GetOnBoardBRT
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

US 29 CAC WORKSHOPS

US 29 NORTH CORRIDOR ADVISORY COMMITTEE

BRT STATION SITING ACTIVITY BOOKLET

MONTGOMERY COUNTY MARYLAND 1776

MCDOT
Montgomery County
Department of Transportation

US 29 NORTH CAC STATION SITING EXERCISE #1: WHITE OAK TRANSIT CENTER

1. The project team will develop a site design for a station that will be constructed along Lockwood Drive between New Hampshire Avenue and the northeast rear entrance to the White Oak Shopping Center. The station will have a platform approximately 14 inches high from the roadway surface, and will serve southbound and northbound passengers.

2. Please visit the area prior to the next CAC meeting. Think about where a station might fit in this area and what issues might need further examination. Note your observations for use in discussions at the next CAC meeting. Station platforms could feature amenities that are listed in your **BRT Station Amenity Packet**, so please look at the packet to determine which amenities make sense with respect to the existing ridership and land use characteristics.

SOME THINGS TO CONSIDER:

- **The northbound platform is likely to experience mostly bus deboardings, while the southbound platform is likely to experience mostly boarding.** Thus, platforms may require different amenities at each site.
- **The standard platform size is 65 feet long by 15 feet wide.** Amenities such as the station identifier (marker), ticket vending machine, canopy, wind screen, and benches will be placed in this area.
- **Because the platform is higher than the existing curb and sidewalk, ADA accessible ramps will be required as a transition from the platform to the sidewalk.** The existing sidewalks in the area may either continue across the platform or be relocated around the platform.
- **BRT vehicles are approximately 60 feet long.** The vehicles will have doors on both sides which will offer the opportunity for a southbound median platform, a northbound median platform, or both.
- **The platforms should not be too far away from intersection crosswalks.** If a median station is considered here, it may be positioned between to two local bus boarding areas (identified by striped pavement). A new unsignalized crosswalk could be install here.
- **BRT and local bus boardings will be accommodated in different locations.** The local bus stop can likely be moved if it conflicts with the proposed BRT station.
- **Boardings:** This location has medium level of projected BRT boardings in 2020

GetOnBoardBRT
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

GetOnBoardBRT
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

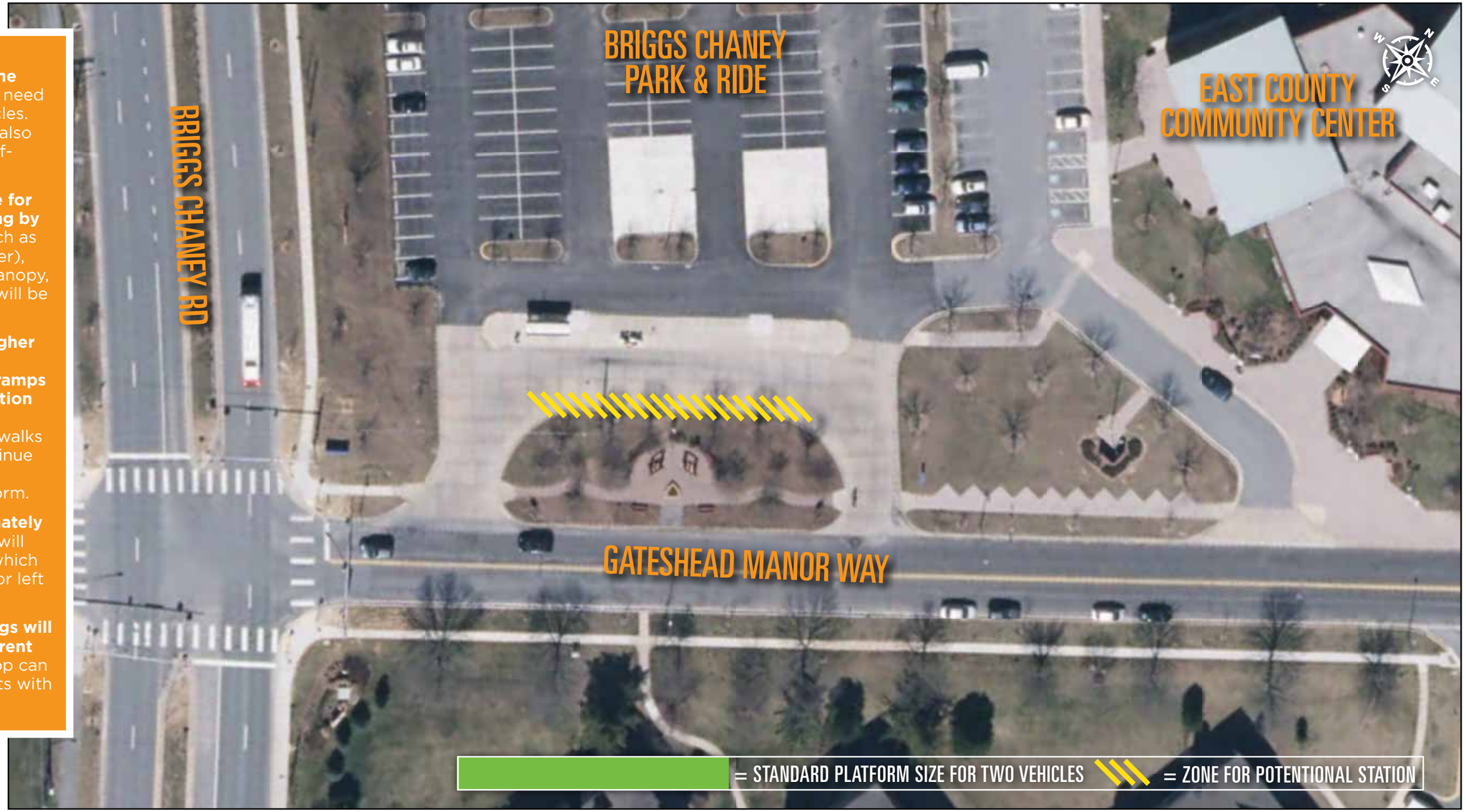
US 29 NORTH CAC STATION SITING EXERCISE #2: BRIGGS CHANEY PARK AND RIDE

1. The project team will develop a site design for a station that will be constructed at the Briggs Chaney Park and Ride. The station will have a single platform serving all passengers since this is the terminal station for one of the service patterns. The platforms will be approximately 14 inches high from the roadway surface.

2. Please visit the area prior to the next CAC meeting. Think about where a station might fit in this area and what issues might need further examination. Note your observations for use in discussions at the next CAC meeting. Station platforms could feature amenities that are listed in your **BRT Station Amenity Packet**, so please look at the packet to determine which amenities make sense with respect to the existing ridership and land use characteristics.

SOME THINGS TO CONSIDER:

- **All passengers will board and deboard using the same platform.** The platform will need to accommodate two vehicles. Space for a third vehicle is also needed for extended out-of-service times.
- **The standard platform size for two vehicles is 125 feet long by 15 feet wide.** Amenities such as the station identifier (marker), ticket vending machines, canopy, wind screen, and benches will be placed in this area.
- **Because the platform is higher than the existing curb and sidewalk, ADA accessible ramps will be required as a transition from the platform to the sidewalk.** The existing sidewalks in the area may either continue across the platform or be relocated around the platform.
- **BRT vehicles are approximately 60 feet long.** The vehicles will have doors on both sides which will offer the opportunity for left or right boarding.
- **BRT and local bus boardings will be accommodated in different locations.** The local bus stop can likely be moved if it conflicts with the proposed BRT station.



GetOnBoardBRT
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

GetOnBoardBRT
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

STATION LOCATION INFORMATION: SILVER SPRING TRANSIT CENTER

Note: This is not an activity, but for your reference

= STANDARD PLATFORM SIZE = ZONE FOR POTENTIONAL STATION

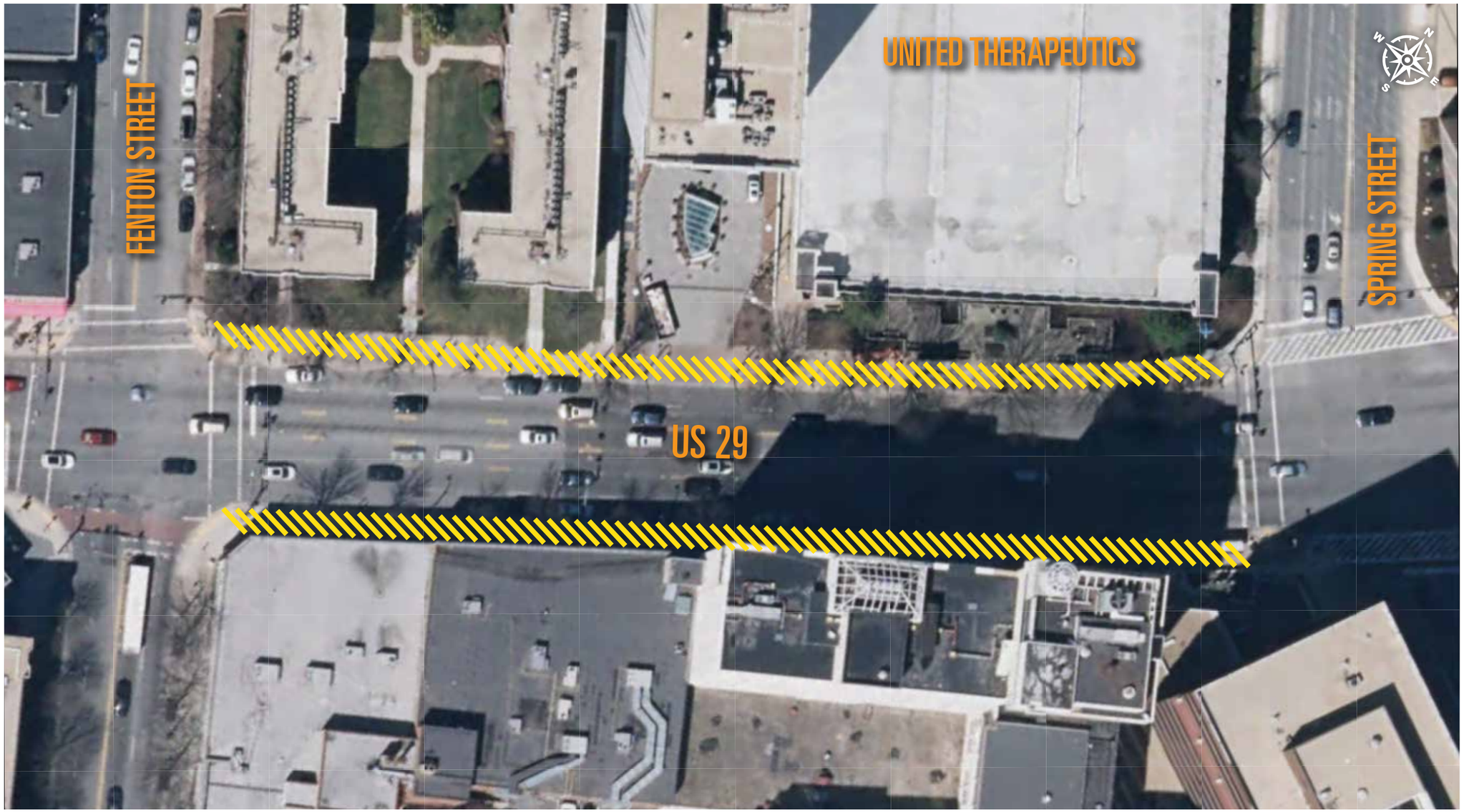
GetOnBoardBRT
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

GetOnBoardBRT
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

STATION LOCATION INFORMATION: FENTON STREET

Note: This is not an activity, but for your reference

= STANDARD PLATFORM SIZE = ZONE FOR POTENTIONAL STATION



GetOnBoardBRT
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

GetOnBoardBRT
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

STATION LOCATION INFORMATION: UNIVERSITY BOULEVARD

Note: This is not an activity, but for your reference

= STANDARD PLATFORM SIZE = ZONE FOR POTENTIONAL STATION

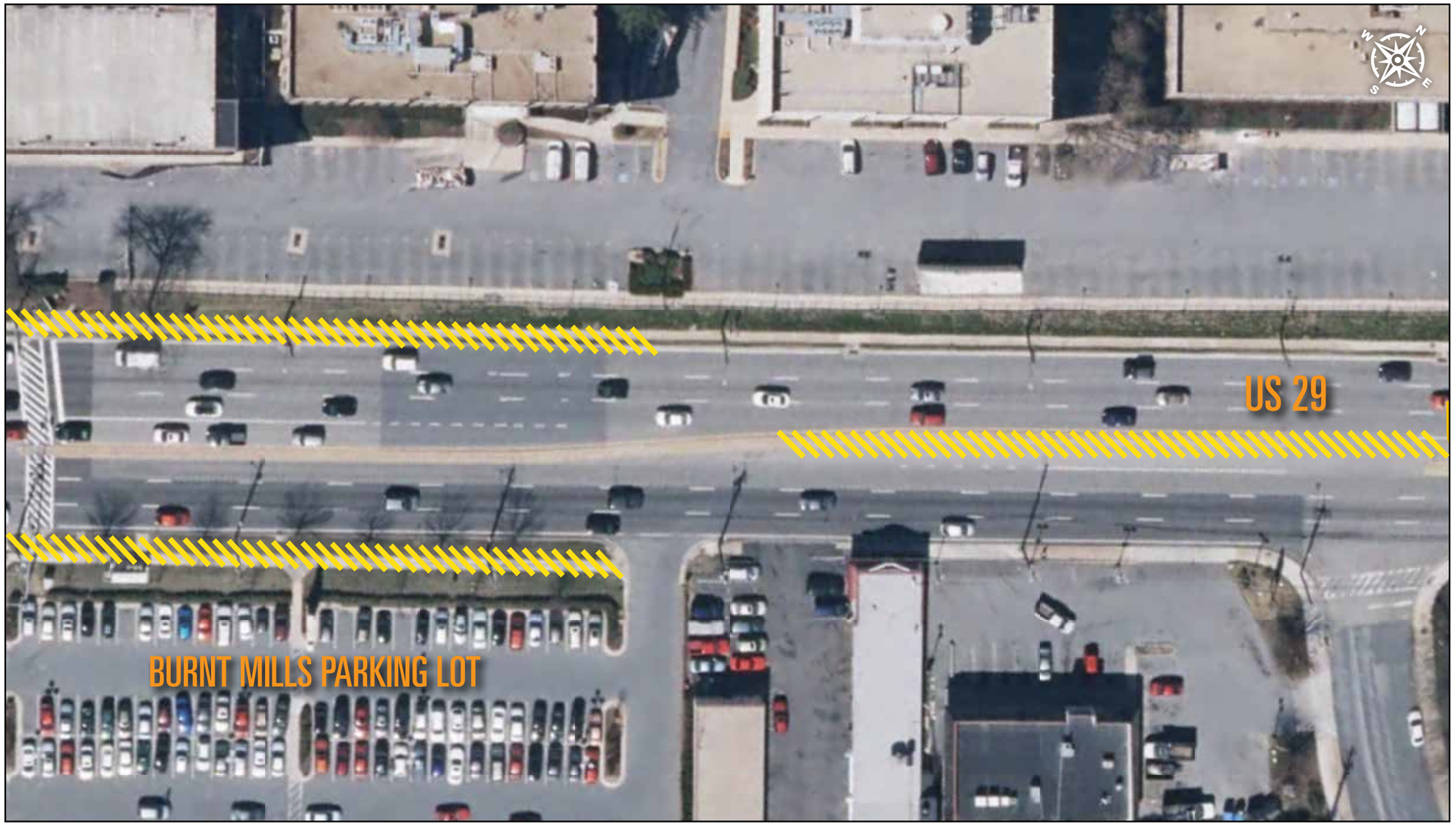
GetOnBoardBRT
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

GetOnBoardBRT
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

STATION LOCATION INFORMATION: BURNT MILLS

Note: This is not an activity, but for your reference

= STANDARD PLATFORM SIZE = ZONE FOR POTENTIONAL STATION



GetOnBoardBRT
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

STATION LOCATION INFORMATION: OAK LEAF DRIVE

Note: This is not an activity, but for your reference

= STANDARD PLATFORM SIZE = ZONE FOR POTENTIONAL STATION

GetOnBoardBRT
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

GetOnBoardBRT
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

STATION LOCATION INFORMATION: STEWART LANE

Note: This is not an activity, but for your reference

= STANDARD PLATFORM SIZE = ZONE FOR POTENTIONAL STATION

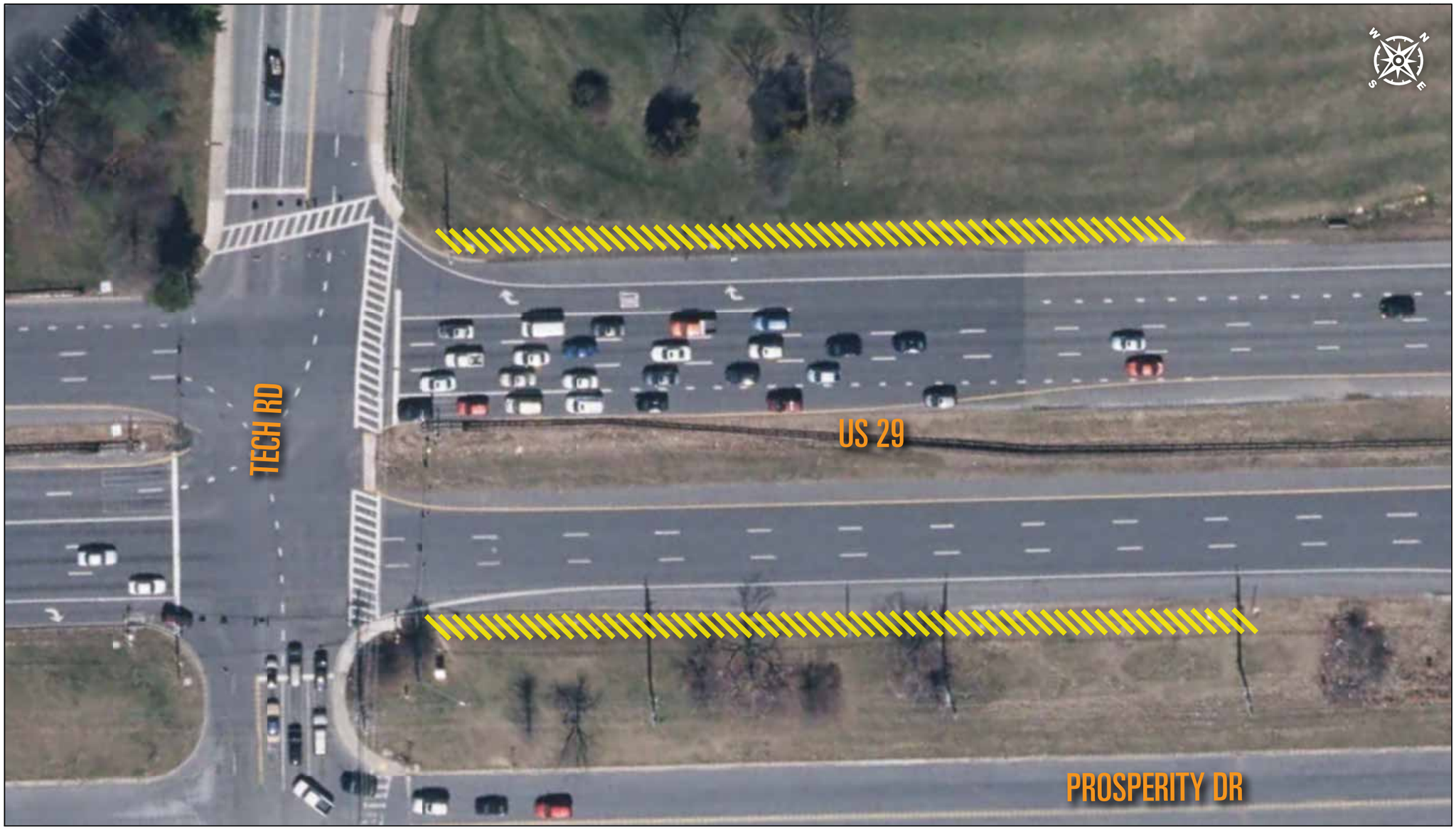
GetOnBoardBRT
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

GetOnBoardBRT
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

STATION LOCATION INFORMATION: TECH ROAD

Note: This is not an activity, but for your reference

= STANDARD PLATFORM SIZE = ZONE FOR POTENTIONAL STATION



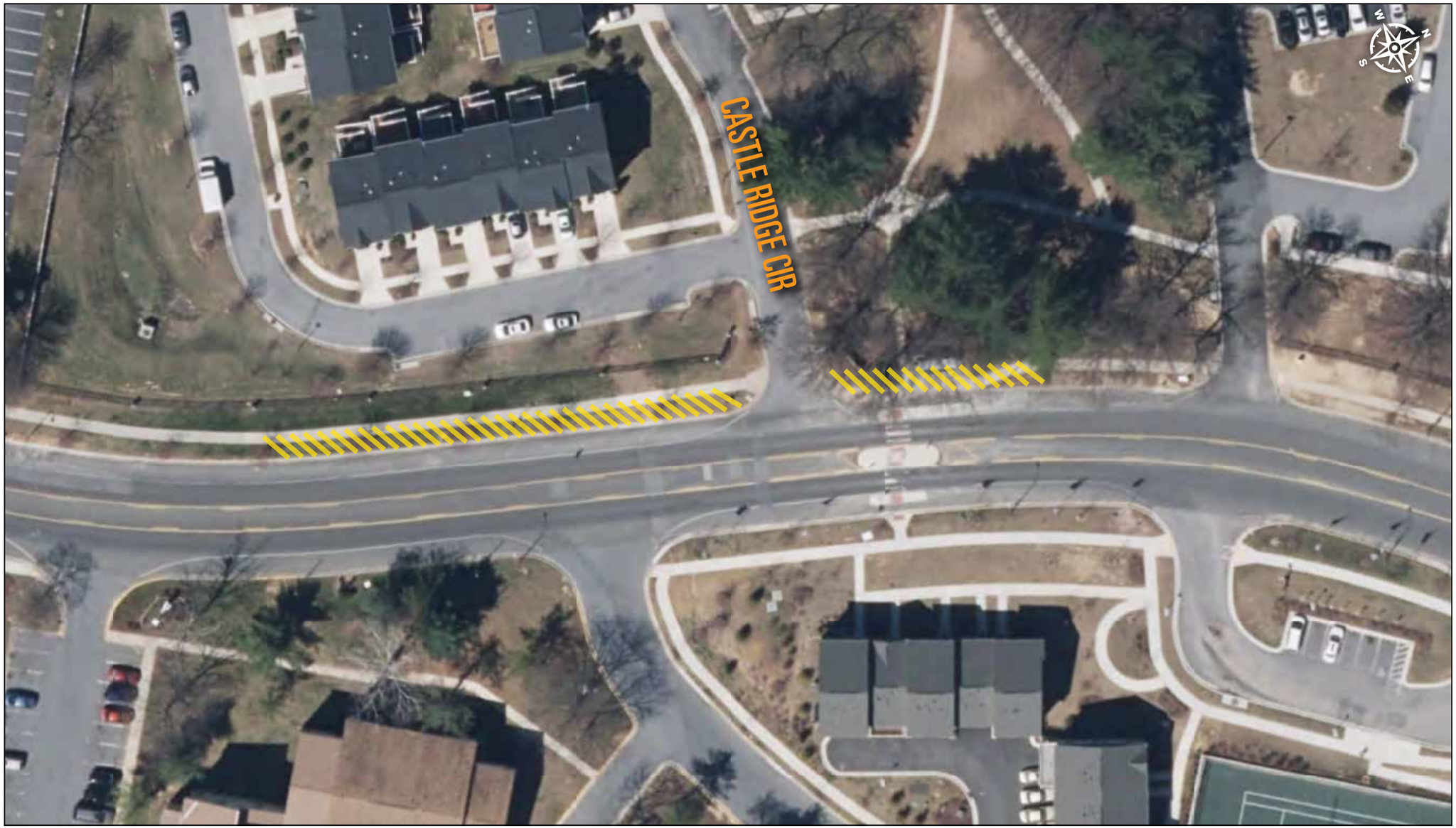
GetOnBoardBRT
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

GetOnBoardBRT
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

STATION LOCATION INFORMATION: CASTLE RIDGE

Note: This is not an activity, but for your reference

= STANDARD PLATFORM SIZE = ZONE FOR POTENTIONAL STATION



GetOnBoardBRT
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

GetOnBoardBRT
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

STATION LOCATION INFORMATION: BURTONSVILLE PARK AND RIDE

Note: This is not an activity, but for your reference

= STANDARD PLATFORM SIZE FOR TWO VEHICLES = ZONE FOR POTENTIONAL STATION

GetOnBoardBRT
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

GetOnBoardBRT
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

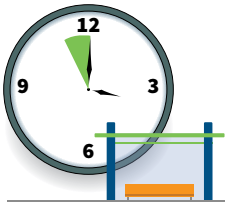
LOCAL BUS INFORMATION HANDOUT

Instructions: The US 29 corridor includes local bus services that will ultimately connect to the high frequency BRT network. Consider how the local bus service concepts (as seen below) could be applied to improve existing local bus routes (Ride On and WMATA) to create a more efficient transit network. We will discuss this as a group at our upcoming CAC meeting, but think about these concepts as your ride the existing local bus service. Note: This is a voluntary activity that is independent of the Station Siting Activity.

LEVEL OF SERVICE ENHANCEMENTS

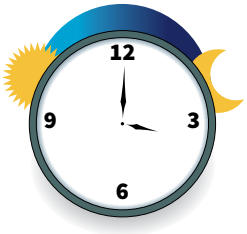
ADJUST FREQUENCY

Frequency refers to how often a bus arrives at any given stop and is determined based on the level of demand for transit. Adjustments may be made to frequency of local service to enhance connections with BRT service, minimize waiting time, or meet increased demand.



ADJUST HOURS

Hours of Service refers to the hours the bus route provides service during the day and the days on which it operates. Adjustments may be made to the hours of operation for local services to match the BRT service, or to meet increased demand.



NEW SERVICE TYPES

EXPRESS SERVICE

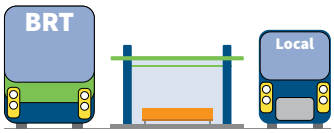
Provide express service that connects neighborhoods directly with major activity centers.

NEIGHBORHOOD CIRCULATOR

Create neighborhood circulators connecting communities to the BRT service.

LIMITED STOP OVERLAY

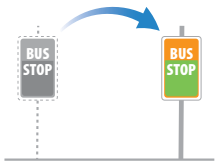
Provide local service to supplement limited-stop BRT service and improve service coverage.



ROUTE ADJUSTMENTS

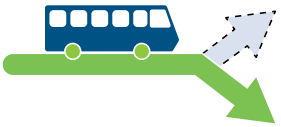
STOP RELOCATION

Relocate bus stops to improve access to the BRT service, or consolidate bus stops to improve travel time.



ROUTE REALIGNMENT

Realign local services to better serve localized demand, improve connections to the BRT service, and avoid congestion.



EXTEND ROUTE

Extend local service to provide connections to activity centers, transfer hubs, or BRT stations.