to Build 2 (2040)

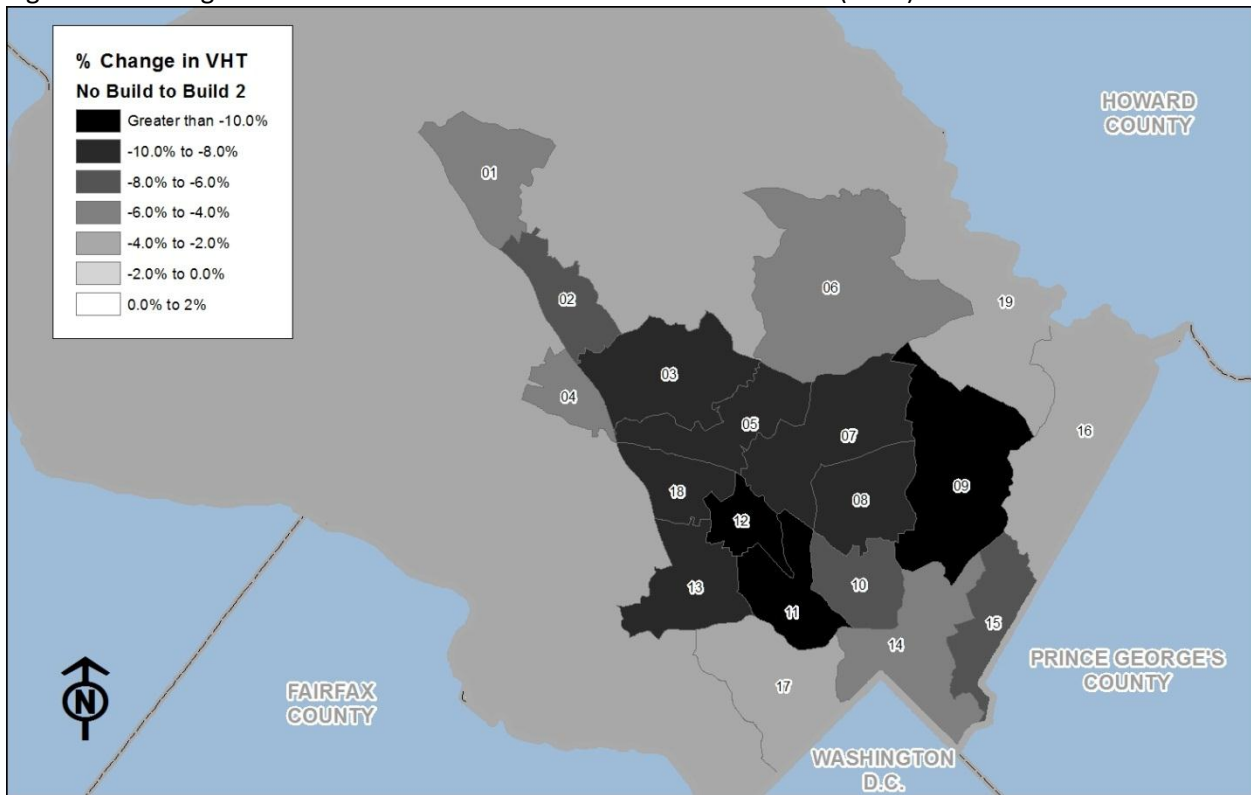
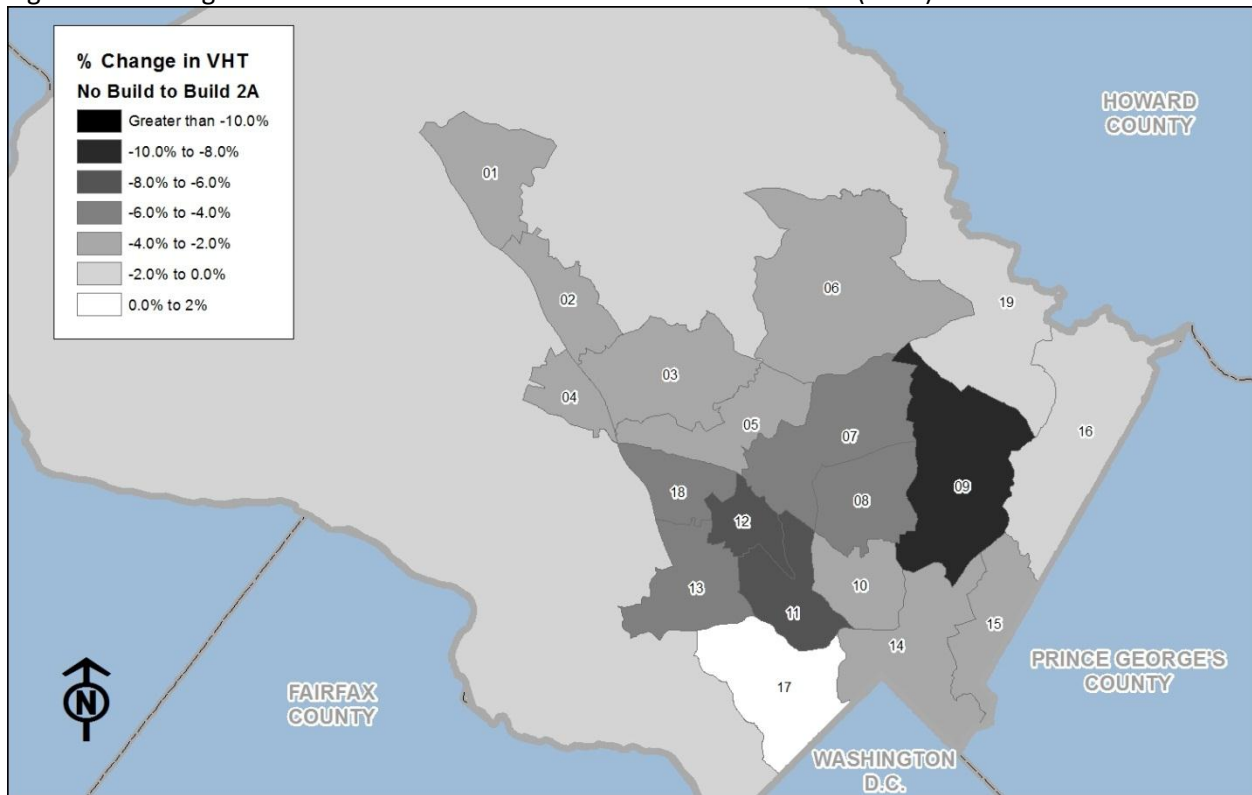


Figure 2-7: Change in Vehicle Hours Traveled from No Build to Build 2A (2040)



There are slight improvements in traffic speeds for each build scenario, ranging from 1.5 percent in Build 2A to 5.2. Traffic speeds improve in all districts except for Silver Spring (District 14) and Bethesda (District 17) in Build 2 and Build 2A and East Silver Spring (District 15) in Build 2A. The reductions in average speeds probably reflect the conversions of traffic lanes to dedicated bus lanes in these areas. The small decreases in traffic speeds must be weighed against the transit user benefits in these three districts.

Table 2-4: Traffic Speeds (Average Weekday in 2040)

DISTRICT	Average Speed (mph)				Change in Average Speed from No Build		
	No Build	Build 1	Build 2	Build 2A	Build 1	Build 2	Build 2A
1	20.1	20.7	20.6	20.3	3.0%	2.6%	1.1%
2	7.8	8.2	8.2	8.0	5.7%	5.0%	2.1%
3	10.5	11.3	11.2	10.8	7.4%	6.9%	3.2%
4	12.6	13.3	13.2	12.9	5.6%	4.5%	2.0%
5	9.1	9.8	9.7	9.3	7.7%	6.6%	2.7%
6	14.8	15.4	15.4	15.1	4.0%	3.8%	1.8%
7	13.0	14.2	14.1	13.6	9.4%	8.6%	4.5%
8	10.7	11.7	11.6	11.1	9.1%	7.8%	3.4%
9	16.3	17.7	18.1	17.6	8.4%	10.6%	8.0%
10	11.5	12.3	12.2	11.8	6.8%	5.8%	2.4%
11	8.6	9.3	9.5	9.1	7.6%	9.6%	5.8%
12	7.2	7.8	7.8	7.5	8.1%	8.3%	5.0%
13	10.5	11.2	11.2	10.9	7.1%	7.1%	4.0%
14	9.2	9.7	9.2	9.0	5.1%	-0.5%	-2.2%
15	8.4	8.9	8.6	8.4	6.1%	1.7%	-0.4%
16	11.9	12.2	12.3	12.1	2.1%	2.7%	1.1%
17	7.2	7.5	7.1	6.9	4.4%	-1.5%	-3.4%
18	9.7	10.5	10.4	10.0	8.7%	7.3%	3.5%
19	13.0	13.4	13.3	13.1	3.2%	1.8%	0.6%
Total	11.2	11.8	11.6	11.4	5.2%	3.8%	1.5%

Highway trips are forecast to drop by between 0.9 percent (Build 2A) and 1.6 percent (Build 1 and Build 2), compared with the No Build scenario for a typical weekday.

Table 2-5: 2040 Highway Trips per Weekday in Montgomery County

	No Build	Build 1	Build 2	Build 2A
# of Highway Trips	3,848,000	3,784,000	3,785,000	3,811,000
Reduction in Highway Trips	--	64,000	63,000	37,000
% Reduction in Highway Trips	--	1.6%	1.6%	0.9%

There are between 37,000 (Build 2A) and 64,000 (Build 1) new linked transit trips and between 73,000 (Build 2A) and 140,000 (Build 1) new transit boardings in Montgomery County.

Table 2-6: 2040 Transit Trips per Weekday

	Build 1	Build 2	Build 2A
New Linked Transit Trips in Montgomery County	63,800	62,500	37,100
New Transit Boardings in Montgomery County	140,400	134,400	73,000
New Linked Transit Trips in Region	74,400	71,700	41,500

Transit User Benefits

The following tables summarize the daily hours of transit user benefits for the 2040 forecast year, based on productions and attractions for the nineteen districts in Montgomery County and five additional districts in the surrounding area. The Federal Transit Administration defines transit user benefits as “the **equivalent** hours of travel time savings associated with improvements in transit service levels for **all** users of the transportation system.” (emphasis added)

Transit user benefits include time savings for all users and therefore incorporate VHT savings for drivers. But because there are also other factors that are converted to time savings (hence the use of the term “equivalent”) there is not a direct conversion to time savings for transit users. These factors include transit service quality, cost, number of transfers, reliability, span of service, ride quality, and passenger amenities.

It is clear though, that there would be substantial time savings for transit patrons of the recommended BRT network in addition to the overall reduction in VHT.

Figure 2-8: Transportation Analysis Districts

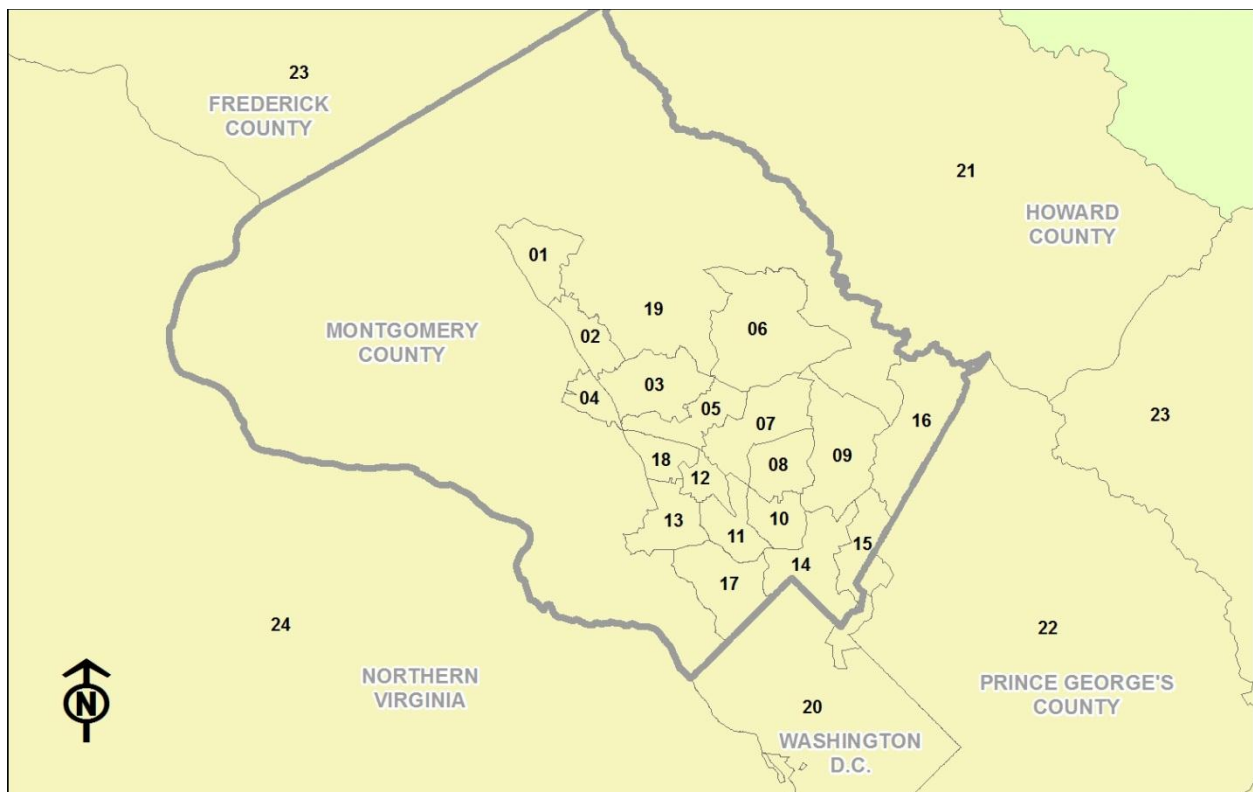


Table 2-7: 2040 Daily Hours of User Benefits - Build 1 over No-Build Alternative

District	Attractions																								Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
1	63	434	255	241	108	14	36	88	39	207	204	582	126	610	241	87	1,342	59	265	317	0	13	0	66	5,396
2	155	313	492	452	226	16	23	29	22	77	128	378	108	420	356	37	1,229	116	307	343	2	46	0	88	5,363
3	91	283	58	206	118	7	43	36	21	61	111	375	250	587	251	38	1,226	100	183	-427	0	-89	0	-512	3,017
4	81	123	216	117	67	56	16	29	52	122	226	440	187	1,475	1,397	89	3,354	58	305	92	1	16	0	6	8,526
5	40	86	123	164	89	6	33	15	6	68	103	317	129	62	35	20	309	71	105	-1,301	1	-526	0	-2,125	-2,169
6	18	43	37	179	83	9	43	24	5	78	51	145	50	223	36	40	192	33	97	791	1	56	0	58	2,293
7	42	103	172	349	232	42	60	76	32	365	192	408	131	451	106	97	464	138	178	976	1	91	0	109	4,816
8	73	45	80	98	91	13	51	17	30	190	141	429	160	288	86	106	265	66	97	79	2	-17	0	-418	1,972
9	38	35	43	94	39	3	14	18	17	73	62	191	81	165	138	62	241	22	72	674	2	55	0	78	2,216
10	157	176	196	752	102	10	51	42	20	130	176	474	234	367	113	64	200	81	294	234	1	-225	0	-1,018	2,630
11	139	114	135	323	59	11	20	16	7	96	85	287	264	79	39	48	487	66	138	-629	1	-407	0	-1,612	-236
12	343	210	289	574	309	19	49	77	32	246	378	457	655	249	149	101	1,547	222	476	-3,723	2	-921	0	-4,434	-2,695
13	52	23	92	178	27	11	5	7	21	30	55	137	146	112	54	43	293	17	37	336	0	5	0	53	1,735
14	503	1,022	1,536	3,699	129	72	76	68	60	432	208	644	325	550	414	265	-404	219	857	1,127	18	244	0	-124	11,938
15	220	457	872	1,794	72	7	22	28	49	153	133	342	242	295	296	80	-324	58	501	1,225	6	65	0	140	6,734
16	82	66	66	317	62	11	27	30	27	88	109	286	97	421	171	146	456	32	254	1,006	1	54	0	100	3,909
17	996	1,131	1,092	3,376	90	45	33	29	87	80	359	716	686	-297	-100	85	1,150	137	1,665	604	0	4,034	0	-1,718	14,279
18	30	51	65	111	89	1	16	10	4	52	107	147	97	99	29	13	295	25	78	142	0	13	0	9	1,484
19	358	1,006	858	1,073	530	57	61	86	57	245	283	1,096	403	900	540	210	2,581	239	699	814	5	53	1	128	12,280
20	68	201	-998	230	-2,046	16	69	-99	57	-77	-1,097	-3,869	581	148	618	227	198	108	84	215	6	482	0	3,259	-1,617
21	1	4	-2	-7	10	1	2	1	4	10	5	29	6	94	29	41	22	0	-3	53	0	5	0	0	305
22	13	98	-48	156	-498	12	37	-47	42	-131	-291	-613	228	492	378	192	5,129	62	60	939	6	383	-1	1,173	7,771
23	8	32	12	23	14	0	7	2	1	6	2	6	80	14	12	7	2	3	2	-1	0	-2	0	0	230
24	11	45	-495	31	-2,172	1	7	-364	3	-1,062	-1,647	-4,299	237	-568	56	26	-1,832	16	4	3,454	0	1,121	0	1,585	-5,842
Total	3,580	6,100	5,147	14,530	-2,170	440	799	217	696	1,537	84	-895	5,504	7,235	5,441	2,125	18,423	1,948	6,755	7,341	56	4,551	0	-5,110	84,333

Table 1-8: 2040 Daily Hours of User Benefits - Build 2 over No-Build Alternative

	District	Attractions																						Total		
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22		23	24
Productions	1	56	420	266	229	122	38	46	90	51	213	208	558	121	559	187	101	1,299	64	252	317	7	37	-58	36	5,220
	2	142	302	462	443	229	3	26	23	15	72	110	365	102	424	352	27	1,271	108	333	389	-4	39	-133	55	5,155
	3	89	294	50	187	113	1	47	41	24	67	124	345	250	585	215	13	1,157	106	162	-304	-7	-98	-18	-567	2,875
	4	95	155	207	85	70	36	22	50	35	115	218	422	200	1,493	1,366	87	3,363	78	280	175	-12	50	-14	19	8,595
	5	53	81	109	156	92	15	32	12	1	63	96	314	120	109	33	19	293	56	43	-1,145	3	-503	-6	-2,111	-2,065
	6	9	33	1	168	79	7	55	35	-13	92	61	139	41	266	15	37	221	27	84	1,059	-30	-52	5	45	2,385
	7	52	97	156	380	224	32	62	63	29	325	195	359	121	453	82	88	547	117	123	1,175	-44	18	-8	161	4,804
	8	70	62	58	105	103	5	46	16	22	184	141	371	144	296	83	99	239	56	64	243	-37	-91	14	-401	1,892
	9	31	14	36	91	40	-10	6	5	30	75	52	163	77	258	109	31	211	14	7	1,066	-90	-92	-40	167	2,251
	10	148	163	187	751	90	5	43	37	24	32	156	412	258	388	137	60	99	67	348	397	-10	-247	9	-1,061	2,491
	11	136	102	117	312	45	0	8	11	8	73	58	223	217	81	51	49	543	48	67	198	-9	-448	7	-1,726	169
	12	311	213	247	529	284	43	35	73	20	225	274	281	615	286	122	109	1,473	187	401	-3,097	0	-926	-21	-4,471	-2,789
	13	45	19	100	166	28	9	-5	10	27	26	39	112	93	136	71	61	251	8	0	469	3	-10	-5	24	1,675
	14	430	1,005	1,514	3,799	171	124	81	106	95	337	239	610	365	-608	498	418	-545	259	963	554	88	378	61	-434	10,509
	15	186	419	829	1,764	81	21	13	10	43	112	98	279	230	247	194	46	-373	44	406	1,137	-82	-510	-109	224	5,309
	16	74	78	57	315	51	2	25	32	12	62	95	286	109	531	128	107	434	37	208	1,545	-118	-54	-17	299	4,297
	17	951	1,140	1,038	3,642	93	61	42	36	116	103	340	755	672	-461	-53	217	11	105	1,656	1,117	38	4,236	-3	-1,924	13,931
	18	25	40	64	109	95	10	13	6	12	51	105	136	99	107	25	14	292	11	43	239	-3	-5	9	-48	1,446
	19	356	979	751	1,073	607	106	76	39	123	299	273	1,189	383	933	512	190	2,166	220	883	1,207	-26	17	-207	278	12,426
	20	69	210	-990	435	-1,854	105	127	-26	160	90	-725	-3,311	717	-238	891	519	915	141	177	1,826	162	1,483	172	-941	114
	21	-42	-67	58	-57	6	-30	-7	-51	-67	46	-79	0	-36	411	-83	-58	30	7	-41	2,099	-1,944	-34	-843	412	-370
	22	59	155	-95	165	-543	-11	15	-32	6	-137	-253	-724	106	371	268	319	5,073	155	138	35	-241	-380	-211	4,871	9,108
	23	133	261	-324	-57	-150	19	115	27	38	79	55	-165	33	276	-286	241	-85	-102	-392	-4,061	-16	2,444	-140	-634	-2,691
	24	-82	229	-504	188	-2,090	1	96	-383	-10	-1,084	-1,699	-4,227	438	-726	175	269	-1,813	14	359	3,659	98	553	-88	677	-5,950
Total	3,395	6,402	4,396	14,978	-2,014	592	1,017	228	799	1,520	183	-1,108	5,473	6,175	5,094	3,065	17,071	1,826	6,562	10,298	-2,274	5,806	-1,644	-7,052	80,789	

Table 2-9: 2040 Daily Hours of User Benefits - Build 2A over No-Build Alternative

	District	Attractions																								Total
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
Productions	1	51	359	214	119	94	24	13	10	28	125	110	384	26	300	-45	52	783	45	163	161	7	27	-58	-8	2,985
	2	107	176	377	92	156	-6	15	37	1	53	77	302	68	124	46	4	944	93	163	226	-6	-1	-133	7	2,922
	3	56	238	44	215	33	-3	11	39	19	52	84	255	149	125	59	4	1,113	66	165	-154	-7	-71	-18	-397	2,075
	4	46	68	226	27	11	-6	7	25	-18	23	61	258	74	291	75	38	2,045	41	199	116	-13	28	-14	13	3,621
	5	33	54	39	38	43	12	19	9	-1	47	74	257	106	48	15	5	208	40	-15	-910	2	-375	-6	-1,563	-1,823
	6	-13	16	-33	2	-5	6	47	31	-18	69	21	76	11	169	-13	10	67	-3	3	683	-33	-83	4	23	1,036
	7	20	31	24	57	58	21	42	49	15	202	86	127	20	248	9	49	144	26	-26	845	-44	-11	-8	142	2,127
	8	14	58	34	34	79	1	36	15	17	101	94	227	40	135	22	86	54	40	18	152	-38	-80	14	-218	937
	9	10	-9	12	-2	25	-12	2	3	16	46	32	100	19	187	-7	16	69	4	-31	847	-91	-135	-40	149	1,210
	10	47	124	153	379	77	-3	26	10	22	-14	99	363	136	267	63	49	-27	57	189	291	-14	-150	9	-661	1,493
	11	58	37	13	88	35	-7	-5	1	4	45	30	182	185	38	23	29	427	42	33	194	-11	-401	7	-1,564	-517
	12	198	178	185	275	275	34	15	40	10	192	239	268	396	163	22	82	1,334	184	313	-2,819	0	-858	-21	-4,085	-3,380
	13	14	8	29	13	21	-4	-9	5	8	9	36	45	41	36	21	28	26	5	-14	425	3	-11	-5	22	753
	14	-14	312	930	1,465	101	52	42	52	54	172	158	368	92	-708	364	380	-523	203	167	395	82	343	61	-262	4,288
	15	-21	50	318	304	51	12	-2	-8	-3	-29	28	98	-47	162	-21	8	-399	18	-96	621	-84	-552	-109	158	457
	16	30	42	-1	60	-1	-8	6	27	9	35	62	213	52	472	68	101	283	9	41	1,363	-118	-66	-17	284	2,944
	17	584	1,079	1,100	2,072	76	18	17	10	70	64	298	682	131	-431	-43	204	-376	88	1,279	895	38	4,577	-3	-1,591	10,837
	18	12	34	45	47	86	9	6	2	9	43	98	132	73	68	9	14	259	10	17	205	-3	-10	9	-52	1,121
	19	216	634	481	371	370	61	35	-16	97	213	152	797	186	769	-18	85	1,246	103	543	647	-30	-34	-204	163	6,868
	20	14	113	-650	261	-1,287	92	97	24	134	107	-632	-3,019	618	-245	648	481	963	119	98	1,801	158	1,363	172	-1,634	-204
	21	-43	-73	58	-65	-18	-30	-8	-48	-70	42	-87	-21	-42	392	-109	-64	16	4	-48	2,057	-1,944	-40	-843	411	-573
	22	43	94	-98	24	-445	-9	2	-7	-14	-105	-223	-733	7	324	109	300	5,486	136	59	-207	-241	-463	-211	4,612	8,439
	23	132	246	-326	-72	-157	17	115	26	38	77	53	-173	25	273	-293	238	-87	-105	-384	-4,061	-16	2,446	-140	-634	-2,762
	24	-95	201	-338	157	-1,505	1	93	-224	-12	-691	-1,517	-3,848	433	-519	142	263	-1,447	14	355	2,937	98	306	-88	283	-5,000
	Total	1,499	4,069	2,834	5,961	-1,828	270	621	113	414	879	-566	-2,661	2,800	2,691	1,146	2,462	12,609	1,238	3,191	6,709	-2,305	5,750	-1,642	-6,401	39,856

Corridor Assessment

Table 2-7 shows that the 2040 ridership forecasts show a wide range in ridership potential among the corridors. Focusing on the Build 1 scenario, the corridors can be broken down into three tiers. Corridors under 10,000 have relatively low ridership potential, and are generally not recommended to be included in the functional plan. Corridors between 10,000 and 30,000 have a moderate to high ridership potential and are recommended to be included in the plan. And corridors over 30,000 have high ridership (MD 355 North and MD 355 South) potential and are recommended for special treatment in the functional plan. For comparison, a typical Metrobus line (multiple routes in some cases) operating in a major corridor has a weekday ridership in the 5,000 - 10,000 range today.

The Build 1 scenario achieves 254,000 riders on an average weekday in 2040. This falls to 247,000 with the Build 2 scenario, and 150,000 with the Build 2A scenario. Roughly 50,000 of the ridership reduction between Build 1 and Build 2A can be attributed to the elimination of seven corridors. The other 50,000 of ridership reduction is attributable to a downgrade in transitway investments, resulting in lower transit speeds, as well as a “network effect” in which impacts to one corridor carry over to other corridors. The intent of the final recommendations is to upgrade some transitway investments on the retained corridors over the Build 2A scenario and to improve the integrity of the network to recover as much of that second 50,000 riders as is practical.

Table 2-7: 2040 Daily Ridership

#	Corridor	Build 1	Build 2	Build 2A
10B	MD 355 South	48,750	46,050	43,900
10A	MD 355 North	34,100	32,450	21,550
3	Veirs Mill Rd-University Blvd	26,550	26,900	18,200
4	Georgia Avenue	24,350	23,700	12,300
11	New Hampshire Avenue	21,950	20,850	9,900
19	US 29	17,700	16,450	15,850
14	Randolph Road	15,750	15,950	11,000
5	Rockville-LSC	14,450	14,450	6,950
12B	Old Georgetown Road South	10,750	10,750	
12A	Old Georgetown Road North	7,800	7,700	
7	Muddy Branch Road	7,500	7,550	
8	Connecticut Avenue	6,300	6,550	
20	ICC	6,300	6,150	
15	Norbeck Road	5,500	5,400	
21	North Bethesda Transitway	3,850	3,850	10,150
24	University Blvd-Grosvenor	2,400	2,350	
Total		254,000	247,100	149,800

Note: Corridors without ridership results were not evaluated in the Build 2A scenario

However, it is important to consider each corridor’s ridership in light of its length. All things being equal, one could expect longer corridors to have higher daily ridership and shorter corridors to have lower daily ridership, but a lower ridership does not mean the corridor is not viable. Evaluating the 2040 daily

ridership per mile shows that the Old Georgetown Road North and Rockville-LSC corridors to be among the best based on this measure, whereas based on daily ridership alone they are in the middle tier.

Table 2-8: 2040 Daily Ridership per Mile

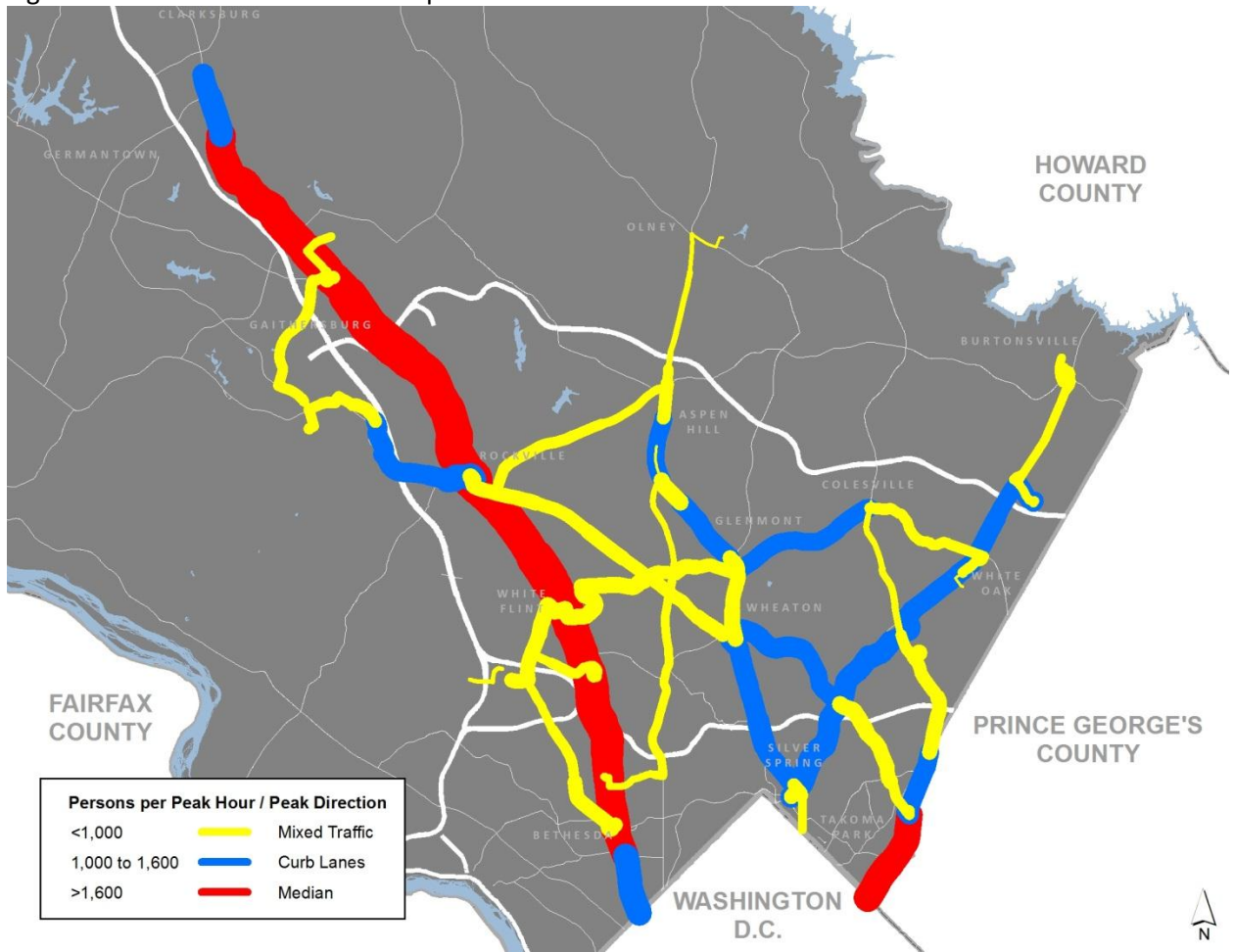
#	Corridor	Build 1	Build 2	Build 2A
10B	MD 355 South	5,250	4,950	4,700
10A	MD 355 North	3,200	3,050	2,050
12A	Old Georgetown Road North	2,900	2,850	0
5	Rockville-LSC	2,750	2,750	1,300
11	New Hampshire Avenue	2,500	2,350	1,150
12B	Old Georgetown Road South	2,400	2,400	0
3	Veirs Mill Rd-University Blvd	2,050	2,050	1,400
4	Georgia Avenue	1,800	1,750	900
14	Randolph Road	1,550	1,600	1,100
21	North Bethesda Transitway	1,450	1,450	3,750
19	US 29	1,300	1,200	1,150
15	Norbeck Road	1,150	1,150	0
7	Muddy Branch Road	1,050	1,050	0
8	Connecticut Avenue	650	700	0
24	University Blvd-Grosvenor	650	600	0
20	ICC	300	250	0

Figure 2-9,
Figure 2-, and

Figure 2-8 show the relative link ridership forecasts for the three build scenarios: the greater width of the line equals a higher level of ridership. Those corridors shown in red have ridership forecasts exceeding 1,600 pphpd, which would warrant a median busway; those in green have ridership forecasts between 1,000 and 1,600 pphpd, which would warrant curb bus lanes; and those in yellow have ridership forecasts below 1,000.

Figure 2-9 shows the highest ridership on the MD 355 corridor and on the southern portion of the New Hampshire Ave corridor. Other corridors with ridership exceeding 1,000 pphpd include Georgia Ave, Randolph Rd, University Blvd, and US 29.

Figure 2-9: Build 1 Scenario Ridership Results



The ridership forecasts in Figure 2- show that MD355 still meets the highest threshold.

Figure 2-10: Build 2 Scenario Ridership Results

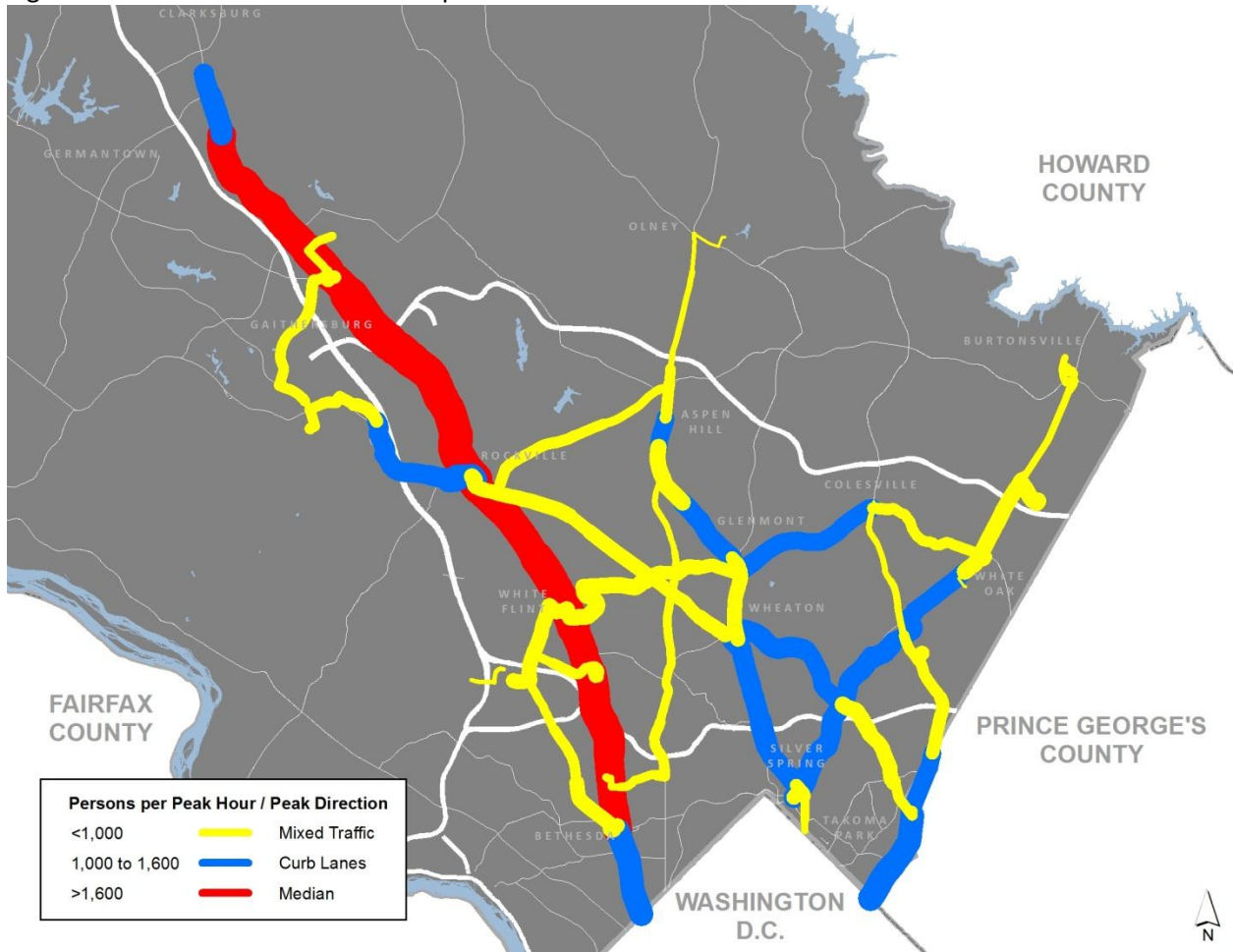
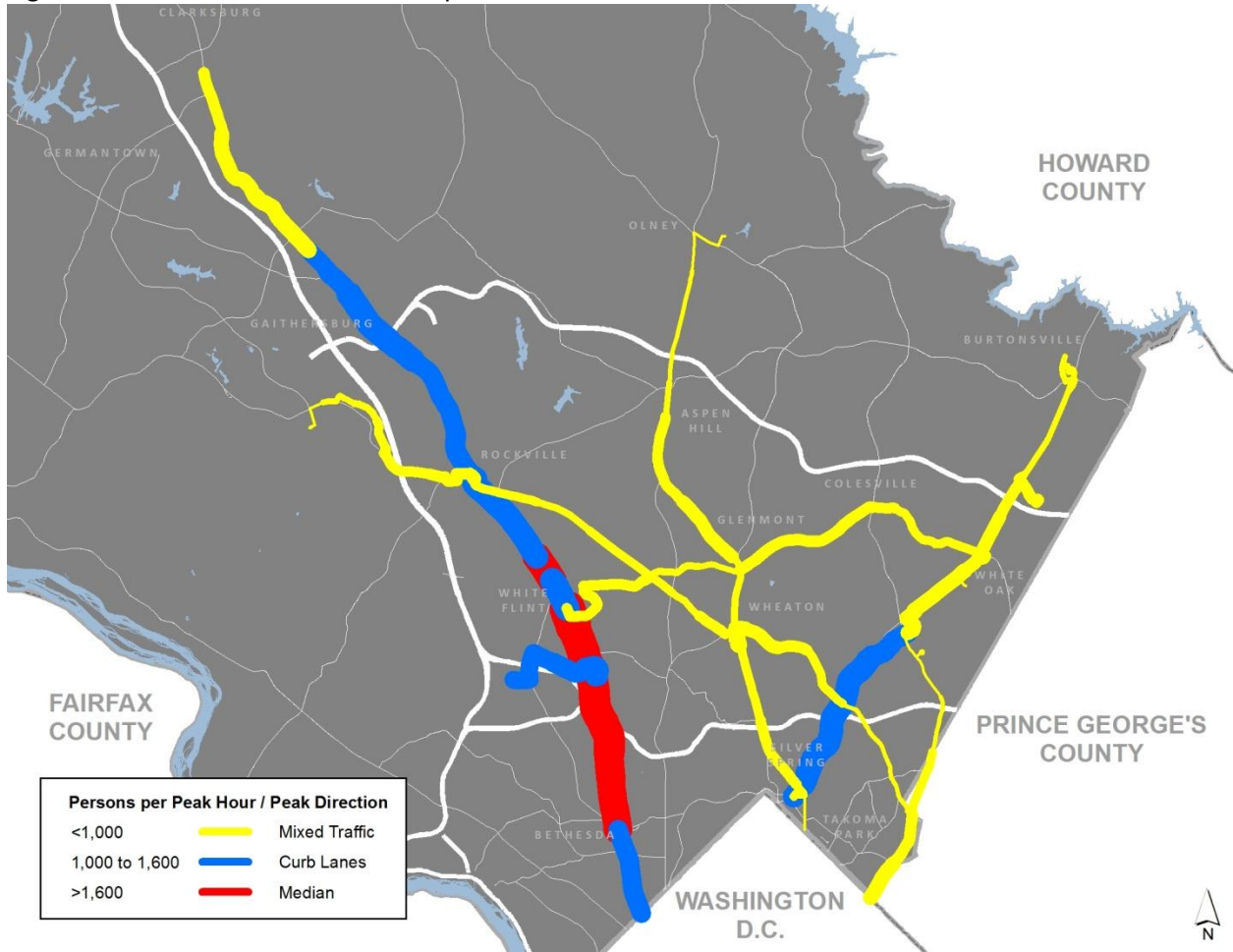


Figure 2-8 shows a segment of MD355 still meeting the highest threshold for BRT ridership. Other segments of the MD 355 corridor, as well as the US 29 Corridor and the North Bethesda Transitway, still meet the threshold for curb lanes. All other corridors fall below the 1,000 pphpd threshold. It should be noted that if local bus services are permitted to use dedicated bus lanes, many additional corridor segments exceed the 1,000 pphpd threshold.

Figure 2-8: Build 2A Scenario Ridership Results



Link Assessment

The following tables identify the 2040 weekday peak hour boardings, alightings, and link ridership for each corridor link in each build scenario. The first set of corridors are those recommended in the Functional Plan; the second set of corridors were evaluated but are not recommended in the Plan.

Corridors Recommended in the Functional Plan

Table 2-9: Weekday Peak Hour Boardings, Alightings, and Link Ridership for the **Georgia Avenue Corridor (North and South) (2040)**

Station Locations		Build 1						Build 2						Build 2A					
		Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak		
From	To	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight
Montgomery General Hospital	MD 108 and MD 97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 108 and MD 97	MD 97 and Hines Rd	150	150	0	0	150	150	125	150	0	0	150	125	75	75	0	0	75	75
MD 97 and Hines Rd	ICC Park and Ride	150	300	25	25	300	150	150	275	25	25	275	150	100	175	0	0	175	100
ICC Park and Ride	Park and Ride Lot - MD28 and MD 97	300	550	75	75	550	300	275	525	75	75	525	275	25	200	0	0	200	25
Park and Ride Lot - MD28 and MD 97	MD 97 and Rossmoor Blvd	225	700	0	0	700	225	200	650	0	0	650	200	25	225	0	0	225	25
MD 97 and Rossmoor Blvd	MD 97 and Bel Pre Rd	350	1,050	25	25	1,050	350	350	1,025	125	125	1,025	350	300	500	0	0	500	300
MD 97 and Bel Pre Rd	MD 97 and MD 185	25	1,050	75	75	1,050	25	25	925	0	0	925	25	25	525	0	0	525	25
MD 97 and MD 185	MD 97 and Hewitt Ave	0	975	25	25	975	0	0	925	25	25	925	0	0	525	0	0	525	0
MD 97 and Hewitt Ave	Glenmont Metro Station	250	1,200	575	575	1,200	250	250	1,150	575	575	1,150	250	225	725	450	450	725	225
Glenmont Metro Station	MD 97 and Randolph Rd	175	800	25	25	800	175	150	725	25	25	725	150	50	300	25	25	300	50
MD 97 and Randolph Rd	MD 97 and Arcola Ave	100	875	0	0	875	100	125	850	0	0	850	125	50	350	0	0	350	50
MD 97 and Arcola Ave	Wheaton Metro Station	50	900	225	225	900	50	50	875	225	225	875	50	25	350	125	125	350	25
Wheaton Metro Station	MD 97 and Dexter Ave	600	1,275	50	50	1,275	600	600	1,250	50	50	1,250	600	225	450	25	25	450	225
MD 97 and Dexter Ave	Forest Glen Metro Station	75	1,300	100	100	1,300	75	50	1,250	100	100	1,250	50	50	475	50	50	475	50
Forest Glen Metro Station	MD 97 and Seminary Rd	150	1,350	75	75	1,350	150	175	1,325	75	75	1,325	175	175	600	25	25	600	175
MD 97 and Seminary Rd	MD 97 and Cameron St	25	1,300	575	575	1,300	25	25	1,275	575	575	1,275	25	0	550	300	300	550	0
MD 97 and Cameron St	Silver Spring Transit Center	75	800	400	400	800	75	75	775	400	400	775	75	75	325	275	275	325	75
Silver Spring Transit Center	MD 97 and East-West Hwy	75	450	50	50	450	75	25	400	50	50	400	25	25	100	25	25	100	25
MD 97 and East-West Hwy	MD 97 and Eastern Avenue	0	425	425	425	425	0	0	375	375	375	375	0	0	75	75	75	75	0
Total		2,775		2,725	2,725		2,775	2,650		2,700	2,700		2,650	1,450		1,375	1,375		1,450

Table 2-10: Weekday Peak Hour Boardings, Alightings, and Link Ridership for the MD 355 North Corridor (2040)

		Build 1						Build 2						Build 2A					
		Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak		
From	To	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight
Snowden Farm Pkwy and Stringtown Rd	Snowden Farm Pkwy and Foreman Blvd	175	175	0	0	175	175	175	175	0	0	175	175	275	275	50	50	275	275
Snowden Farm Pkwy and Foreman Blvd	Midcounty Highway and Ridge Road	325	500	0	0	500	325	300	475	0	0	475	300	400	625	50	50	625	400
Midcounty Highway and Ridge Road	MD 355 and Shakespeare Blvd	175	675	50	50	675	175	175	650	50	50	650	175	100	675	25	25	675	100
MD 355 and Shakespeare Blvd	MD 355 and MD 118	700	1,325	50	50	1,325	700	650	1,250	50	50	1,250	650	225	875	50	50	875	225
MD 355 and MD 118	MD 355 and Middlebrook Rd	225	1,500	50	50	1,500	225	175	1,375	50	50	1,375	175	100	925	150	150	925	100
MD 355 and Middlebrook Rd	MD 355 and Professional Drive	375	1,825	50	50	1,825	375	375	1,700	50	50	1,700	375	225	1,000	100	100	1,000	225
MD 355 and Professional Drive	MD 355 and MD 124	250	2,000	175	175	2,000	250	225	1,875	175	175	1,875	225	175	1,075	75	75	1,075	175
MD 355 and MD 124	MD 355 and Odendhal Ave	250	2,075	175	175	2,075	250	225	1,925	175	175	1,925	225	200	1,200	50	50	1,200	200
MD 355 and Odendhal Ave	MD 355 and Brookes Ave	375	2,275	300	300	2,275	375	375	2,125	300	300	2,125	375	375	1,500	150	150	1,500	375
MD 355 and Brookes Ave	MD 355 and Education Blvd	150	2,125	75	75	2,125	150	125	1,975	75	75	1,975	125	100	1,450	300	300	1,450	100
MD 355 and Education Blvd	MD 355 and Shady Grove Rd	425	2,500	225	225	2,500	425	425	2,325	200	200	2,325	425	50	1,200	50	50	1,200	50
MD 355 and Shady Grove Rd	MD 355 and King Farm Blvd	150	2,450	250	250	2,450	150	150	2,275	250	250	2,275	150	25	1,175	25	25	1,175	25
MD 355 and King Farm Blvd	MD 355 and Gude Dr	75	2,275	75	75	2,275	75	75	2,100	75	75	2,100	75	100	1,250	1,250	1,250	1,250	100
MD 355 and Gude Dr	MD 355 and Mannakee St	50	2,250	50	50	2,250	50	50	2,075	50	50	2,075	50	0	0	0	0	0	0
MD 355 and Mannakee St	Rockville Metro Station	125	2,325	2,325	2,325	2,325	125	125	2,150	2,150	2,150	2,150	125	2,325	0	2,325	2,325	0	2,325
Total		3,825		3,850	3,850		3,825	3,625		3,650	3,650		3,625	4,675		4,650	4,650		4,675

Table 2-11: Weekday Peak Hour Boardings, Alightings, and Link Ridership for the MD 355 South Corridor (2040)

Station Locations		Build 1						Build 2						Build 2A					
		Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak		
From	To	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight
Rockville Metro Station	MD 355 and Edmonston Drive	1,975	1,975	100	100	1,975	1,975	1,800	1,800	150	150	1,800	1,800	1,425	1,425	125	125	1,425	1,425
MD 355 and Edmonston Drive	MD 355 and Halpine Rd	250	2,100	400	400	2,100	250	175	1,825	400	400	1,825	175	150	1,450	300	300	1,450	150
MD 355 and Halpine Rd	MD 355 and Hubbard Dr	675	2,375	250	250	2,375	675	650	2,075	225	225	2,075	650	575	1,725	250	250	1,725	575
MD 355 and Hubbard Dr	White Flint Metro Station	75	2,200	750	750	2,200	75	75	1,925	625	625	1,925	75	75	1,550	350	350	1,550	75
White Flint Metro Station	MD 355 and Security Lane	825	2,275	375	375	2,275	825	775	2,100	375	375	2,100	775	1,025	2,225	300	300	2,225	1,025
MD 355 and Security Lane	Grosvenor Metro Station	150	2,050	200	200	2,050	150	150	1,875	175	175	1,875	150	150	2,100	325	325	2,100	150
Grosvenor Metro Station	MD 355 and Pooks Hill Rd	250	2,125	50	50	2,125	250	275	1,950	50	50	1,950	275	225	2,000	50	50	2,000	225
MD 355 and Pooks Hill Rd	MD 355 and Cedar Ln	25	2,075	100	100	2,075	25	25	1,925	100	100	1,925	25	25	1,975	100	100	1,975	25
MD 355 and Cedar Ln	Medical Center Metro Station	25	2,000	300	300	2,000	25	25	1,825	300	300	1,825	25	25	1,900	350	350	1,900	25
Medical Center Metro Station	MD 355 and Cordell Ave	200	1,875	200	200	1,875	200	225	1,750	200	200	1,750	225	225	1,775	175	175	1,775	225
MD 355 and Cordell Ave	Bethesda Metro Station	150	1,825	650	650	1,825	150	150	1,700	800	800	1,700	150	175	1,775	1,050	1,050	1,775	175
Bethesda Metro Station	Bradley Blvd and MD 355	500	1,675	225	225	1,675	500	500	1,400	75	75	1,400	500	400	1,125	50	50	1,125	400
Bradley Blvd and MD 355	Friendship Heights Metro	100	1,550	1,550	1,550	1,550	100	100	1,450	1,450	1,450	1,450	100	100	1,175	1,175	1,175	1,175	100
Total		5,200		5,150	5,150		5,200	4,925		4,925	4,925		4,925	4,575		4,600	4,600		4,575

Table 2-12 Weekday Peak Hour Boardings, Alightings, and Link Ridership for the New Hampshire Avenue Corridor (2040)

Station Locations		Build 1						Build 2						Build 2A					
		Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak		
From	To	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight
Colesville Park and Ride Lot	MD 650 and Randolph Road	75	75	0	0	75	75	50	50	0	0	50	50						
MD 650 and Randolph Road	MD 650 and Valleybrook Dr	200	275	25	25	275	200	225	300	75	75	300	225						
MD 650 and Valleybrook Dr	MD 650 and Jackson Road	100	350	0	0	350	100	50	275	0	0	275	50						
MD 650 and Jackson Road	White Oak Transit Center	25	375	25	25	375	25	25	300	25	25	300	25						
White Oak Transit Center	FDA White Oak Campus	300	650	175	175	650	300	275	550	175	175	550	275	50	50	25	25	50	50
FDA White Oak Campus	MD 650 and Powder Mill Rd	300	775	25	25	775	300	275	650	25	25	650	275	0	25	0	0	25	0
MD 650 and Powder Mill Rd	MD 650 and Oakview Dr	100	825	0	0	825	100	100	725	0	0	725	100	125	150	0	0	150	125
MD 650 and Oakview Dr	MD 650 and Northampton Dr	25	875	50	50	875	25	25	750	50	50	750	25	25	175	0	0	175	25
MD 650 and Northampton Dr	Takoma/Langley Park Transit Center	300	1,125	275	275	1,125	300	300	1,025	275	275	1,025	300	250	400	50	50	400	250
Takoma/Langley Park Transit Center	MD 650 and MD 410	750	1,600	125	125	1,600	750	700	1,475	125	125	1,475	700	350	700	50	50	700	350
MD 650 and MD 410	MD 650 and Eastern Avenue	275	1,750	275	275	1,750	275	250	1,600	275	275	1,600	250	225	875	150	150	875	225
MD 650 and Eastern Avenue	Ft. Totten Metro station	150	1,625	1,625	1,625	1,625	150	150	1,475	1,475	1,475	1,475	150	150	875	875	875	875	150
Total		2,600		2,600	2,600		2,600	2,425		2,500	2,500		2,425	1,175		1,150	1,150		1,175

Table 2-13: Weekday Peak Hour Boardings, Alightings, and Link Ridership for the **North Bethesda Transitway (2040)**

Station Locations		Build 1						Build 2						Build 2A					
		Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak		
From	To	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight
Montgomery Mall Transit Center	Rockledge Dr and Rock Spring Dr	175	175	50	50	175	175	175	175	50	50	175	175						
Rockledge Dr and Rock Spring Dr	Rock Spring Dr and MD 187	325	475	0	0	475	325	325	475	0	0	475	325						
Rock Spring Dr and MD 187	MD 187 and Tuckerman Ln	0	475	25	25	475	0	0	475	25	25	475	0						
MD 187 and Tuckerman Ln	Tuckerman Ln and Sugarbush Ln	0	450	0	0	450	0	0	450	0	0	450	0						
Tuckerman Ln and Sugarbush Ln	Grosvenor Metro Station	100	550	550	550	550	100	75	525	525	525	525	75						
Total		600		625	625		600	575		600	600		575						

Table 2-14: Weekday Peak Hour Boardings, Alightings, and Link Ridership for the **Randolph Road Corridor (2040)**

Station Locations		Build 1						Build 2						Build 2A					
		Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak		
From	To	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight
White Flint Metro Station	Randolph Rd and Lauderdale Dr	925	925	100	100	925	925	900	900	75	75	900	900	550	550	75	75	550	550
Randolph Rd and Lauderdale Dr	MD 586 and Randolph Rd	100	925	225	225	925	100	100	925	225	225	925	100	50	550	200	200	550	50
MD 586 and Randolph Rd	MD 185 and Randolph Rd	25	725	175	175	725	25	50	725	175	175	725	50	25	375	200	200	375	25
MD 185 and Randolph Rd	Randolph Rd and Bluhill Rd	250	800	75	75	800	250	250	800	75	75	800	250	175	350	50	50	350	175
Randolph Rd and Bluhill Rd	MD 97 and Randolph Rd	25	750	75	75	750	25	25	750	50	50	750	25	0	300	50	50	300	0
MD 97 and Randolph Rd	Glenmont Metro Station	0	675	100	100	675	0	50	725	100	100	725	50	0	250	25	25	250	0
Glenmont Metro Station	Glenallan Ave and Randolph Rd	500	1,075	100	100	1,075	500	500	1,125	100	100	1,125	500	425	650	50	50	650	425
Glenallan Ave and Randolph Rd	MD 650 and Randolph Road	25	1,025	350	350	1,025	25	25	1,075	400	400	1,075	25	25	625	100	100	625	25
MD 650 and Randolph Road	MD 650 and Fairland Road	25	675	125	125	675	25	25	700	100	100	700	25	0	550	150	150	550	0
MD 650 and Fairland Road	US 29 and Tech Rd	25	575	575	575	575	25	25	600	600	600	600	25	25	400	400	400	400	25
US 29 and Tech Rd	Industrial Pkwy and Tech Road	25	25	25	25	25	25	25	25	25	25	25	25	0	0	0	0	0	0
Industrial Pkwy and Tech Road	Industrial Pkwy and Water Tower	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		1,925		1,925	1,925		1,925	1,975		1,925	1,925		1,975	1,275		1,300	1,300		1,275

Table 2-15: Weekday Peak Hour Boardings, Alightings, and Link Ridership for the US 29 Corridor (2040)

		Build 1						Build 2						Build 2A					
		Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak		
From	To	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight
Burtonsville Park and Ride	Briggs Chaney Park and Ride	425	425	50	50	425	425	350	350	50	50	350	350	225	225	0	0	225	225
Briggs Chaney Park and Ride	US 29 and Fairland Rd	700	1,075	25	25	1,075	700	625	925	25	25	925	625	475	700	0	0	700	475
US 29 and Fairland Rd	US 29 and Tech Rd	75	1,125	175	175	1,125	75	75	975	150	150	975	75	50	750	100	100	750	50
US 29 and Tech Rd	White Oak Transit Center	225	1,175	275	275	1,175	225	200	1,025	225	225	1,025	200	225	875	100	100	875	225
White Oak Transit Center	Lockwood Dr and Oak Leaf Dr	275	1,200	50	50	1,200	275	300	1,075	50	50	1,075	300	350	1,125	25	25	1,125	350
Lockwood Dr and Oak Leaf Dr	US 29 and Hillwood Dr	225	1,375	0	0	1,375	225	200	1,250	0	0	1,250	200	150	1,250	0	0	1,250	150
US 29 and Hillwood Dr	US 29 and MD 193	25	1,375	125	125	1,375	25	25	1,250	150	150	1,250	25	175	1,400	175	175	1,400	175
US 29 and MD 193	US 29 and Franklin Avenue	150	1,400	25	25	1,400	150	150	1,275	25	25	1,275	150	200	1,425	25	25	1,425	200
US 29 and Franklin Avenue	US 29 and Fenton St	75	1,450	225	225	1,450	75	75	1,325	225	225	1,325	75	75	1,475	275	275	1,475	75
US 29 and Fenton St	Silver Spring Transit Center	0	1,225	1,225	1,225	1,225	0	0	1,125	1,125	1,125	1,125	0	0	1,225	1,225	1,225	1,225	0
Total		2,175		2,175	2,175		2,175	2,000		2,025	2,025		2,000	1,925		1,925	1,925		1,925

Table 2-16: Weekday Peak Hour Boardings, Alightings, and Link Ridership for the University Boulevard Corridor (2040)

Station Locations		Build 1						Build 2						Build 2A					
		Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak		
From	To	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight
Colesville PnR Lot	MD 650 and Randolph Road	75	75	0	0	75	75	50	50	0	0	50	50						
MD 650 and Randolph Road	MD 650 and Valleybrook Dr	200	275	25	25	275	200	225	300	75	75	300	225						
MD 650 and Valleybrook Dr	MD 650 and Jackson Road	100	350	0	0	350	100	50	275	0	0	275	50						
MD 650 and Jackson Road	White Oak Transit Center	25	375	25	25	375	25	25	300	25	25	300	25						
White Oak Transit Center	FDA White Oak Campus	300	650	175	175	650	300	275	550	175	175	550	275	50	50	25	25	50	50
FDA White Oak Campus	MD 650 and Powder Mill Rd	300	775	25	25	775	300	275	650	25	25	650	275	0	25	0	0	25	0
MD 650 and Powder Mill Rd	MD 650 and Oakview Dr	100	825	0	0	825	100	100	725	0	0	725	100	125	150	0	0	150	125
MD 650 and Oakview Dr	MD 650 and Northampton Dr	25	875	50	50	875	25	25	750	50	50	750	25	25	175	0	0	175	25
MD 650 and Northampton Dr	Takoma/Langely Park Transit Center	300	1,125	275	275	1,125	300	300	1,025	275	275	1,025	300	250	400	50	50	400	250
Takoma/Langely Park Transit Center	MD 650 and MD 410	750	1,600	125	125	1,600	750	700	1,475	125	125	1,475	700	350	700	50	50	700	350
MD 650 and MD 410	MD 650 and Eastern Avenue	275	1,750	275	275	1,750	275	250	1,600	275	275	1,600	250	225	875	150	150	875	225
MD 650 and Eastern Avenue	Ft. Totten Metro station	150	1,625	1,625	1,625	1,625	150	150	1,475	1,475	1,475	1,475	150	150	875	875	875	875	150
Total		2,600		2,600	2,600		2,600	2,425		2,500	2,500		2,425	1,175		1,150	1,150		1,175

Table 2-17: Weekday Peak Hour Boardings, Alightings, and Link Ridership for the Veirs Mill Road Corridor (2040)

Station Locations		Build 1						Build 2						Build 2A					
		Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak		
From	To	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight
Takoma/Langley Park Transit Center	MD 193 and Gilbert St	575	575	25	25	575	575	550	550	25	25	550	550	125	125	0	0	125	125
MD 193 and Gilbert St	MD 193 and E Franklin Ave	300	850	0	0	850	300	325	850	0	0	850	325	50	150	0	0	150	50
MD 193 and E Franklin Ave	US 29 and MD 193	50	925	25	25	925	50	75	900	25	25	900	75	25	175	0	0	175	25
US 29 and MD 193	MD 193 and Dennis Ave	150	1,050	25	25	1,050	150	150	1,025	25	25	1,025	150	250	425	0	0	425	250
MD 193 and Dennis Ave	MD 193 and Arcola Ave	25	1,050	25	25	1,050	25	25	1,050	25	25	1,050	25	25	450	0	0	450	25
MD 193 and Arcola Ave	MD 193 and Inwood Ave	225	1,250	25	25	1,250	225	225	1,225	25	25	1,225	225	225	675	0	0	675	225
MD 193 and Inwood Ave	MD 193 and Amherst Ave	75	1,300	700	700	1,300	75	75	1,275	700	700	1,275	75	75	750	550	550	750	75
MD 193 and Amherst Ave	Wheaton Metro Station	625	1,225	725	725	1,225	625	625	1,200	725	725	1,200	625	650	850	575	575	850	650
Wheaton Metro Station	MD 586 and MD 193	425	925	75	75	925	425	450	925	75	75	925	450	350	600	75	75	600	350
MD 586 and MD 193	MD 586 and Newport Mill Rd	25	875	175	175	875	25	25	900	175	175	900	25	25	575	225	225	575	25
MD 586 and Newport Mill Rd	MD 586 and MD 185	75	775	50	50	775	75	75	775	50	50	775	75	50	400	0	0	400	50
MD 586 and MD 185	MD 586 and Randolph Rd	50	750	75	75	750	50	50	775	75	75	775	50	0	400	75	75	400	0
MD 586 and Randolph Rd	MD 586 and Parkland Dr	100	800	0	0	800	100	125	825	0	0	825	125	75	425	0	0	425	75
MD 586 and Parkland Dr	MD 586 and Aspen Hill Rd	0	800	125	125	800	0	0	850	150	150	850	0	0	425	125	125	425	0
MD 586 and Aspen Hill Rd	MD 586 and Twinbrook Pkwy	75	725	0	0	725	75	75	775	0	0	775	75	50	350	0	0	350	50
MD 586 and Twinbrook Pkwy	MD 586 and Broadwood Dr	50	775	125	125	775	50	50	825	125	125	825	50	25	375	75	75	375	25
MD 586 and Broadwood Dr	MD 586 and Norbeck Rd	175	825	25	25	825	175	175	875	25	25	875	175	125	400	0	0	400	125
MD 586 and Norbeck Rd	Rockville Metro Station	0	825	825	825	825	0	0	850	850	850	850	0	0	400	400	400	400	0
Total		3,000	16,300	3,025	3,025	16,300	3,000	3,075	16,450	3,075	3,075	16,450	3,075	2,125	7,950	2,100	2,100	7,950	2,125

Corridors Not Recommended in the Functional Plan

Table 2-18: Weekday Peak Hour Boardings, Alightings, and Link Ridership for the **Connecticut Avenue Corridor (2040)**

		Build 1						Build 2						Build 2A					
		Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak		
From	To	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight
MD 97 and Bel Pre Rd	MD 97 and MD 185	25	25	0	0	25	25	125	125	0	0	125	125						
MD 97 and MD 185	MD 185 and Weller Road	175	225	0	0	225	175	100	250	0	0	250	100						
MD 185 and Weller Road	MD 185 and Randolph Rd	75	275	100	100	275	75	75	300	100	100	300	75						
MD 185 and Randolph Rd	MD 586 and MD 185	200	400	50	50	400	200	225	425	50	50	425	225						
MD 586 and MD 185	MD 185 and Howard Ave	75	425	50	50	425	75	100	450	50	50	450	100						
MD 185 and Howard Ave	MD 185 and Saul Rd	50	425	25	25	425	50	50	450	25	25	450	50						
MD 185 and Saul Rd	Jones Bridge Road and Platt Ridge Rd	100	475	100	100	475	100	100	525	100	100	525	100						
Jones Bridge Road and Platt Ridge Rd	Jones Bridge Rd and Glenbrook Pkwy	0	400	50	50	400	0	0	425	50	50	425	0						
Jones Bridge Rd and Glenbrook Pkwy	Medical Center Metro Station	0	350	350	350	350	0	0	375	375	375	375	0						
Total		700		725	725		700	775		750	750		775						

Table Error! No text of specified style in document.-19: Weekday Peak Hour Boardings, Alightings, and Link Ridership for the **ICC Corridor (2040)**

Station Locations		Build 1						Build 2						Build 2A					
		Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak		
From	To	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight
Life Sciences Center	ICC Park and Ride	700	700	375	375	700	700	675	675	375	375	675	675						
ICC Park and Ride	Briggs Chaney Park and Ride	75	400	400	400	400	75	75	400	400	400	400	75						
Total		775		775	775		775	750		775	775		750						

Table 2-10: Weekday Peak Hour Boardings, Alightings, and Link Ridership for the **Muddy Branch Road Corridor (2040)**

Station Locations		Build 1						Build 2						Build 2A					
		Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak		
From	To	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight
Lakeforest Mall Transit Center	MD 355 and Brookes Ave	475	475	175	175	475	475	475	475	175	175	475	475						
MD 355 and Brookes Ave	Muddy Branch Rd and MD 117	275	550	0	0	550	275	275	550	0	0	550	275						
Muddy Branch Rd and MD 117	Muddy Branch Rd and West Side Dr	50	600	100	100	600	50	50	600	75	75	600	50						
Muddy Branch Rd and West Side Dr	Muddy Branch Rd and Diamondback Dr	25	550	50	50	550	25	25	550	50	50	550	25						
Muddy Branch Rd and Diamondback Dr	MD 119 and Decoverly Dr	50	550	250	250	550	50	50	575	250	250	575	50						
MD 119 and Decoverly Dr	Life Sciences Center	25	325	325	325	325	25	25	325	325	325	325	25						
Total		900		900	900		900	900		875	875		900						

Table 2-21: Weekday Peak Hour Boardings, Alightings, and Link Ridership for the **Norbeck Road Corridor (2040)**

		Build 1						Build 2						Build 2A					
		Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak		
From	To	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight
Rockville Metro Station (west entrance)	Baltimore Road and MD 28	625	625	50	50	625	625	625	625	50	50	625	625						
Baltimore Road and MD 28	MD 28 and Bauer Drive	25	625	100	100	625	25	25	600	100	100	600	25						
MD 28 and Bauer Drive	MD 28 and Bel Pre	25	525	50	50	525	25	25	525	75	75	525	25						
MD 28 and Bel Pre	Park and Ride Lot - MD28 and MD 97	0	475	350	350	475	0	0	450	350	350	450	0						
Park and Ride Lot - MD28 and MD 97	ICC Park and Ride	25	150	150	150	150	25	25	150	150	150	150	25						
Total		700		700	700		700	700		725	725		700						

Table 2-22: Weekday Peak Hour Boardings, Alightings, and Link Ridership for the **Old Georgetown Road North Corridor (2040)**

Station Locations		Build 1						Build 2						Build 2A					
		Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak		
From	To	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight
Montgomery Mall Transit Center	Rockledge Dr and Rockledge Center	175	175	0	0	175	175	175	175	0	0	175	175						
Rockledge Dr and Rockledge Center	Rockledge Dr and Rock Spring Dr	0	175	25	25	175	0	0	175	25	25	175	0						
Rockledge Dr and Rock Spring Dr	Rock Spring Dr and MD 187	700	850	0	0	850	700	700	825	0	0	825	700						
Rock Spring Dr and MD 187	MD 187 and Tuckerman Ln	0	850	25	25	850	0	0	850	25	25	850	0						
MD 187 and Tuckerman Ln	MD 187 and Edson Lane/Poindexter Ln	0	825	0	0	825	0	0	825	0	0	825	0						
MD 187 and Edson Lane/Poindexter Ln	White Flint Metro Station	75	900	900	900	900	75	75	900	900	900	900	75						
Total		950		950	950		950	950		950	950		950						

Table 2-11: Weekday Peak Hour Boardings, Alightings, and Link Ridership for the **Old Georgetown Road South Corridor (2040)**

		Build 1						Build 2						Build 2A					
		Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak		
From	To	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight
Montgomery Mall Transit Center	Rockledge Dr and Rockledge Center	175	175	0	0	175	175	175	175	0	0	175	175						
Rockledge Dr and Rockledge Center	Rockledge Dr and Rock Spring Dr	0	175	25	25	175	0	0	175	25	25	175	0						
Rockledge Dr and Rock Spring Dr	MD 187 and Democracy Boulevard	250	400	0	0	400	250	275	400	0	0	400	275						
MD 187 and Democracy Boulevard	MD 187 and Ryland Dr	25	425	25	25	425	25	25	425	25	25	425	25						
MD 187 and Ryland Dr	MD 187 and W Cedar Ln	175	575	0	0	575	175	175	575	0	0	575	175						
MD 187 and W Cedar Ln	MD 187 and Lincoln St	0	575	50	50	575	0	0	575	50	50	575	0						
MD 187 and Lincoln St	MD 187 and Del Ray Ave/Cordell Ave	325	850	75	75	850	325	325	850	75	75	850	325						
MD 187 and Del Ray Ave/Cordell Ave	Bethesda Metro Station	50	850	850	850	850	50	50	850	850	850	850	50						
Total		1,000		1,025	1,025		1,000	1,025		1,025	1,025		1,025						

Table 2-24: Weekday Peak Hour Boardings, Alightings, and Link Ridership for the **University Blvd – Grosvenor Corridor (2040)**

		Build 1						Build 2						Build 2A					
		Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak			Eastbound, AM Peak			Westbound, PM Peak		
From	To	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight	Board	Link Ridership	Alight
Wheaton Metro Station	MD 193 and East Ave	175	175	0	0	175	175	175	175	0	0	175	175						
MD 193 and East Ave	MD 193 and Newport Mill Rd	50	200	50	50	200	50	50	200	50	50	200	50						
MD 193 and Newport Mill Rd	MD 185 and Howard Ave	0	175	50	50	175	0	0	175	50	50	175	0						
MD 185 and Howard Ave	Grosvenor Metro Station	25	175	175	175	175	25	25	150	150	150	150	25						
Total		250		275	275		250	250		250	250		250						

