



Measures of Effectiveness	Increment to Measure MOE	Alternative 1: No Build 3 Lanes NB, 3 Lanes SB, center reversible lane	Alternative 2: TSM/TDM 3 Lanes NB, 3 Lanes SB, center reversible lane	Alternative 3: Master Plan 3 to 4 lanes NB, 4 lanes SB, center median	Alternative 4: 3 lanes NB and SB, center median	Alternative 5: 3 lanes NB, 4 lanes SB, center median	Alternative 6: BRT 3 lanes NB, 3 lanes SB, 2 center bus lanes	Alternative 7: Georgia Avenue Tunnel 6 surface lanes (3 NB, 3 SB) 4 tunnel lanes (2 NB, 2 SB)
Automobile Accessibility								
Does the alternative design result in a negative, neutral, or positive change in travel time by vehicle?	Negative, Neutral, Positive (NNP)	Neutral	Neutral	Neutral	Negative	Negative	Negative	Positive
Does the alternative design result in a negative, neutral, or positive change in vehicular queue lengths?	Time Duration (multiple locations)	AM	Neutral	Negative	Negative	Negative	Negative	Positive
		PM	Neutral	Negative	Negative	Negative	Negative	Positive
Pedestrian Accessibility								
Pedestrian Level of Comfort (LOC)	Letter Grade	E	B	B	B	B	B	B
Does the alternative introduce a pedestrian refuge area for crossing Georgia Avenue?	Yes/No	No	No	Yes	Yes	Yes	No	Yes
Does the alternative raise or lower the distance to travel from curb to curb at Georgia Avenue crosswalks?	Distance	78'- 98' total crosswalk distance	100'- 115' total crosswalk distance	33' – 55' sidewalk to median 95'-118' total crosswalk distance	38' – 50' sidewalk to median 94'- 118' total crosswalk distance *105'-134' queue jump total crosswalk distance	38' – 60' sidewalk to median 105'- 115' total crosswalk distance *115'-134' queue jump total crosswalk distance	33' to station platform 130' total crosswalk distance	45' – 62' sidewalk to median 95'- 110' total crosswalk distance
Does the alternative decrease or increase the number of crossings? (there are currently five signalized intersections for pedestrians to cross Georgia Avenue)	NNP/Count	Neutral	Neutral	+1	Neutral	Neutral **Neutral (+1, -1)	Neutral	Neutral
16th Street skewed ramp modification closed; new alignment is signaled right turn	Yes/No	No	No	No	Yes	Yes	Yes	Yes
Bicycle Accessibility								
Bicycle Level of Comfort (LOC)	Letter Grade	E	B	D	B	B	B	B
Is the alternative consistent with Montgomery County Bike Master Plan and SHA bicycle standards?	Yes/No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Transit Accessibility								
Does the alternative allow bus queue jumps?	Yes/No	No	Yes	No	Yes	Yes	No	No
Does the alternative provide an opportunity for Transit Signal Prioritization (TSP) for buses?	Yes/No	No	Yes	Yes	Yes	Yes	Yes	Yes
Does the alternative provide dedicated on-street bus lanes?	Yes/No	No	No	No	No	No	Yes	No
Will the alternative have a negative, neutral or positive effect on vehicular access to the Metro station?	NNP	Neutral	Neutral	Positive	Positive	Positive	Positive	Negative
Safety								
Number of Access Points	Count	22	17	17	18	18	18	17
Vehicle Conflict Point Analysis	Count	311	277	158	130	130	302	131
Does the alternative offer a safety buffer?	Yes/No	No	Yes	Yes	Yes	Yes	Yes	Yes
Does the alternative decrease, keep neutral, or increase the number of access points?	NNP/Counts	Neutral	-6	-6	-3	-5	-3	-3
Does the alternative introduce a median (therefore preventing left turns from non-signalized access points)?	Yes/No	No	No	Yes	Yes	Yes	No	Yes
Does the number of signalized crosswalks decrease, stay the same, or increase?	NNP/Count	Neutral	Neutral	+1	Neutral	Neutral	Neutral	Neutral
16th Street skewed ramp modification closed; new alignment is signaled right turn	Yes/No	No	No	No	Yes	Yes	Yes	Yes
Other Considerations								
Will the alternative lead to aesthetic improvements along the MD 97 corridor?	Yes/No	No	No	Yes	Yes	Yes	No	Yes
Is the level of effort needed to construct the alternative low, medium or high?	Low, Medium, High	N/A	Low	Medium	Medium	Medium	Medium	High
Estimated Cost***	Dollar Amount (millions)	\$0	\$30-\$40	\$75-\$85	\$55-\$65	\$70-\$80	\$60-\$70	\$180-\$200
Number of Impacted Properties	Count	0	32	40	38	39	38	40
Number of Displacements	Count	0	2	10	4	6	8	4
Number of Potential Displacements	Count	0	11	17	14	20	16	22
Number of Impacted Parking Spaces / Total Available Parking Spaces****	Count	0	37 / 485	62 / 485	64 / 485	67 / 485	61 / 485	78 / 485

Notes: *Total when Option A (Queue Jumps) is chosen

**Total when Option B (Closure at Seminary Road) is chosen

***Ranges for cost estimates for the roadway include, but are not limited to: preliminary engineering, right-of-way acquisition, roadway construction, utility, and maintenance of traffic. Tunnel cost estimate includes fire, ventilation, long-term drainage systems, retaining walls at the entrance of the tunnel, etc. in addition to cost estimates for the roadway.

**** Total Available Parking Spaces calculation includes parking spaces for properties directly adjacent to MD 97 and County-owned parking lots in the study area (between Forest Glen Road and 16th Street).

TSM/TDM - Transportation Systems Management / Transportation Demand Management

BRT - Bus Rapid Transit

NB - Northbound

SB - Southbound

Please use this space for any notes or questions you have about the Alternatives and Options under consideration for MD 97.

Alternative 1. No-Build

Alternative 4. Three Lanes Northbound (NB) and Southbound (SB)

Alternative 7. Georgia Avenue Tunnel

Alternative 2. Transportation Systems Management (TSM)/Transportation Demand Management (TDM)

Alternative 5. Three Lanes NB and Four Lanes SB

Option A: Queue Jumps/Transit Signal Priority (applicable to Alternatives 4 and 5)

Alternative 3. Master Plan

Alternative 6. Bus Rapid Transit

Option B: Signal Relocation/Modification (applicable to Alternative 5)
