

**Montgomery Rapid Transit System
US 29 South Corridor Advisory Committee Meeting #7
Thursday, July 14, 2016
6:30 p.m. to 9:00 p.m.**

Agenda

- 1. Schedule Update**
- 2. Purpose Statement Update**
- 3. Alternatives Screening and Selection Criteria**
 - a. Question & Answer Session for Agenda Items 1 through 3**
- 4. Conceptual Alternatives Development – Running Way**
 - a. Question & Answer**
- 5. Tabletop Discussions**
- 6. Adjournment**

US 29 South Corridor Advisory Committee Meeting #7

Montgomery County **RAPID TRANSIT**

US 29

Silver Spring Civic Building
Silver Spring, Maryland
July 14, 2016
6:30 p.m. to 9:00 p.m.



Maryland Department
of Transportation



Welcome

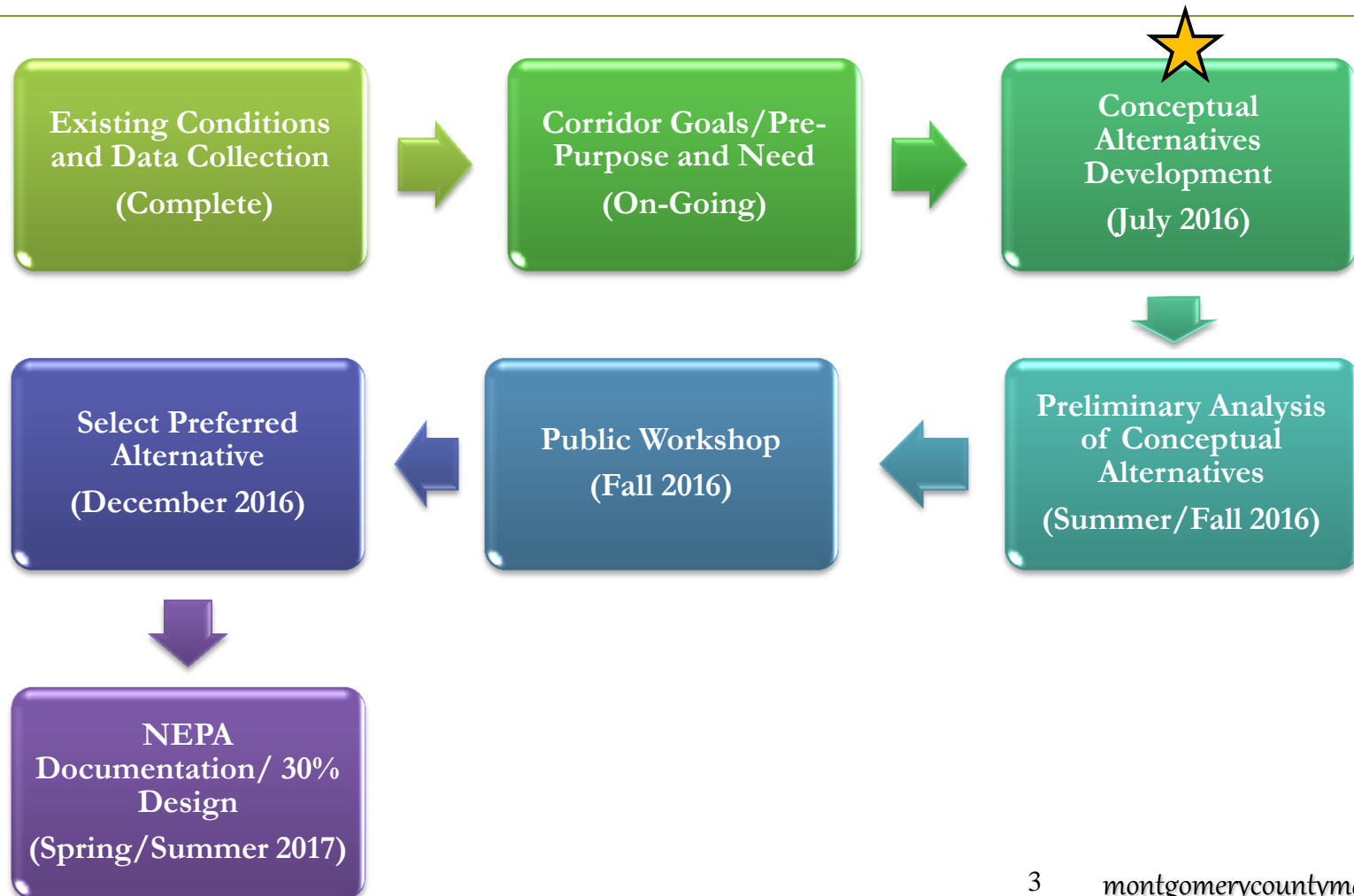
Agenda:

- Schedule Update
- Purpose Statement Update
- Alternatives Screening and Selection Criteria
- Conceptual Alternatives Development
 - Running Way
- Tabletop Discussion

Note: Opportunities for question and answer sessions will be provided at appropriate breaks in the presentation. Please hold questions and comments until specified.

Schedule Update

We are
here



Upcoming Project Milestones

We are
here

CAC Meeting #7 (July)

- Screening and Selection Criteria & Conceptual Alternatives – Running Way

CAC Meeting # 8 (Sept)

- Analysis Results

Draft Technical Report (Oct)

- Updated Purpose & Need, Alternatives, and Analysis Results

Public Workshops (Oct/Nov)

- Alternatives and Analysis Results

Elected Official Briefings (Dec)

- Analysis Results and Public Input

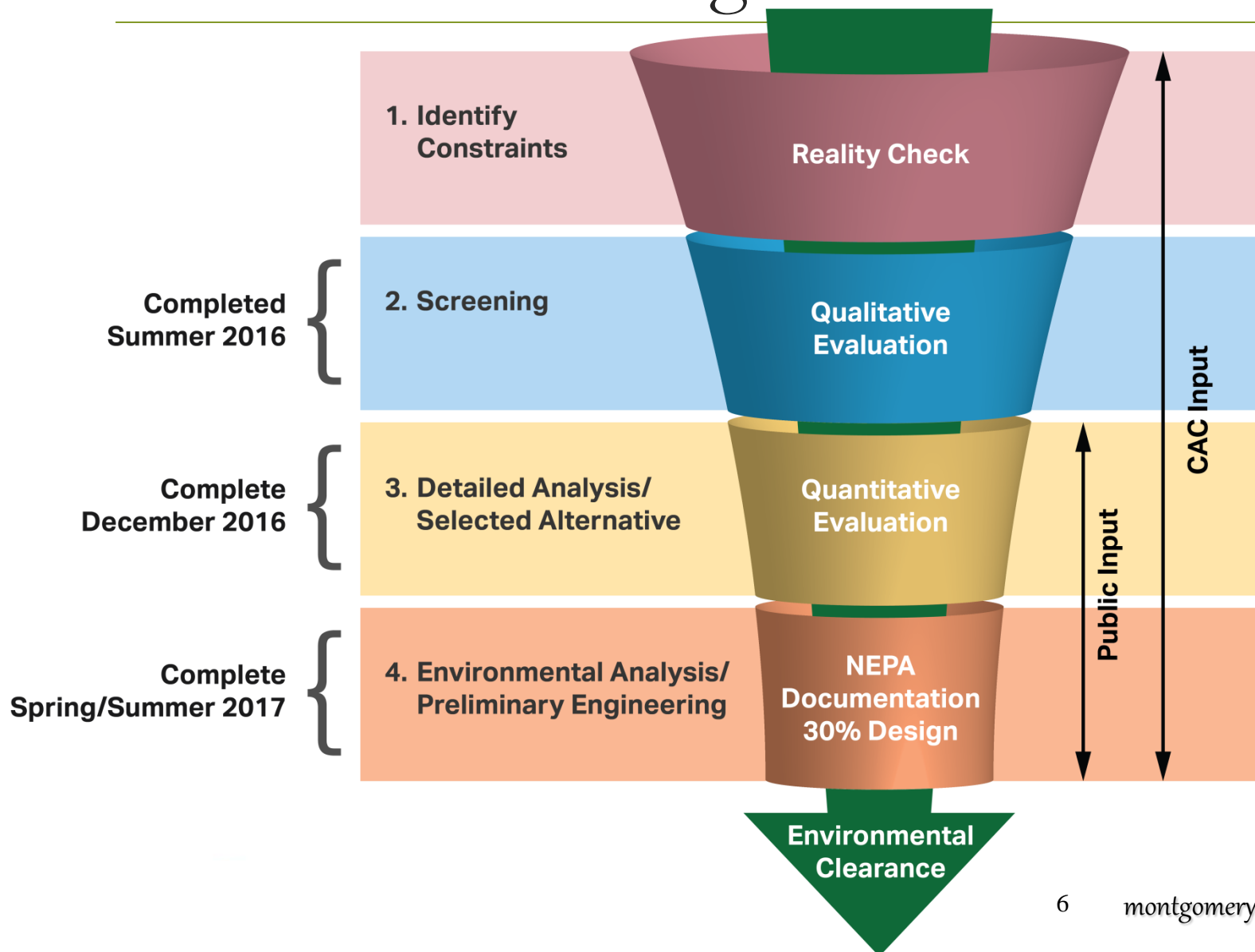
CAC Meeting #9 (Jan/Feb)

- Selected Alternative, Station Design

Purpose Statement Update

The purpose of this project is to improve mobility options by accommodating a high frequency, reliable transit service operating within existing right-of-way to the extent practical between the Silver Spring Transit Center and the Burtonsville Park & Ride with service commencing as quickly as possible.

Alternatives Screening and Selection Process



Selection Criteria



Questions?

Agenda:

- ✓ **Schedule Update**
- ✓ **Purpose Statement Update**
- ✓ **Alternatives Screening Criteria**
- Conceptual Alternatives Development
 - Running Way
- Tabletop Discussion



Conceptual Alternatives – Running Way

Background:

- Utilized the Countywide Transit Corridors Functional Master Plan as a starting point
- Developed conceptual alternatives for analysis purposes in addition to the no build alternative
- Conceptual alternative improvements displayed for tabletop discussion by segment:
 - **South** - Silver Spring Transit Center to Burnt Mills
 - **Central** - Burnt Mills to ICC (MD 200)
 - **North** - ICC to Burtonsville P&R



Conceptual Alternatives

**IT IS POSSIBLE THAT THE SELECTED
ALTERNATIVE MAY BE A VARIATION OF THE
ALTERNATIVES AS CURRENTLY PROPOSED**



Conceptual Alternatives

Alternatives Under Consideration:

- **No Build Alternative**
- **Alternative A:**
 - Curbside Business Access Transit Lanes (aka, Bus And Turn Lanes or BAT Lanes)* in South
 - Median Shoulder BRT Lanes in North
- **Alternative B:**
 - Curbside Managed Lanes (HOV2+/BAT)** in South
 - Bus on Outside Shoulder in North

***BAT Lanes = BRT buses, local buses, right turning traffic**

****Managed Lanes (HOV2+/BAT L) = Vehicles with 2 or more persons, BRT buses, local buses, right turning traffic**

Conceptual Alternatives

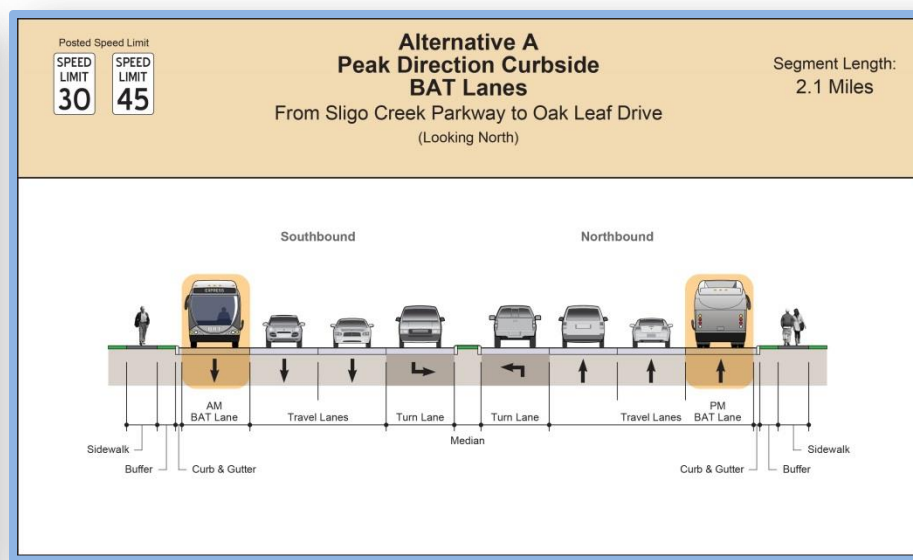
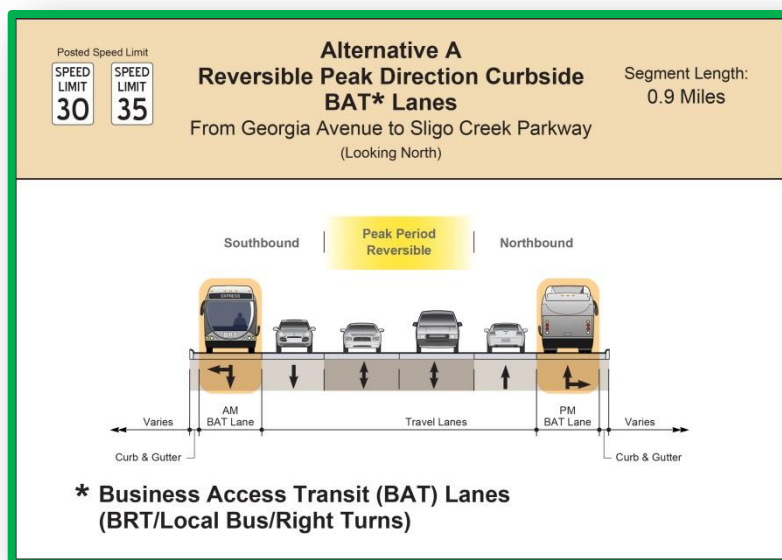
No Build Alternative:

- Includes planned and programmed transit and roadway improvements as currently listed in the Constrained Long-Range Plan

Conceptual Alternatives

Alternative A (South and Central Segments):

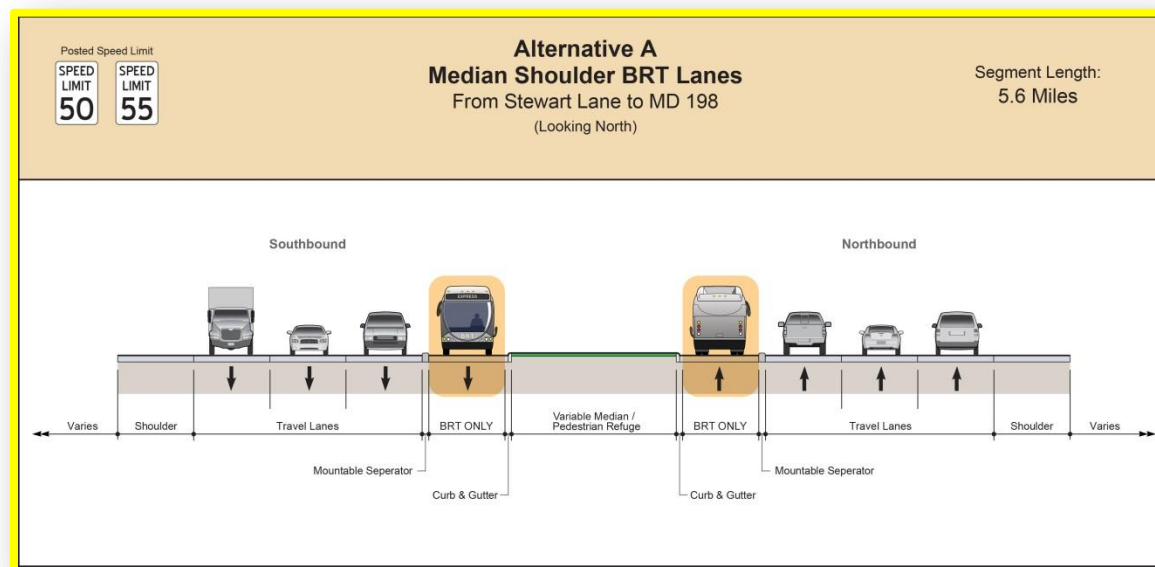
- Georgia Avenue to Sligo Creek Parkway – Peak direction curbside BAT lanes with reversible general traffic lanes and curbside stations
- Sligo Creek Parkway to Oak Leaf Drive – Intermittent Peak direction curbside BAT lanes with curbside and median stations



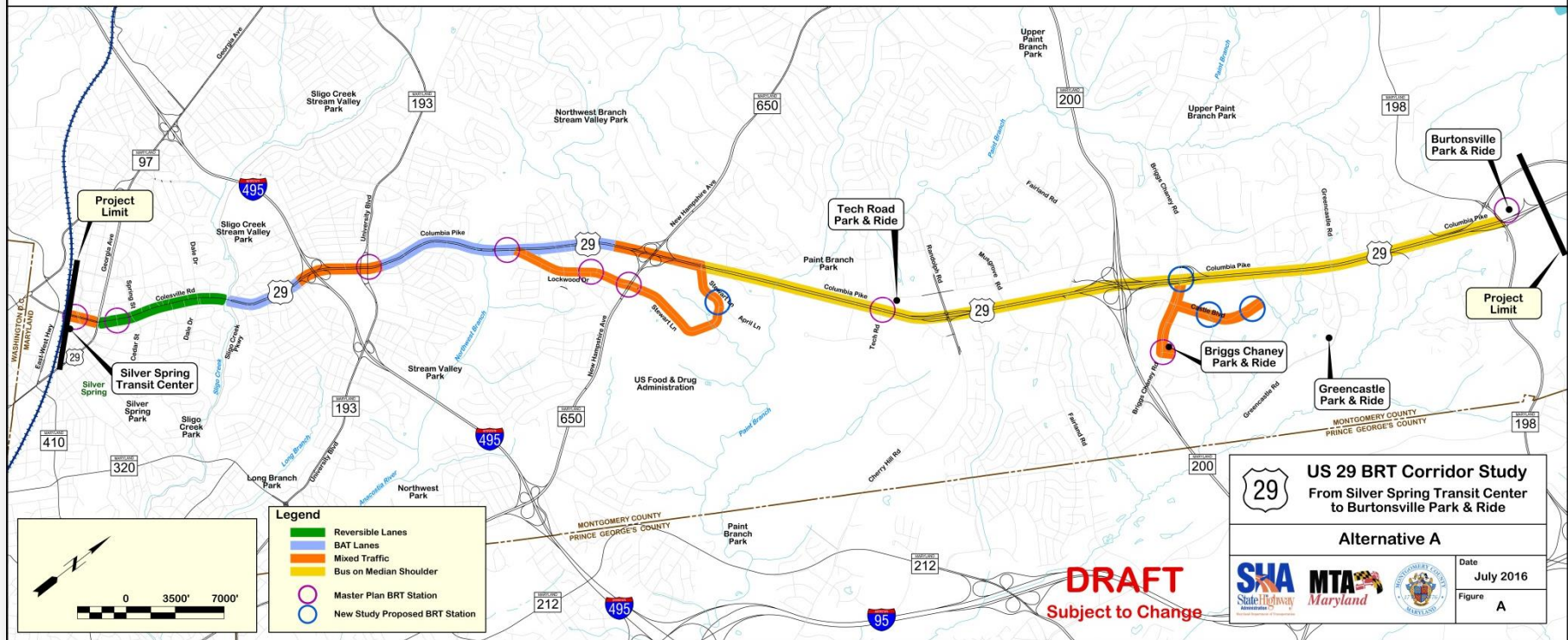
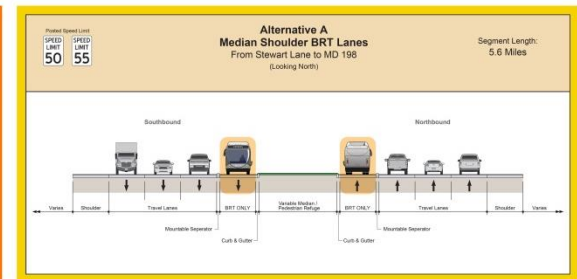
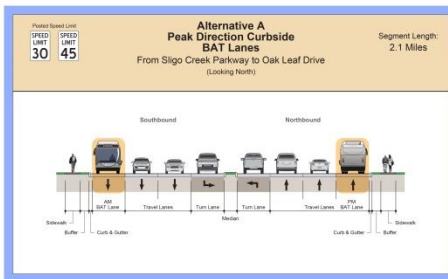
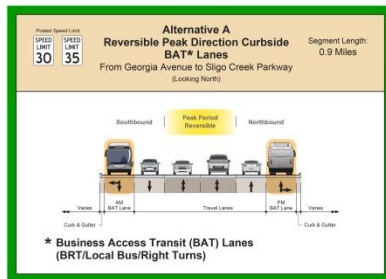
Conceptual Alternatives

Alternative A (Central and North Segments):

- US 29 at Lockwood Drive to Stewart Lane at US 29 – BRT and local buses in mixed traffic with curbside stations
- Stewart Lane to MD 198 – Median Shoulder BRT Lanes – BRT operates on median shoulder lanes with median stations



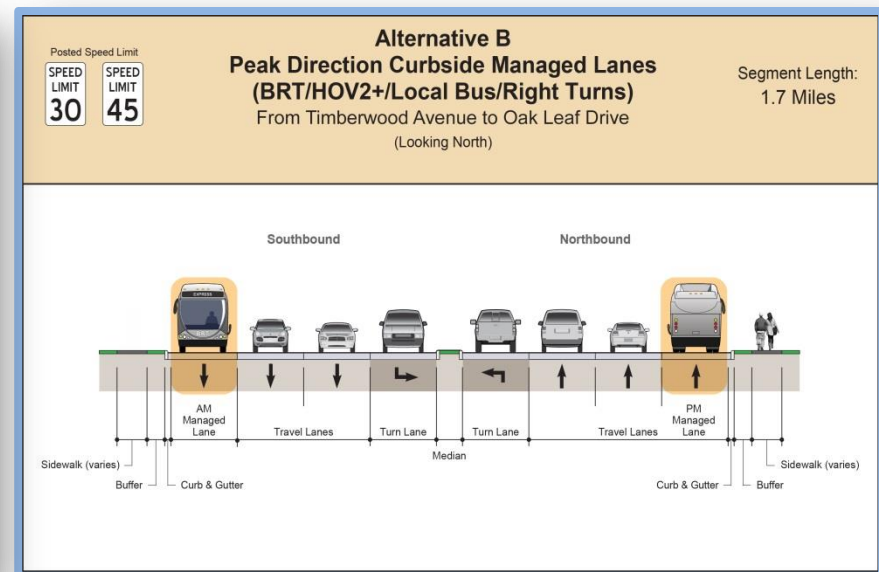
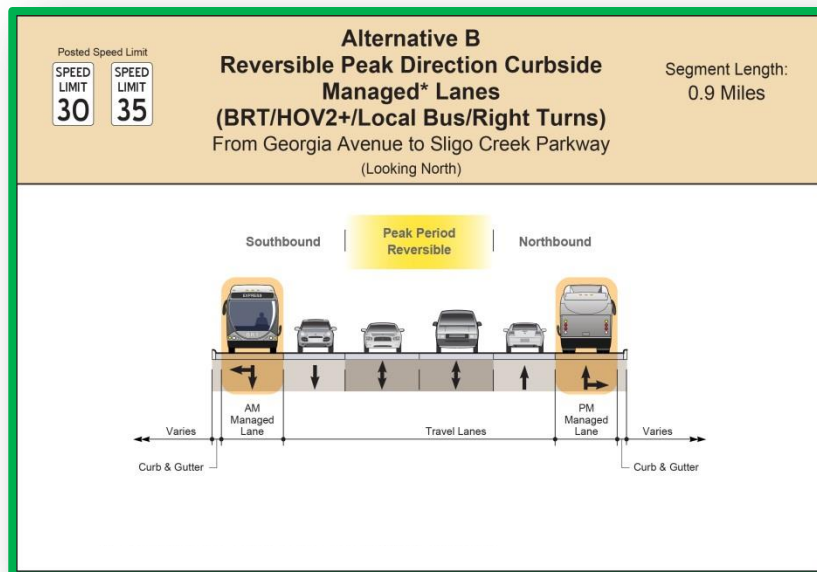
Alternative A



Conceptual Alternatives

Alternative B (South and Central Segments):

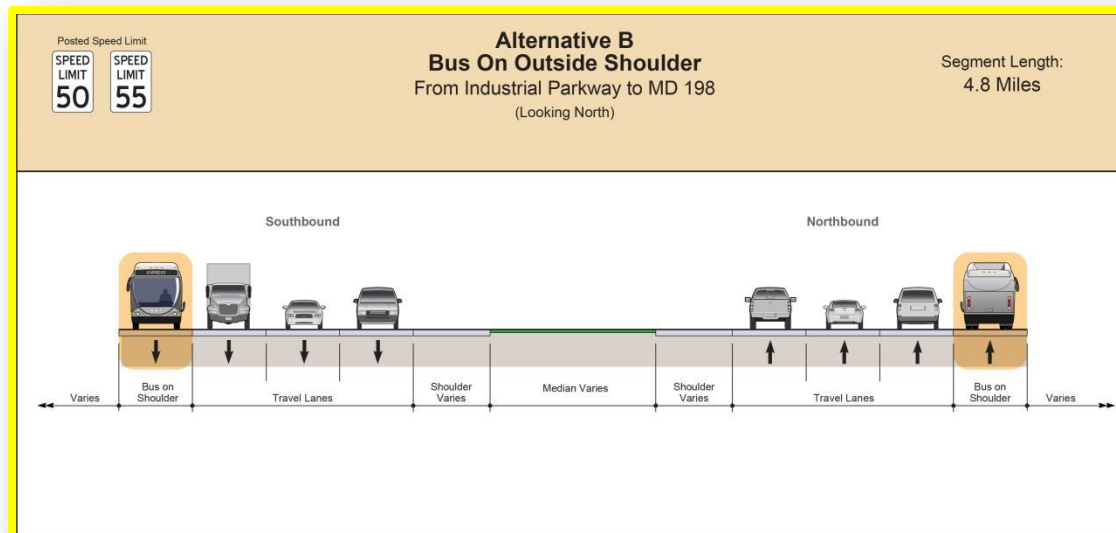
- Georgia Avenue to Sligo Creek Parkway – Peak direction curbside managed lanes with reversible general traffic lanes with curbside stations
- Timberwood Avenue to Oak Leaf Drive – Peak direction curbside managed lanes with curbside stations



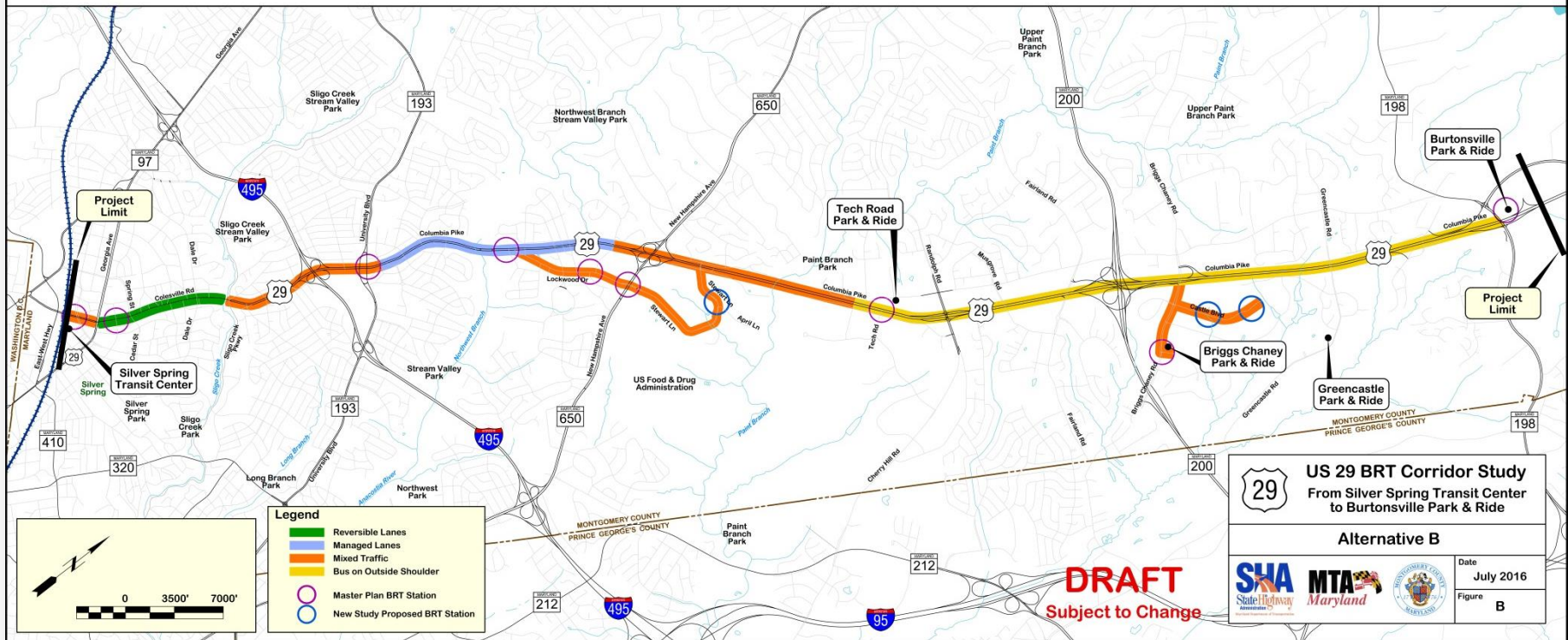
Conceptual Alternatives

Alternative B (Central and North Segments):

- US 29 at Lockwood Drive to Stewart Lane at US 29 – BRT and local buses in mixed traffic with curbside stations
- Industrial Parkway to MD 198 – Bus on Outside Shoulder – BRT and local buses run on outside shoulder during periods of congestion



Alternative B



Conceptual Alternatives

Next Steps:

- The next step in the process is to complete the detailed analysis of the conceptual alternatives
- Public input will be requested at the Public Workshops
- The input and results of the detailed analysis on the conceptual alternatives will be evaluated according to the selection criteria
- This information will be used to guide the alternative selection and refinement process

Questions?

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- ✓ Schedule Update
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- ✓ **Conceptual Alternatives Development**
 - ✓ **Running Way**
- Tabletop Discussion



Tabletop Discussion

In an open house format, CAC members will have the opportunity to:

- Discuss the alternatives screening criteria in more detail
- Gain an understanding on the alternatives being proposed
- Review and provide input on the proposed running way options being evaluated for the different sections along the corridor



Questions?

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 - ✓ Running Way
- ✓ **Tabletop Discussion**



Adjournment

Thank you for participating!

