

MD 355 - South Corridor Advisory Committee Meeting #2

Montgomery County **RAPID TRANSIT**

BRT CORRIDOR STUDIES

Montgomery County – Executive Office Building
Rockville, Maryland
April 16, 2015



CAC Ground Rules

A. How we treat each other:

- Each member has an equal right to speak and ask questions.
- All concerns and issues should be raised during the CAC meetings.
- Each member is encouraged to share individual viewpoints. Individual opinions are valid whether others agree with them or not.
- We will listen to, respect and seek to understand the views of others, particularly those perspectives that differ from our own.
- Disagreements will be explored not suppressed. In some instances, however, disagreements may be discussed outside of meetings so that we are not distracted from achieving the purpose of the meetings.
- We will be courteous when addressing other members, staff and consultants.
- We will refrain from interrupting each other, staff or consultants.
- We will keep our comments relevant to the topic under discussion.
- The CAC facilitator is responsible for running the meeting and covering each agenda item; please respect their approach and partner with them to ensure the best and most productive meeting environment.

CAC Ground Rules

B. How we provide feedback and how this feedback will be used:

- The CAC is an advisory group; not a decision-making group.
- The CAC will not take votes; but rather provide input/feedback.
- Information will be presented to the CAC and the project team will seek input/feedback from the CAC members.
- The project team will summarize the input/feedback provided by the CAC and publish the meeting summary on the project website.
- Information will not be repeated from one meeting to the next; if a CAC member misses a meeting it is his/her responsibility to review information from that meeting and/or speak with the CAC facilitator to stay up to date.
- Members may designate an alternate to attend and participate in discussions in his or her absence.
- Non-members may attend meetings as observers. However, non-members will not participate in the meetings. If there is time available at the end of meetings the facilitator may allow comments from members of the public in attendance.

C. How we communicate with those outside the CAC:

- It is expected that CAC members will share information with other stakeholders and be a liaison between the CAC and the constituency they represent.
- When speaking about the work of the CAC outside of meetings, CAC members are speaking for themselves only.
- Draft materials shared by and among members, staff and consultants shall be treated as working papers.

CAC Meeting No. 2 Agenda

■ Topics to be discussed:

- Where we have been (Functional Master Plan)
- Where we are now and where this phase of study will take us (Project Development Process)
- What we know now about MD 355 (Existing Conditions Review)
- What the study will accomplish (Corridor Planning Study Outcomes)
- What we want transit investment in MD 355 to achieve? (Values and Concerns Exercise)

CAC Meeting No. 2 Agenda

■ Topics to be discussed:

- **Project Development**
 - Local Planning Process
 - Countywide Transit Corridors Functional Master Plan
 - SHA Project Development Process
 - Project Schedule and Milestones
- Existing Conditions (Available data)
- Corridor Planning Study
- Interactive Exercise

Local Planning Process

Transportation

- Maryland's 23 counties and the City of Baltimore each develop transportation planning documents
- State law requires localities to develop a comprehensive plan or master plan that has a transportation component that will:
 - Propose the most appropriate pattern & location for the components of the transportation system
 - Include bicycle/pedestrian access to the system
 - Estimate the probable utilization of any proposed addition to the system
- Within Montgomery County, the Cities of Rockville and Gaithersburg are responsible for the development of their own transportation plans
- As part of the local planning process the Montgomery County Planning Board approved the Countywide Transit Corridors Functional Master Plan in 2013

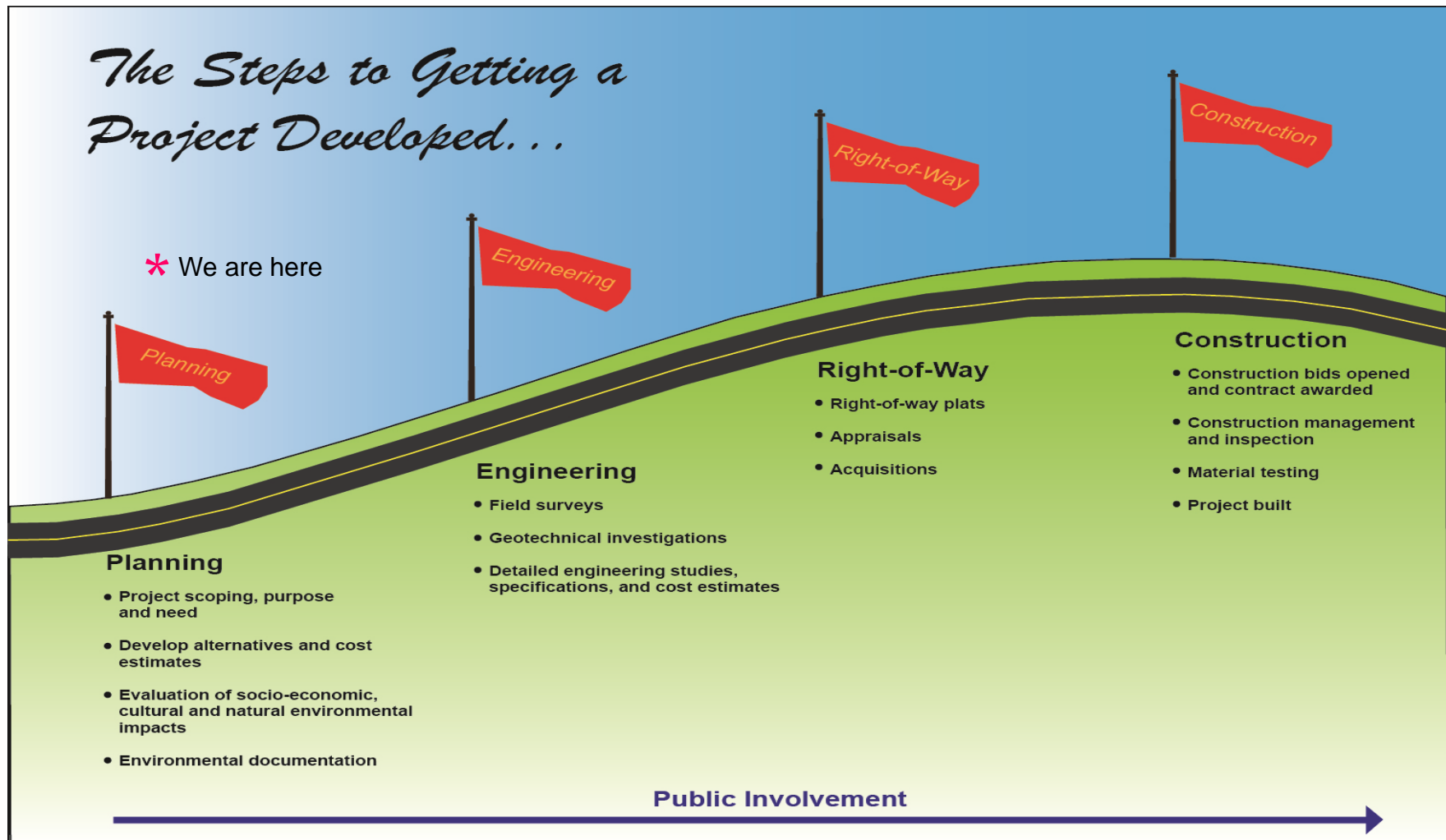
Countywide Transit Corridors Functional Master Plan

- What it does
 - Recommends implementing a 102-mile bus rapid transit (BRT) network comprising of 10 corridors and the Corridors Cities Transitway
 - Recommendation to create dedicated lanes for bus transit along certain segments
 - Recommends locations of proposed stations
 - Establishes public rights-of-way to implement the BRT network
- What it doesn't do
 - Does not endorse specific “treatments” to determine whether:
 - A dedicated lane should be in the median or on the curb
 - Right-of-way could accommodate bi-directional BRT, or if
 - Single reversible lane could achieve the same objective
 - Whether dedicated lanes achieved by repurposing are warranted and achievable given further detailed traffic analysis and ridership forecasts.
 - Does not define staging or phasing to implement the BRT corridors
 - Does not make any recommendations within the Cities of Rockville and Gaithersburg
- This master plan is similar to other road projects recommended in master plans where alternatives are reviewed and subject to considerable community feedback

What this BRT Corridor Study Accomplish?

- Will build upon the Countywide Transit Corridors Functional Master Plan as a starting point in the development and evaluation of alternatives, and will investigate the following in greater detail:
 - Development of conceptual alternatives
 - Horizontal and vertical alignments
 - Station locations
 - Investigate conceptually drainage and utilities
 - Assess potential impacts and cost estimates (design, construction, right-of-way)
 - Ridership – existing and forecasted
 - Traffic – existing and forecasted
 - Environmental Resources Inventory
- Conduct a thorough and transparent public process to receive input and feedback on proposed alternatives
- Develop final report and recommendation on proposed BRT conceptual alternative for MD 355

State Project Development Process



MD 355 BRT Corridor Study – Project Schedule and Milestones

		Fall '14	Winter '15	Spring '15	Summer '15	Fall '15	Winter '16	Spring '16	Summer '16
Engineering Analysis									
	Data Collection								
	Typical Sections								
	Conc. Alts. Dvlpmt.								
Environmental Analysis and Documentation									
	Env. Inventory								
	Purpose & Need								
	Environ. Asses. Form								
	Preliminary Impacts								
	Final Report								
Traffic & Ridership Analysis									
	Existing Traffic Analysis								
	Future Traffic Analysis								
	Ridership								
Public Involvement									
	CAC Meetings								
	Public Workshops								

← Meets at least quarterly →

CAC Meeting Topics

- **CAC meetings are planned to brief and receive feedback from members on a variety of topics/issues:**

- Existing Conditions
- Environmental Inventory
- Purpose and Need
- Typical Sections
- Crash Data
- Traffic Analysis
 - Existing
 - Future (No-Build/Build)
- Ridership
- Preliminary Concepts
 - Range of alternatives
 - Station locations
- Anticipated impacts
- Costs

Topics/Issues Discussed at Later Stages

- Station design, architecture and area planning
- Technology requirements
- System branding
- BRT vehicle
- Operation & Maintenance facilities
- Special access improvements

CAC Meeting No. 2 Agenda

■ Topics to be discussed:

- Project Development
- Existing Conditions (Available data)
 - Existing land use and future zoning
 - Where employees of major corridor employment districts live
 - Where corridor residents work
 - Transit service today
 - Roadway features and typical sections along MD 355
 - Existing and planned bicycle networks
 - Existing environmental and historic resources
- Corridor Planning Study
- Interactive Exercise

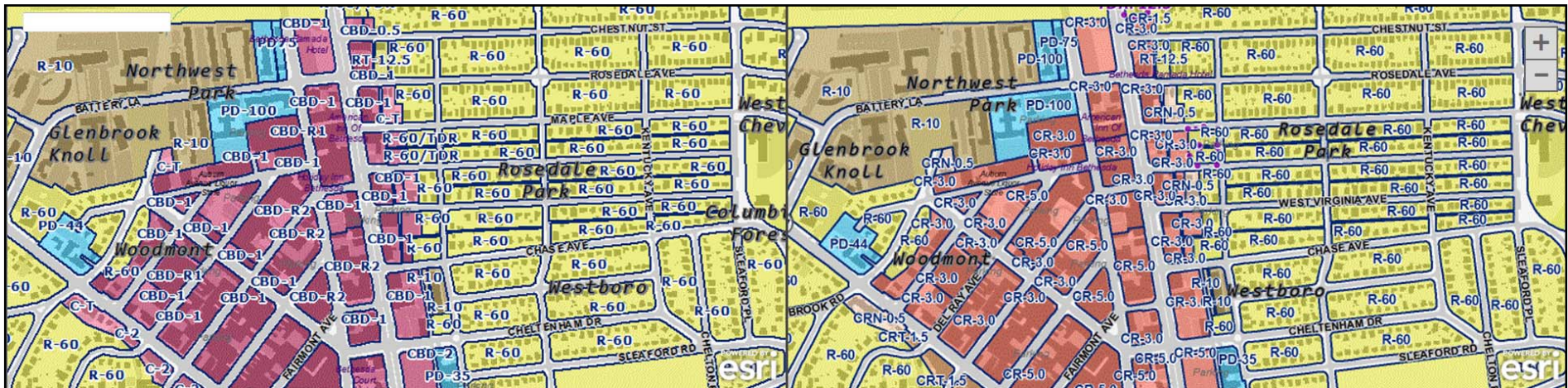
Proposed



Land Use and Proposed Development

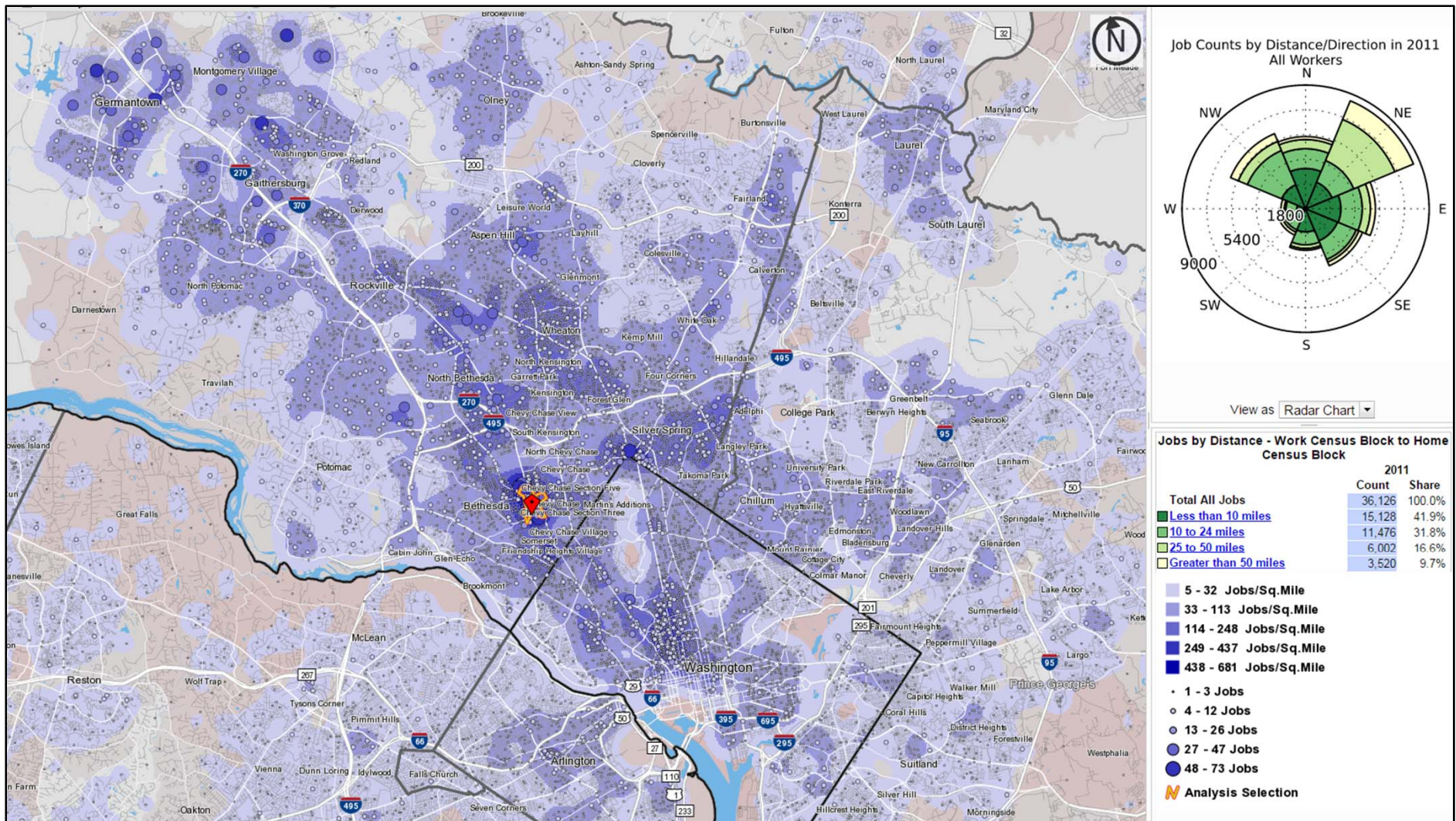
Existing

Proposed

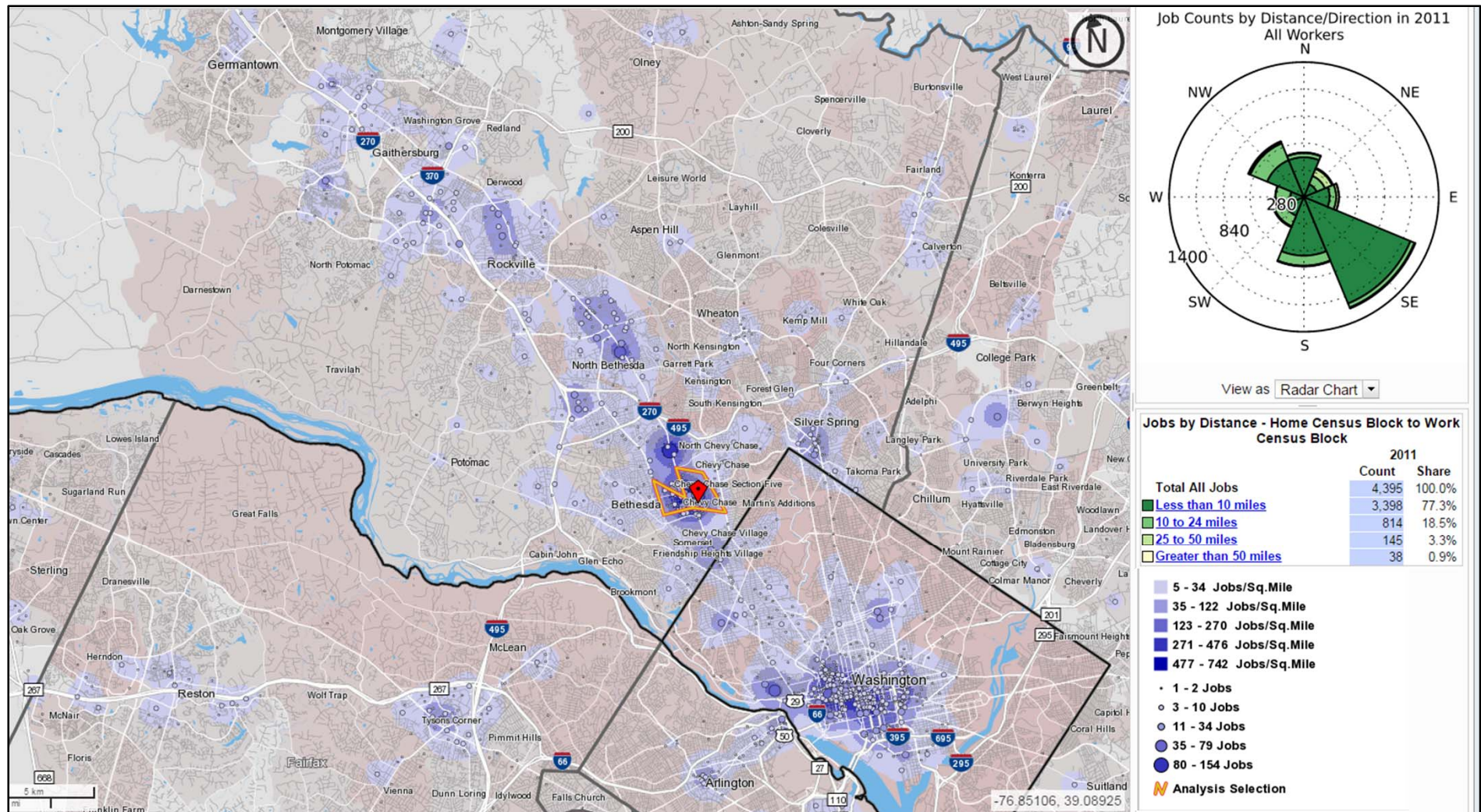


<http://www.mcatlas.org/zc/>

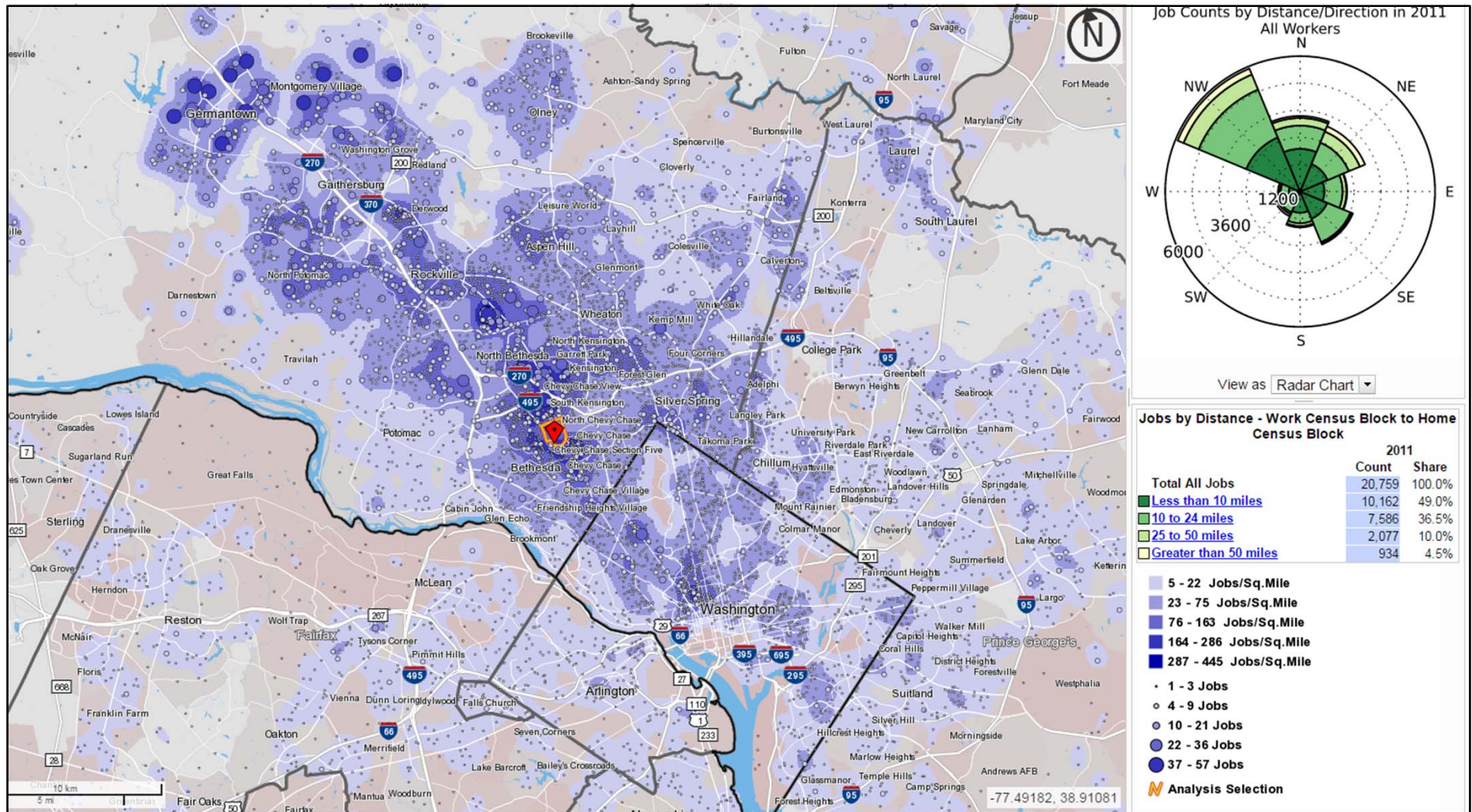
Where People Who Work in Bethesda Live



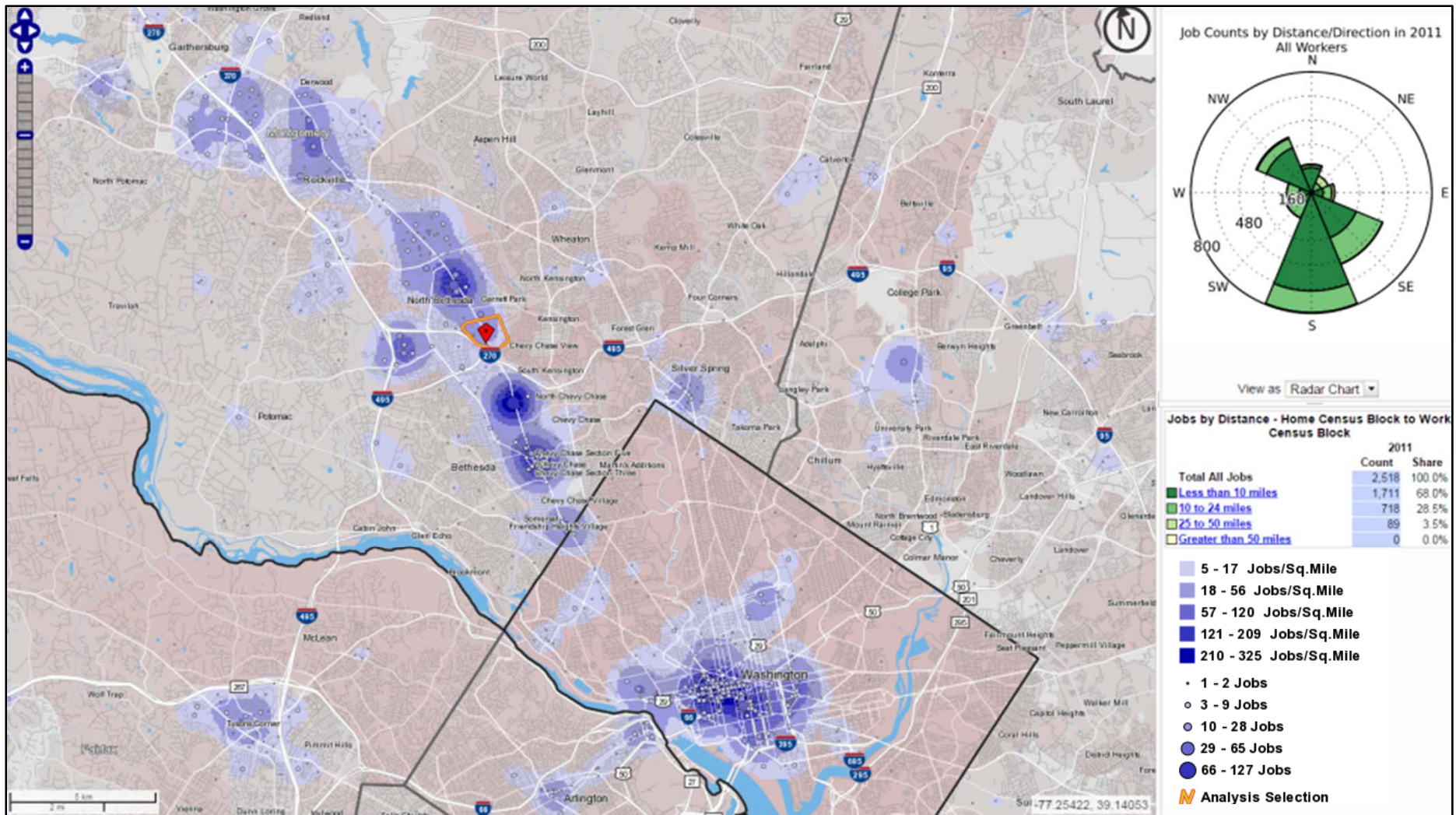
Where People Who Live in Bethesda Work



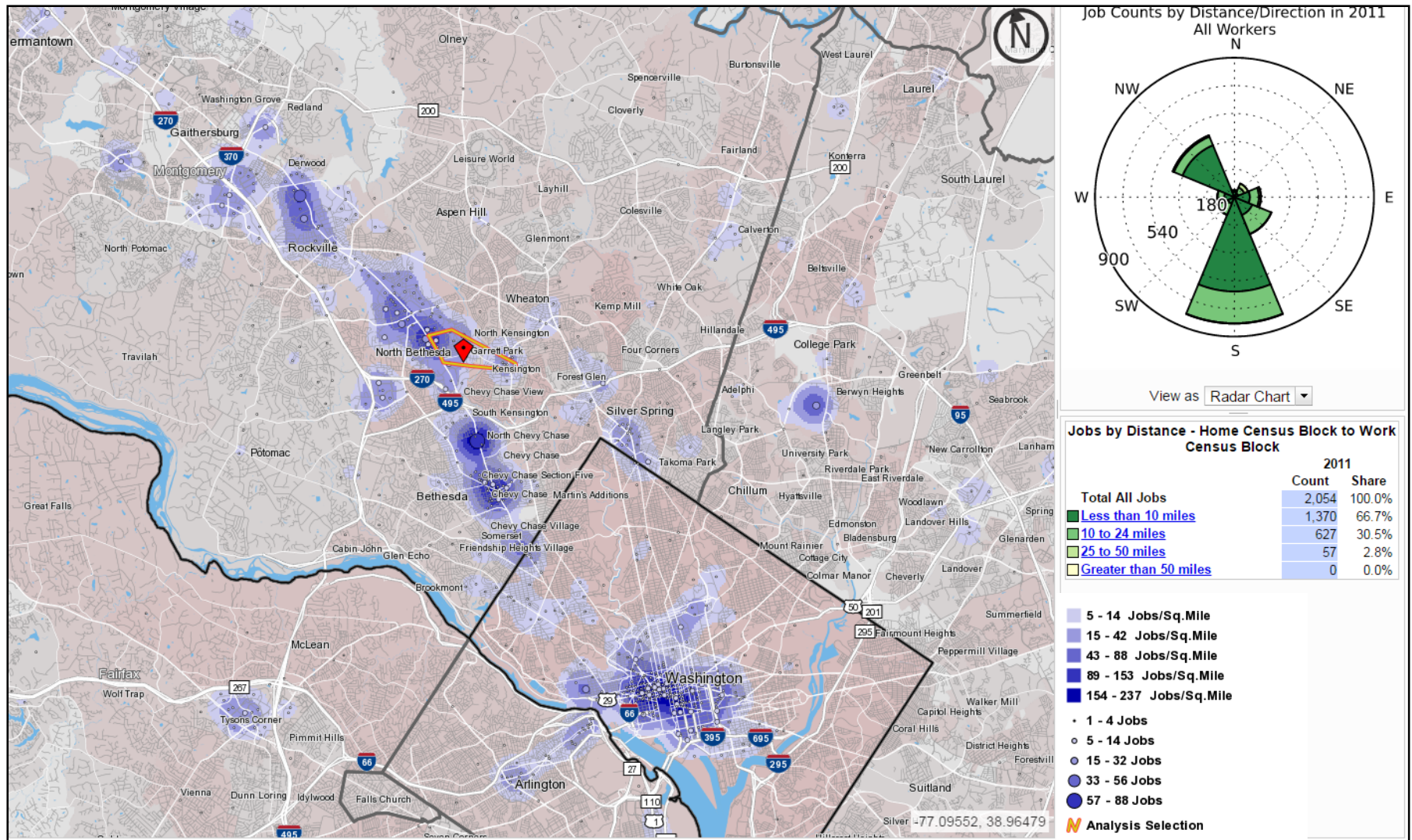
Where NIH Employees Live



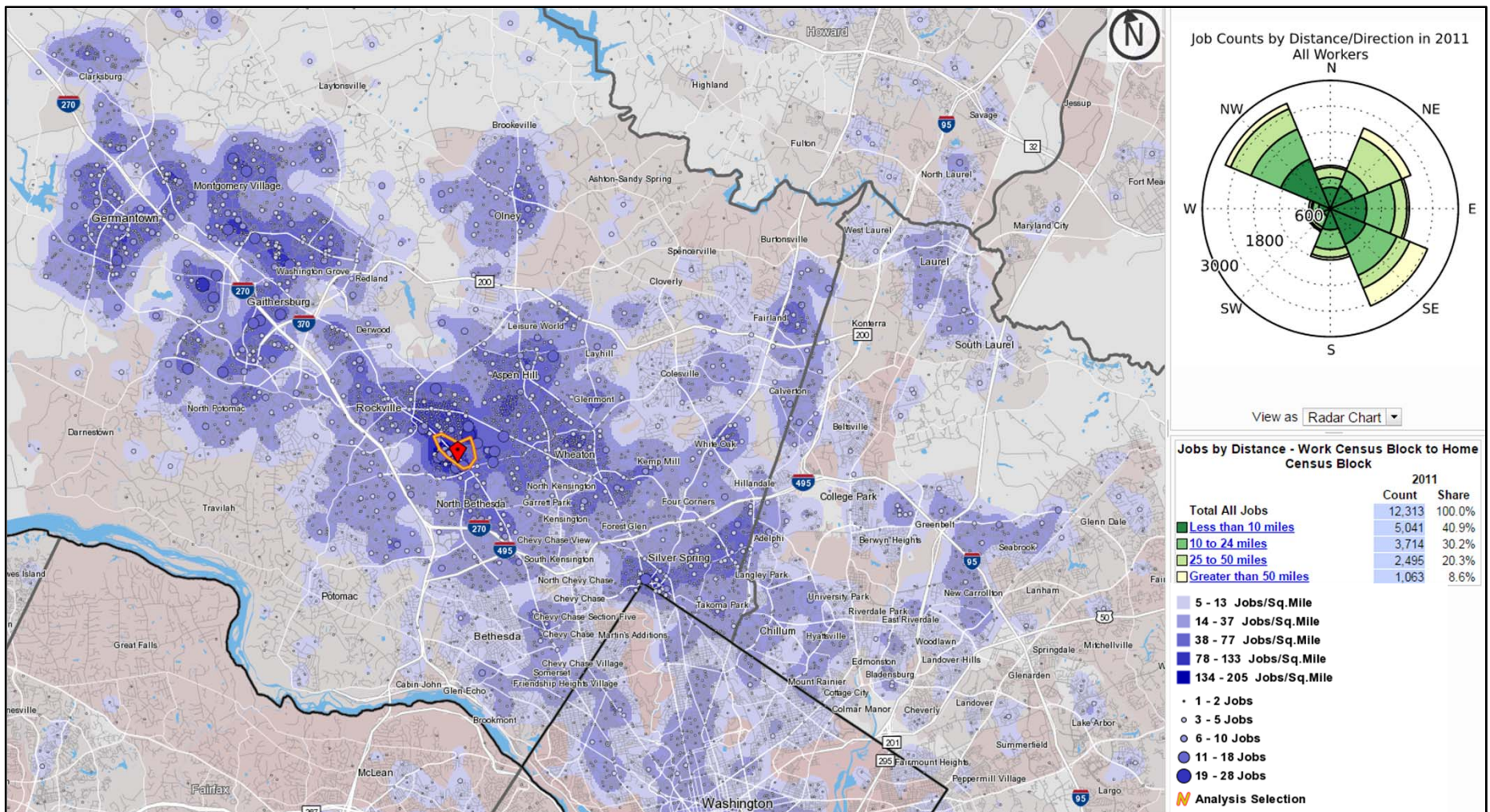
Where Grosvenor Residents Work



Where Garrett Park Residents Work



Where People Who Work in Twinbrook Live



Existing Transit Service

■ WMATA Metrobus

- Eleven Routes (C4, C8, J1, J2, J3, J4, J5, J7, J9) serves MD 355 intermittently between the Washington, D.C. border and the White Flint Metro Station
- Six Routes (Q1, Q2, Q4, Q5, Q6) serve MD 355 intermittently between the Wheaton Metro Station and Shady Grove Metro Station



■ MTA Commuter Bus

- Four MTA Commuter Bus Routes (201, 202, 505, 515) serve the Shady Grove Metro Station



Existing Transit Service

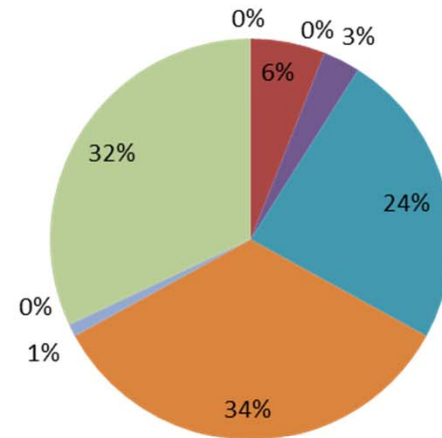
- **Montgomery County Ride On**
 - Thirty-nine Routes (5, 6, 10, 26, 30, 32, 33, 34, 36, 37, 38, 44, 45, 46, 52, 53, 55, 56, 57, 58, 59, 60, 61, 63, 64, 65, 66, 67, 70, 71, 74, 76, 78, 79, 81, 90, 93, 96, 100) serve MD 355 intermittently between Washington, D.C. border and Redgrave Place in Clarksburg
- **Rail**
 - WMATA Metrorail Red Line
 - MARC Brunswick Line
 - Amtrak Capitol Limited Line



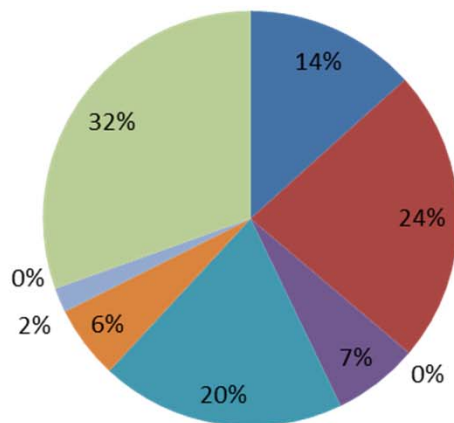
How people get to Metro Station

- Metrobus
- Other Bus
- Bicycle
- Kiss & Ride
- Park & Ride
- Walk

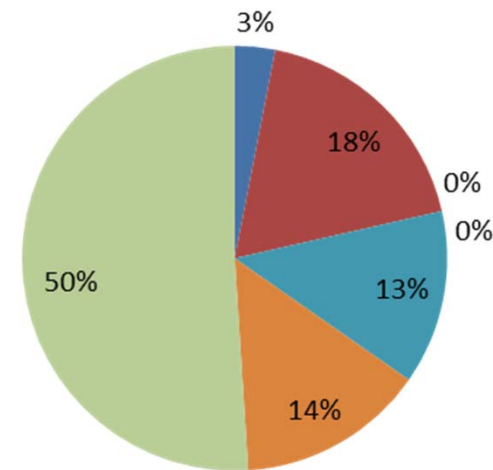
Grosvenor (3,464 AM entries)



Medical Center (1,089 AM entries)



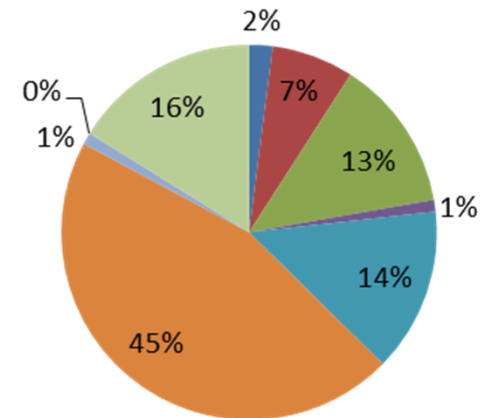
Bethesda (3,273 AM entries)



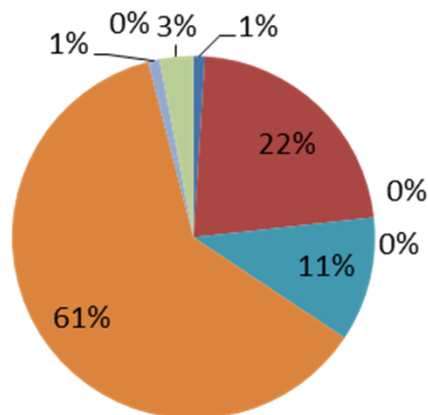
How people get to the Metro Station

- Metrobus
- Other Bus
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- Kiss & Ride
- Park & Ride
- Walk

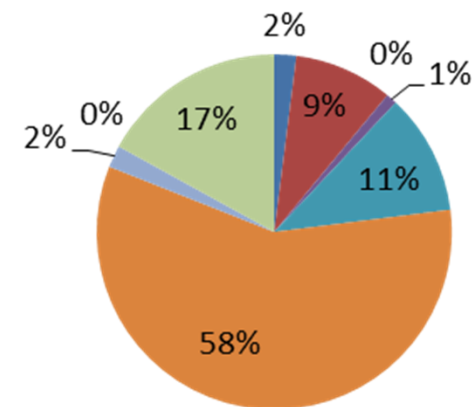
Rockville (2,288 AM entries)



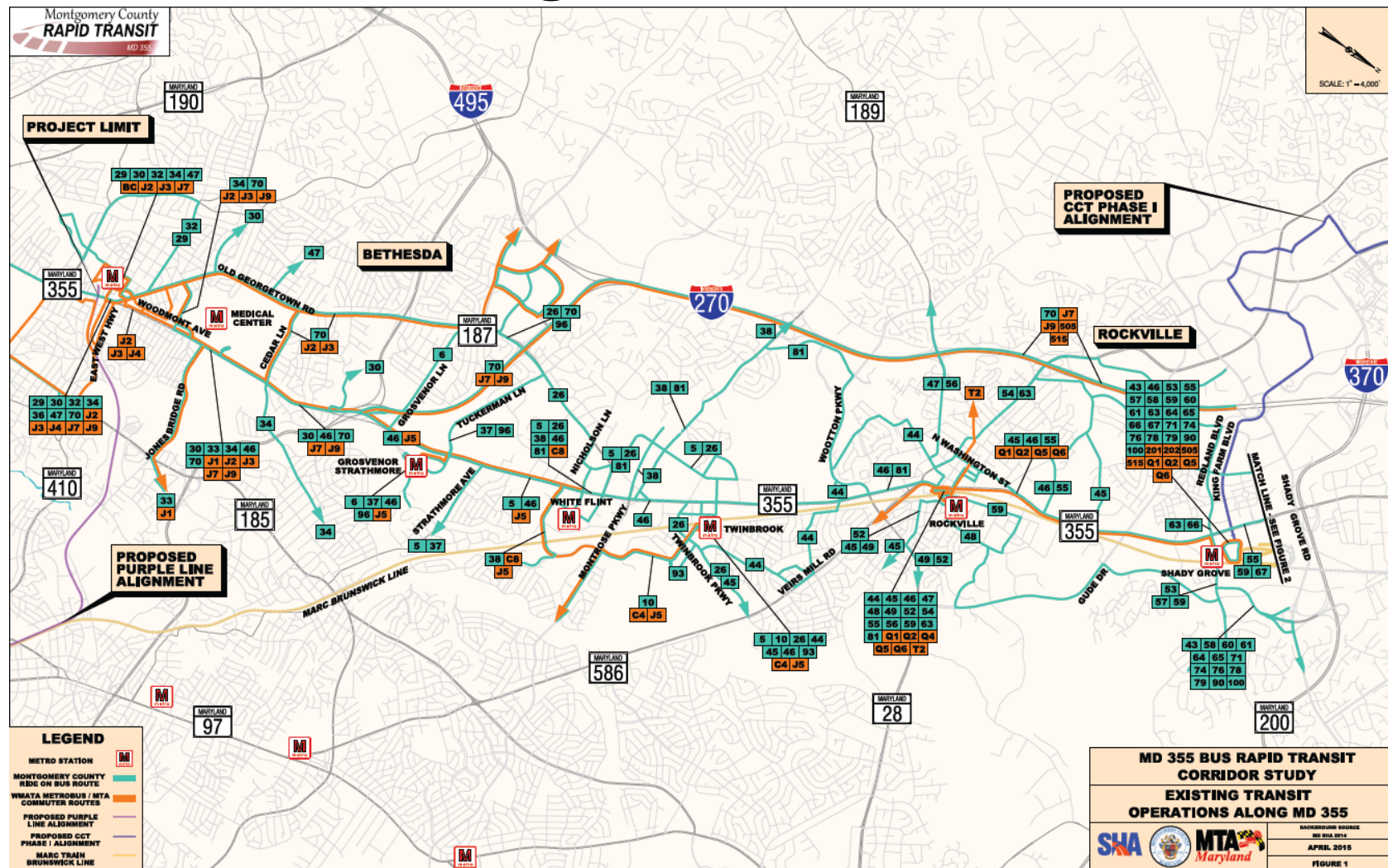
Shady Grove (9,570 AM entries)



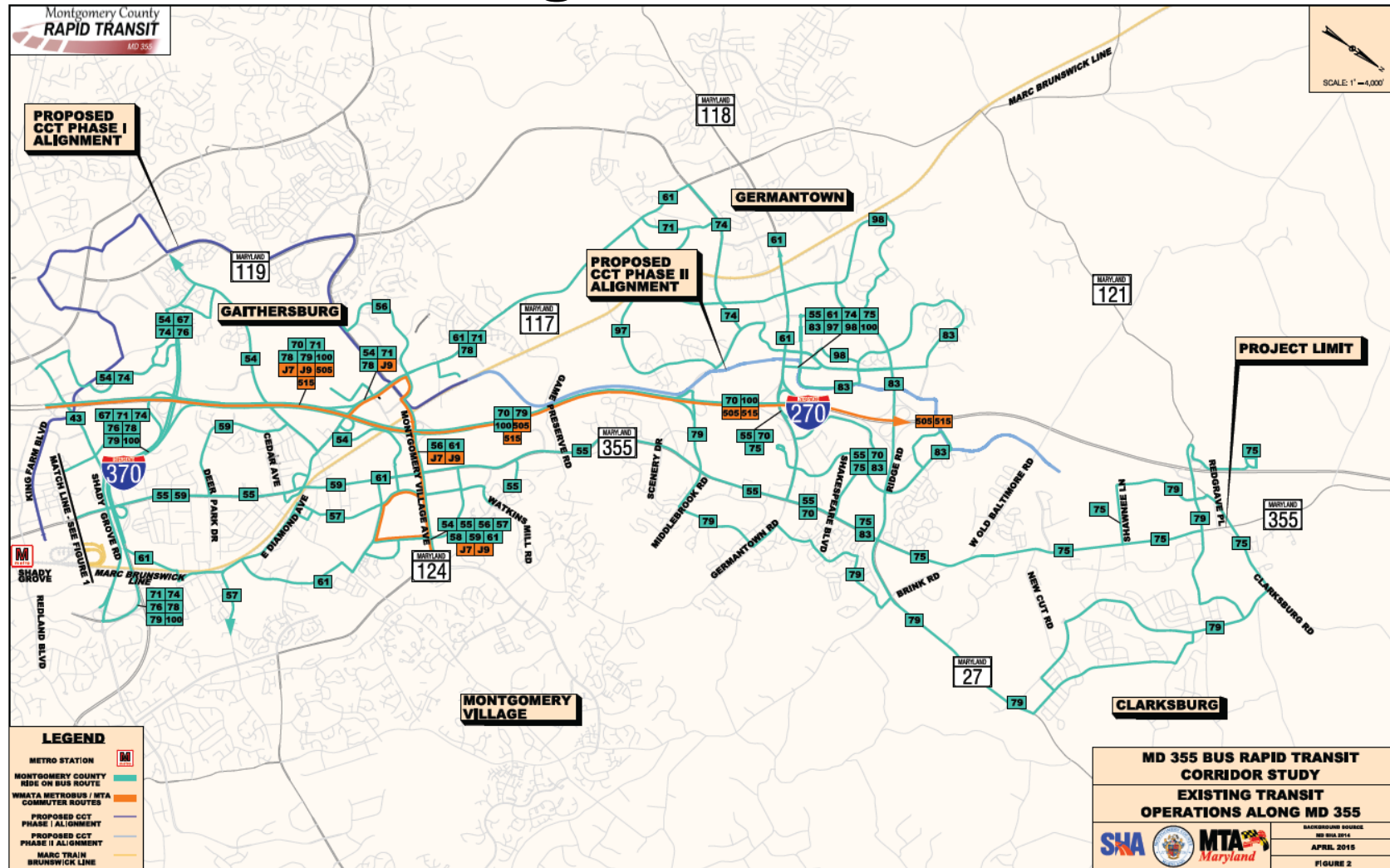
Twinbrook (2,332 AM entries)



Existing Transit Service



Existing Transit Service



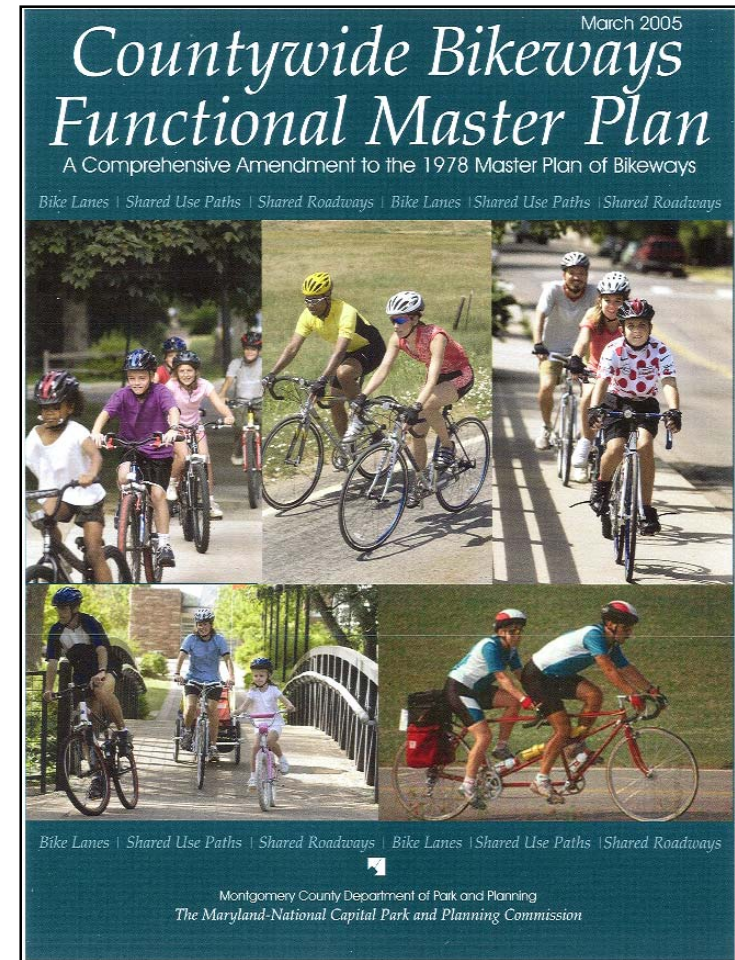
Roadway Features and Typical Sections

- Approximately 22-mile corridor from the Bethesda Metro Station to Redgrave Place in Clarksburg
- Mix of two-to-six lane divided and undivided typical sections
 - Six lanes typically from Bethesda Metro to Middle Brook Road in Germantown
 - Four lane typically from Middle Brook Road to Milestone Manor Lane in Germantown
 - Two lanes from Milestone Manor Lane to Redgrave Place in Clarksburg
- There are 78 signalized intersections, 80 unsignalized intersections, numerous driveways, and four grade separated interchanges
- Service roads along some sections of the corridor



Roadway Features and Typical Sections

- Sidewalks are mostly present from Bethesda to MD 27 (Ridge Road) in Germantown
- Bicycle paths and on-road bicycle lanes are intermittent
- MD 355 south of MD 27 (Ridge Road) is an urban principal arterial with posted speeds of 25 to 45 mph
- MD 355 north of MD 27 (Ridge Road) is an urban minor arterial with posted speeds of 30 to 50 mph
- There are at least 25 unique typical sections





MD 355 – Downtown Bethesda

(Looking north)



MD 355 – Walter Reed National Military Medical Center

(Looking north)



MD 355 – North of Cedar Lane

(Looking north)



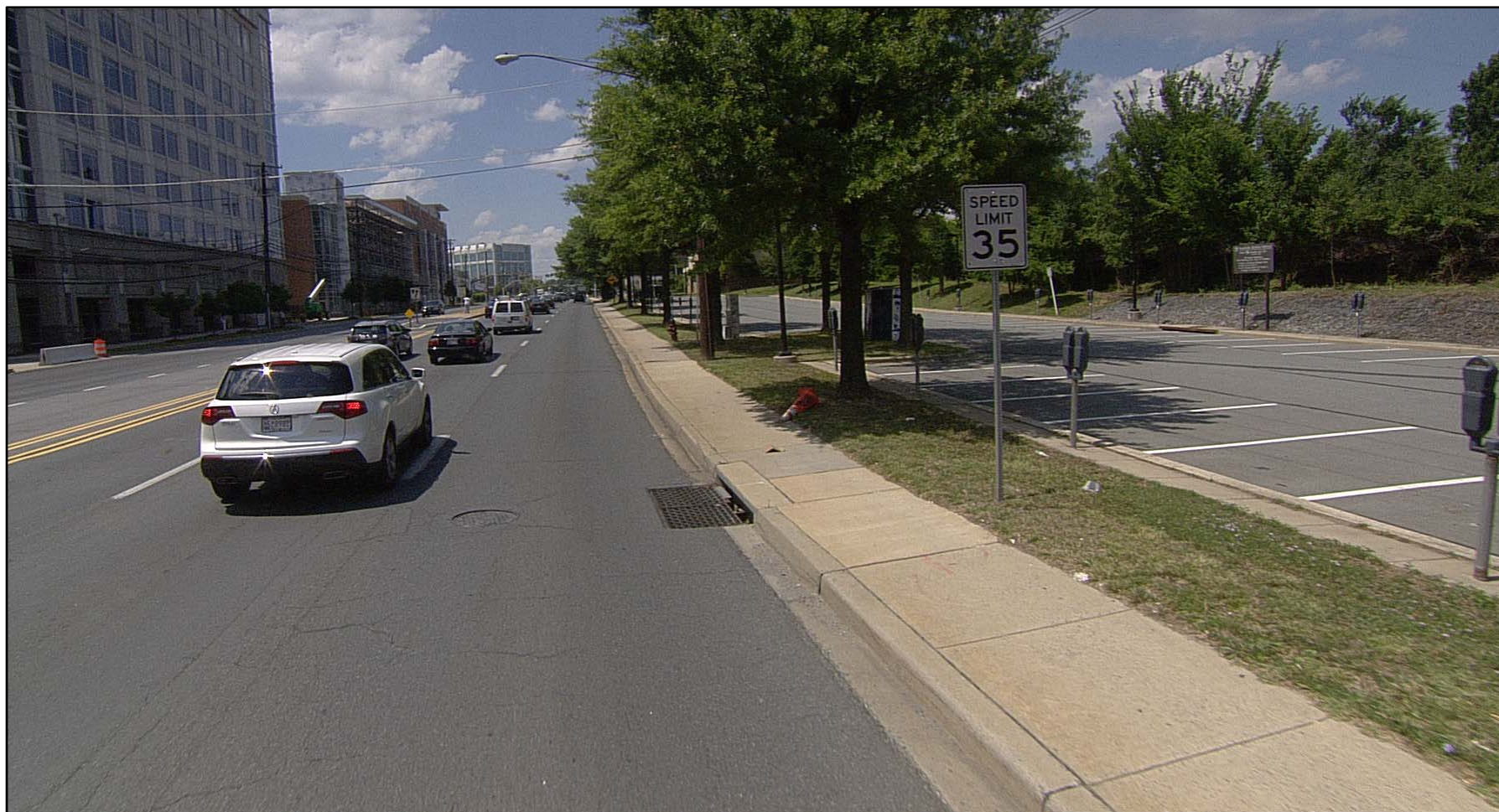
MD 355 – White Flint

(Looking north)



MD 355 – Congressional Plaza

(Looking north)



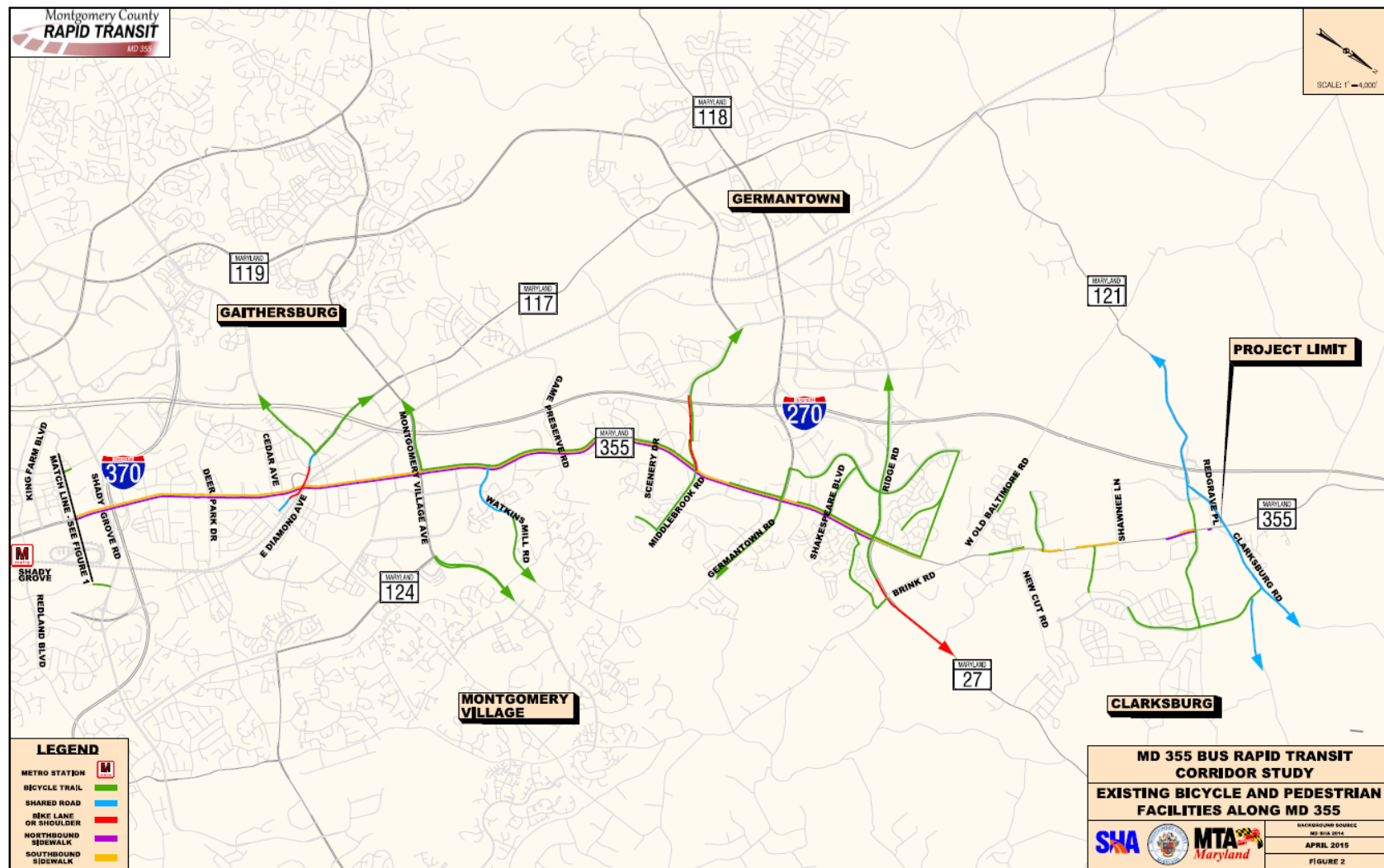
MD 355 – Rockville Town Center

(Looking north)

Existing Pedestrian and Bicycle Facilities



Existing Pedestrian and Bicycle Facilities



Existing Environmental Resources

- Several stream crossings and wetlands
- 100-year floodplains within study corridor related to Great Seneca Creek, Rock Creek, Muddy Branch and Cabin John Creek
- Habitat for Forest Interior Dwelling Bird Species (FIDS)
- Forested areas in northern portion of county, north of Gaithersburg
- Coordinating with FWS and DNR on rare, threatened, or endangered species within the study area



Existing Environmental Resources

- Parks: 33 public parks throughout the corridor owned by M-NCPPC, City of Rockville, City of Gaithersburg and State of Maryland
- 3 National Register Listed Historic Resources:
 - Bethesda Meeting House (M:35-5)
 - Bethesda Naval Hospital Tower (M:35-8)
 - Bethesda Theatre (M:35-14-4)
- 19 resources eligible for listing

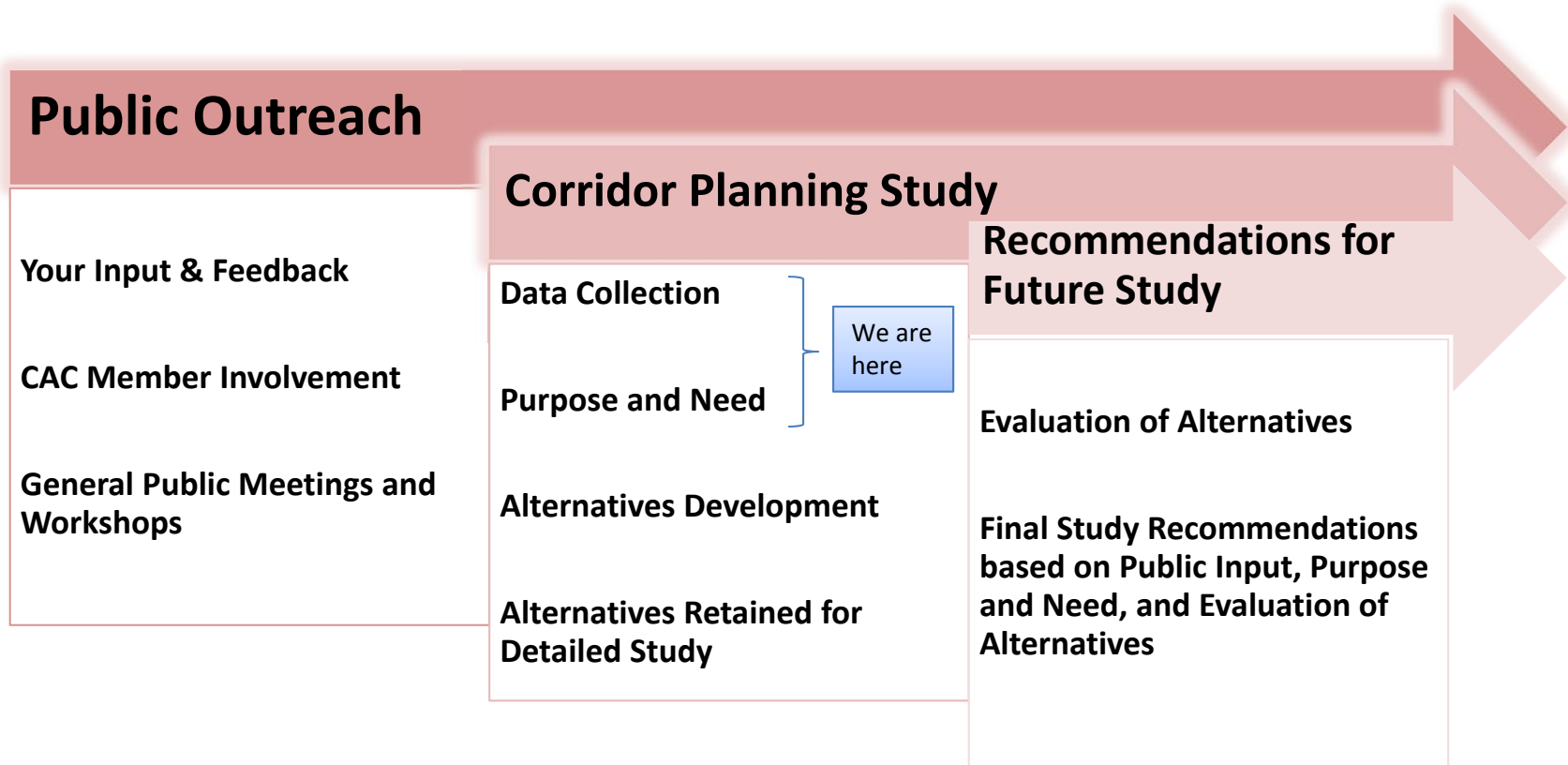


CAC Meeting No. 2 Agenda

■ Topics to be discussed:

- Project Development
- Existing Conditions (Available data)
- Corridor Planning Study
 - Simplified Study Process
 - Purpose & Need
- Interactive Exercise

Simplified Study Process



Purpose and Need Overview

What is Purpose and Need?

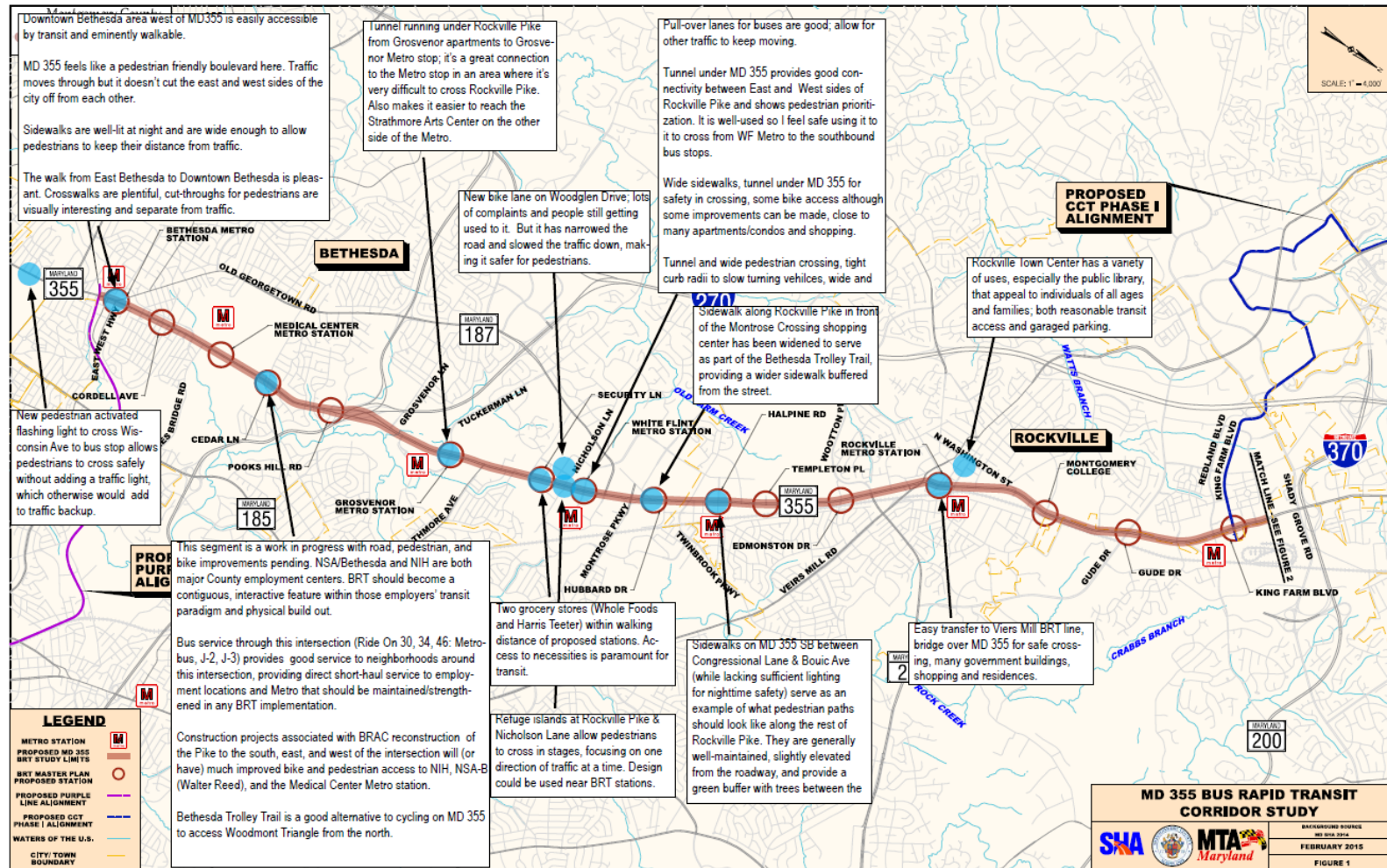
- Contains a statement of **what** the project intends to address based on the “needs”
- Clearly demonstrates that quantifiable “needs” exist that support **why** the project development process should be pursued

How is Purpose and Need Used?

- Utilizes quantifiable data to identify problem(s) that require attention and further study
- Acknowledges problems have multiple potential solutions
- Forms baseline for comparison of future evaluations
- Drives conceptual alternatives discussion
- Supports recommendation of an alternative

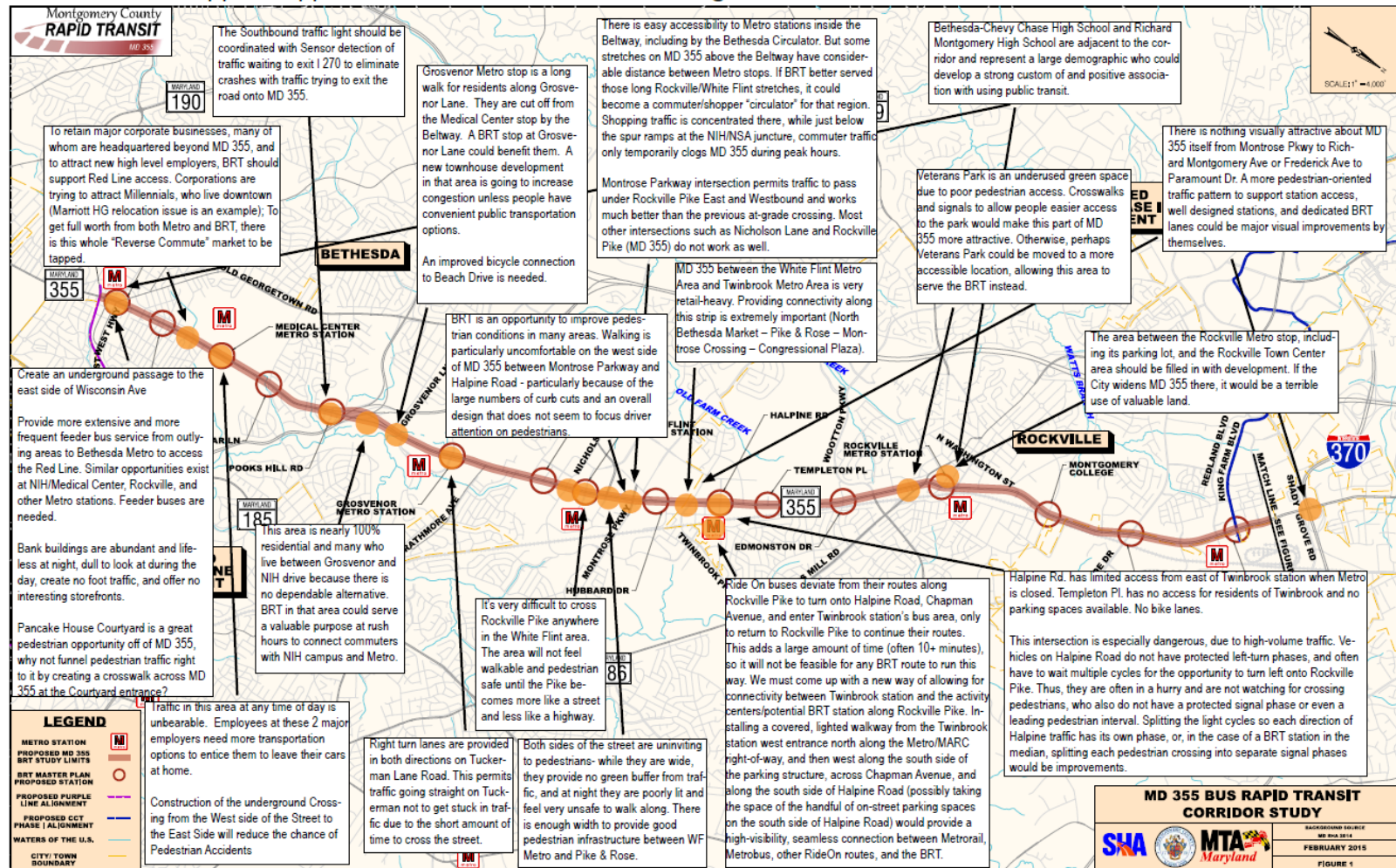
What We Heard From You

MD 355 South: Mapped “Strengths” from CAC Kickoff Meeting Homework Exercise

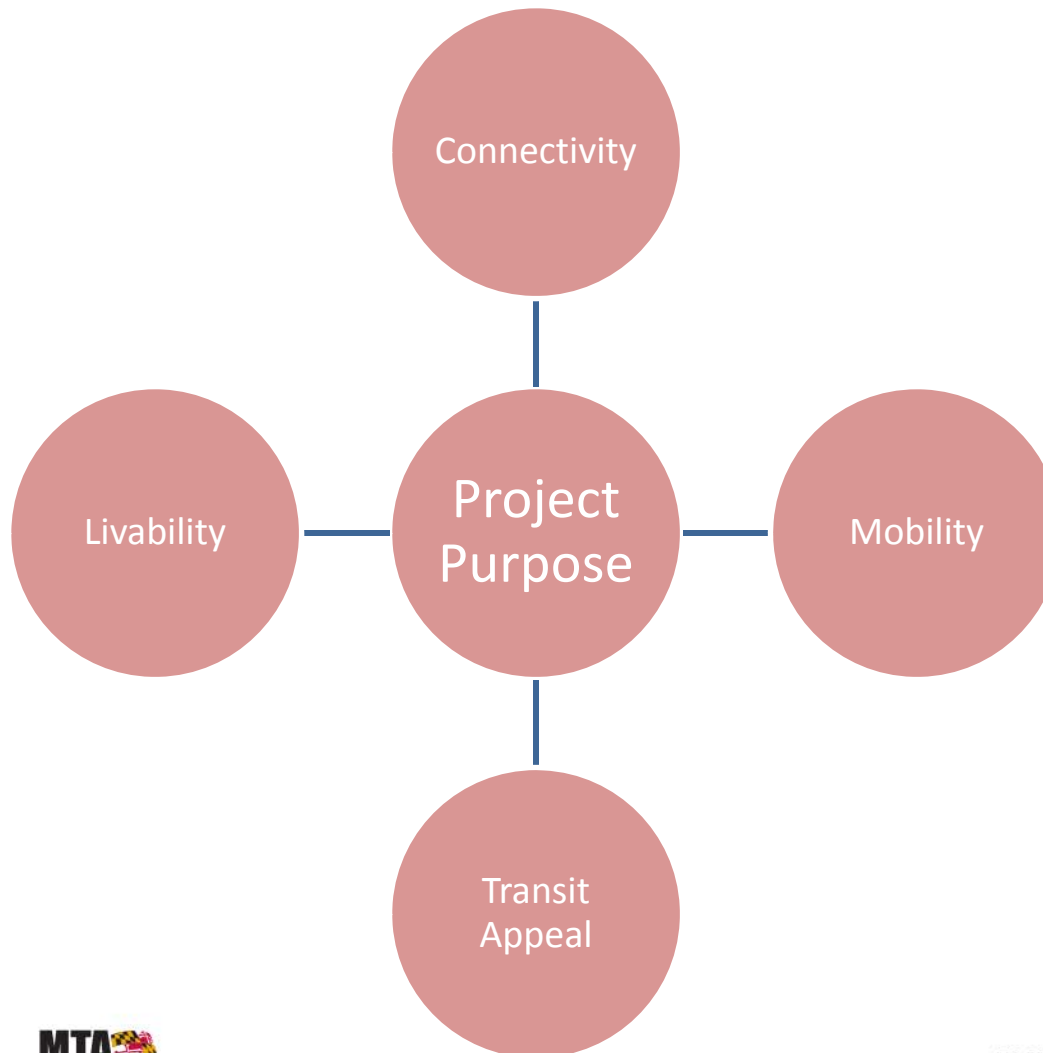


What We Heard From You

MD 355 South: Mapped "Opportunities" from CAC Kickoff Meeting Homework Exercise



Needs Categories



Small Group Activity

- Needs, Values and Concerns – A starter list has been provided roughly based on the existing data and conditions and your ideas from the kick-off meeting and the homework exercise.
- Break into groups and work together to review what has been provided; edit them and add to them to provide your own list of the needs and values and the concerns you want to see addressed as a part of the MD 355 transit investment
- Come back together and share your group's work

Mobility & Transit Appeal

- Create convenient, appealing and reliable transportation choices (other than a private automobile) to reach employment, educational, commercial, and social/recreational destinations near the corridor while maintaining reasonable automobile travel

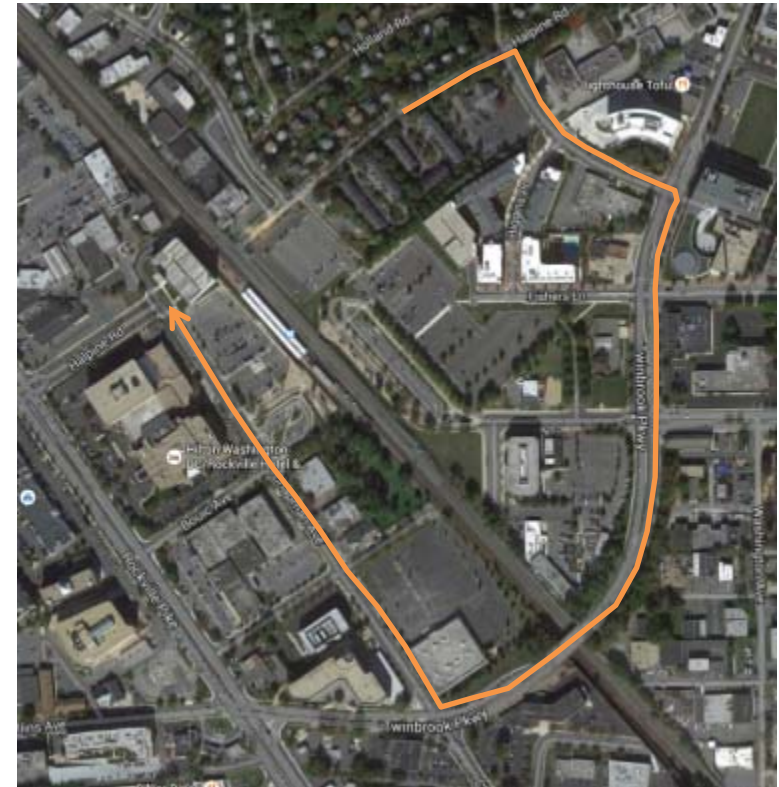


Small Group Activity

NEED	VALUES AND CONCERNS
TRANSIT APPEAL AND MOBILITY: Ensure convenient, appealing and reliable transportation choices (other than the private automobile), to reach major corridor employment, educational, commercial, and social/recreational destinations while maintaining reasonable automobile travel along MD 355.	Serve commute/regional travel from the MD 355 Corridor into downtown DC
	Integrate service to complement and leverage existing Red Line service
	Serve local/shorter distance trips in and along the MD 355 corridor, particularly between Red Line stations
	Serve existing and future activity centers
	Maintain or improve travel times to corridor destinations for residents living near the corridor
	Provide transit service that is competitive with the automobile (travel times and reliability)
	Expand and adjust Ride On feeder service to MD 355 BRT stations with increased service and frequency
	Reduce traffic congestion on MD 355 and intersecting streets to better serve local trips

Connectivity

- Create efficient and safe access to transit stops from existing neighborhoods and between major transit nodes, including safe and comfortable pedestrian access along the corridor, and across the corridor.



Small Group Activity

NEED	VALUES AND CONCERNS
MOBILITY AND CONNECTIVITY: Create efficient and safe access to transit stops from existing neighborhoods and between major transit nodes, including safe and comfortable pedestrian access along the corridor, and across the corridor.	Provide highly visible , frequent and safe pedestrian crossings of MD 355, particularly at station areas
	Ensure Ride On and Circulator services connect neighborhoods to one another and to MD 355 transit stations
	Ensure stations and main pedestrian access ways are active spaces with lighting provided by adjacent buildings as well as streetlights
	Provide a connected network of streets beyond station areas

Livability

- Develop MD 355 Corridor land uses that support premium transit investments
- Preserve the character of existing neighborhoods



Small Group Activity

NEEDS	VALUES AND CONCERNS
LIVABILITY: Develop MD 355 Corridor to support walking and a car-light lifestyle	Locate transit stations to maximize service to existing and planned developments
	Locate transit stations in mixed-use, higher density areas
	Attract a mix of land uses to provide live/work/play along the corridor
	Redevelop underutilized land (e.g., surface parking lots) with active uses
LIVABILITY: Improve conditions for bringing people to the unique and interesting businesses and special uses along the MD 355 Corridor	Create transit amenities that support area character.
	Leverage transit infrastructure investment to enhance the look and feel of the corridor, particularly for pedestrians
	Ensure unique businesses and destinations are valued in design of station areas

CAC Meeting No. 2 Agenda

■ Topics to be discussed:

- Project Development
- Existing Conditions (Available data)
- Corridor Planning Study
- **Interactive Exercise**
 - Your Input and Feedback
 - Needs, Values and Concerns Exercise
 - Prioritization of Needs

Small Group Activity

- Needs, Values and Concerns – A starter list has been provided roughly based on the existing data and conditions and your ideas from the kick-off meeting and the homework exercise.
- Break into groups and work together to review what has been provided; edit them and add to them to provide your own list of the needs and values and the concerns you want to see addressed as a part of the MD 355 transit investment
- Come back together and share your group's work

What transit investment qualities do you consider most important?

- Place your dots next to the Needs, Values and Concerns that are most important to you.

Future Meeting Schedule & Logistics

- Next Meeting: Thursday June 4, 2015. 6:30 – 8:30 pm
- Location: Bethesda-Chevy Chase Regional Services Center, 4805 Edgemoor Lane, Bethesda MD 20814

Questions

