

MD 355 - South Corridor Advisory Committee Meeting # 6

Montgomery County **RAPID TRANSIT**

BRT CORRIDOR STUDIES

Executive Office Building
Rockville, Maryland
March 7, 2016
6:30 pm to 9:00 pm



Welcome

Agenda:

- Montgomery County MD 355 BRT Update.....20 min
- Draft Preliminary Purpose and Need Follow Up..... 10 min
- Preview of Public Open House.....10 min
- Conceptual Alternatives Development
 - Preliminary Station Locations.....30 min
 - Preliminary Service Plan.....30 min
- Tabletop Discussion.....40 min
- Additional Q&A10 min

Note: Each topic will be followed by a question and answer session. Please hold questions and comments until the section presentation is complete.

Draft Preliminary Purpose and Need Follow Up

- Submitted for review on December 21, 2015
- CAC Open House on Draft Preliminary Purpose and Need held on February 2, 2016
 - 15 members attended
 - Open discussion with subject matter experts on the contents of the Draft Preliminary Purpose and Need Document to assist in the development of comments



Draft Preliminary Purpose and Need Comments Received

- Eight CAC members submitted a total of 81 comments through February 12, 2016
- Responses to these comments to be completed prior to the Public Open House
- Major themes of the comments included:
 - Build alternatives
 - Model projections
 - Type of trip
- Comments received after February 12th will be responded with general public comments

Questions?

✓ Draft Preliminary Purpose and Need – Follow up

✓ Q&A

- Preview of Public Open House
- Conceptual Alternatives Development
 - Preliminary Station Locations
 - Preliminary Service Plan
- Tabletop Discussion
- Additional Q&A



Preview of Public Open House

- Two proposed meetings in late April / early May
- Both meetings will be held in an open house format from 5:30 to 8:00 PM
- Identical information on the entire corridor will be presented at both meetings

Preview of Public Open House

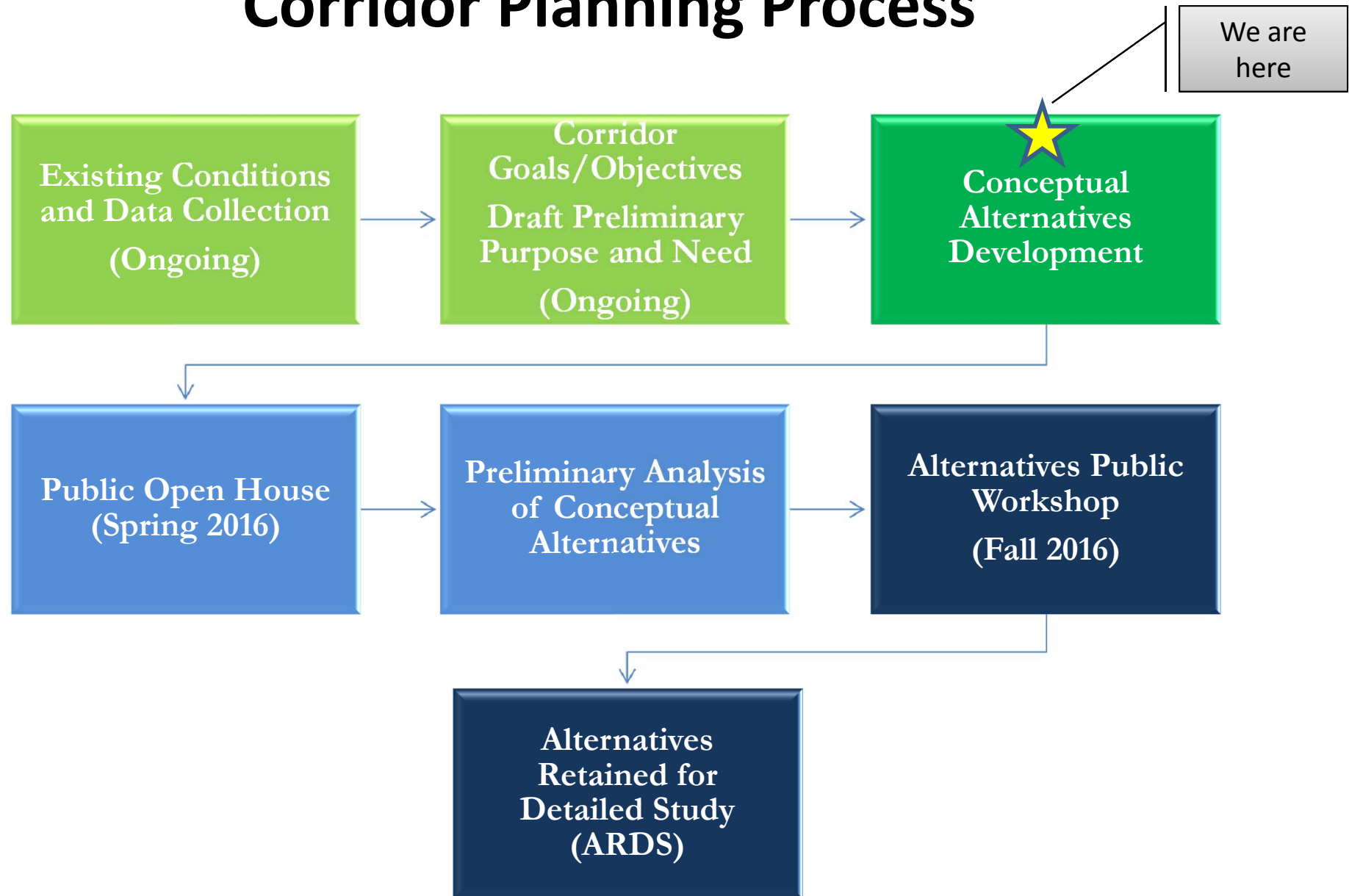
- Purpose of the Public Open House
 - Educate public on BRT
 - Introduce public to corridor study
 - Present information on Draft Preliminary Purpose and Need
 - Review of Existing Conditions
 - Obtain public feedback

Questions?

- ✓ Draft Preliminary Purpose and Need – Follow up
- ✓ **Preview of Public Open House**
 - ✓ **Q&A**
- Conceptual Alternatives Development
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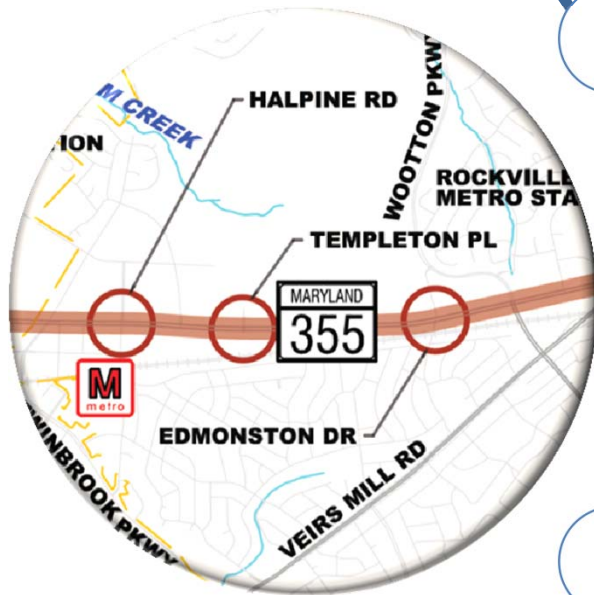


Corridor Planning Process



Conceptual Alternatives Analysis

What Questions will the Analysis Help Answer



Are the route patterns and terminal points best suited to meet demand and travel patterns in the study area?

Are the station locations best suited to meet demand and travel patterns in the study area?

What is the appropriate service frequency (buses per hour) based on passenger demand (BRT and local bus)?

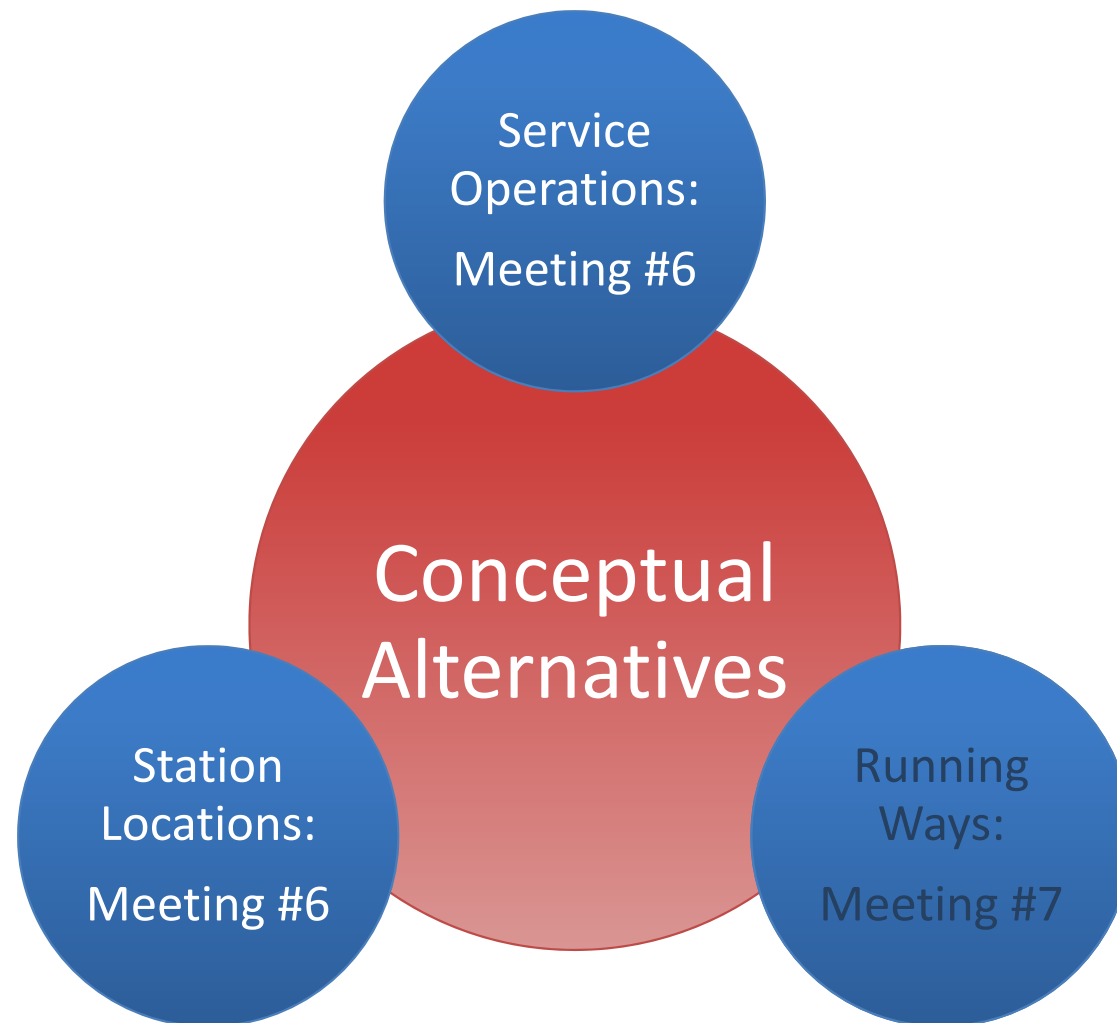
What is the demand for new BRT service between Build Alternatives? New trips vs. attracting from existing service.

What type of trips are being made on the proposed service? Intra- corridor, long distance, feeder to Metro?

Where are transfers occurring?

How much will it cost to operate transit service in the study area (BRT, Local Service)? How many buses will be required to operate the service?

Conceptual Alternatives



Conceptual Alternatives Development

Modifications Since Functional Master Plan

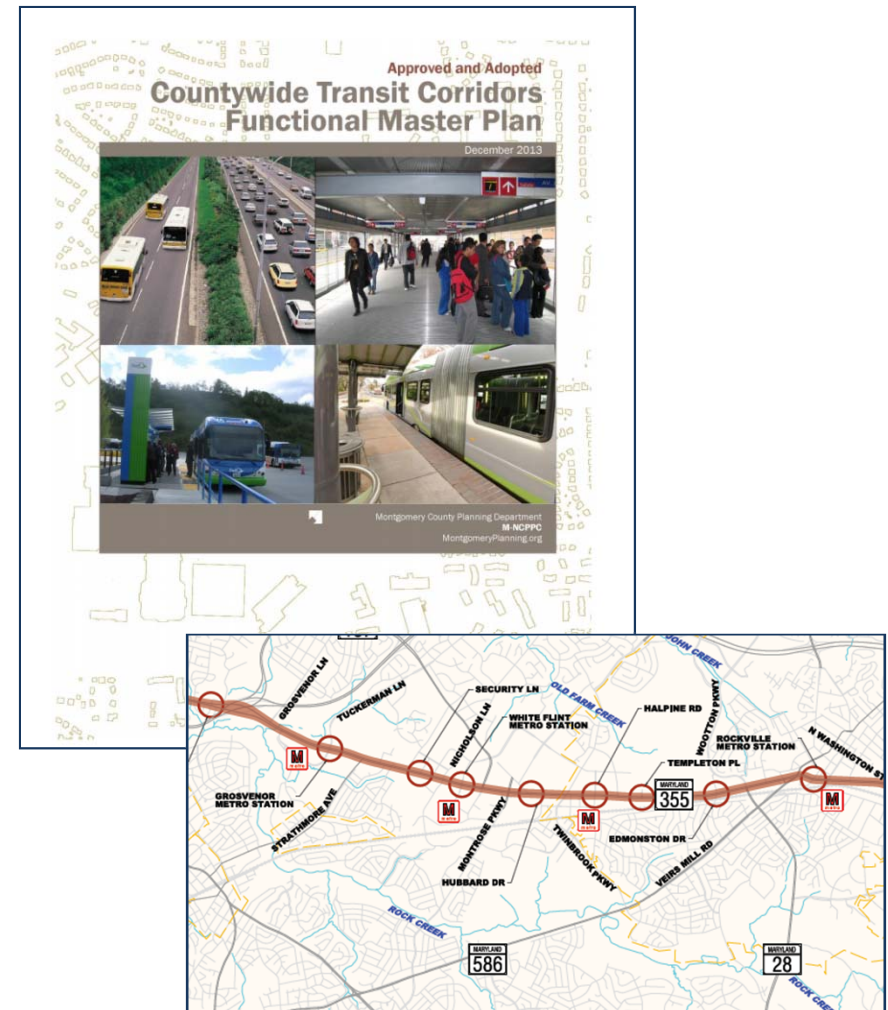
In response to your comments, we are making the following changes to our station locations and service plan

- Move the King Farm Boulevard Station into the Shady Grove Metrorail Station to provide closer access to Metrorail
- Serve the Lakeforest Transit Center
- Study an additional alignment along Observation Drive on the northern end of the corridor
- Terminate at the Clarksburg Outlets
- Service plan that work for different market areas

Conceptual Alternatives Development

Preliminary Station Locations

- Station Locations
 - Began with recommendations from Functional Master Plan
 - Making adjustments based on coordination with the Cities of Rockville and Gaithersburg, M-NCPPC, MCDOT and in response to CAC comments



Preliminary Station Locations - Modifications

- Station locations modified since the Functional Master Plan:

Station Location	Proposed Modification	Reason
Montgomery College (Rockville)	Added	Closer connection to Montgomery College
Gude Drive	Moved to Indianola Drive	Better serve residential and commercial areas
King Farm Boulevard	Moved to Shady Grove Metro	Closer connection to Metro. Shuttle available from King Farm to Metro. Comment from CAC.
Shady Grove Road	Eliminated	Congested intersection. Low density. Comment from CAC.
Cedar Avenue / Fulks Corner Avenue	Added	Added based on City of Gaithersburg BRT Study
Brookes Avenue	Moved to Chestnut Street / Walker Avenue	Moved based on City of Gaithersburg BRT Study

Preliminary Station Locations - Modifications

- Station locations modified since the Functional Master Plan:

Station Location	Proposed Modification	Reason
Odenhall Avenue	Moved to Lakeforest Boulevard	Moved based on City of Gaithersburg BRT Study
Lakeforest Transit Center	Added	Comment from CAC
MD 124 (Montgomery Village Avenue)	Eliminated	Eliminated based on City of Gaithersburg BRT Study
MD 27 Ridge Road	Eliminated	Congested intersection. Serves very similar area to Shakespeare Boulevard Station
West Old Baltimore Road	Eliminated	Low density. Lack of pedestrian access.
Shawnee Lane	Eliminated	Serves very similar area to Foreman Boulevard Station

Preliminary Station Locations – Observation Drive

- Station locations proposed for Observation Drive alignment (shares same stations up to Professional Drive):

Station Location	Proposed Modification	Reason
Middlebrook Road	Eliminated	Transition from dedicated to mixed traffic and intersection geometry
Holy Cross Hospital	Proposed	Serves hospital
Montgomery College (Germantown)	Proposed	Serves Montgomery College
Shakespeare Boulevard	Proposed	Serves existing and future commercial areas
Milestone Center Drive	Proposed	Serves commercial and residential areas

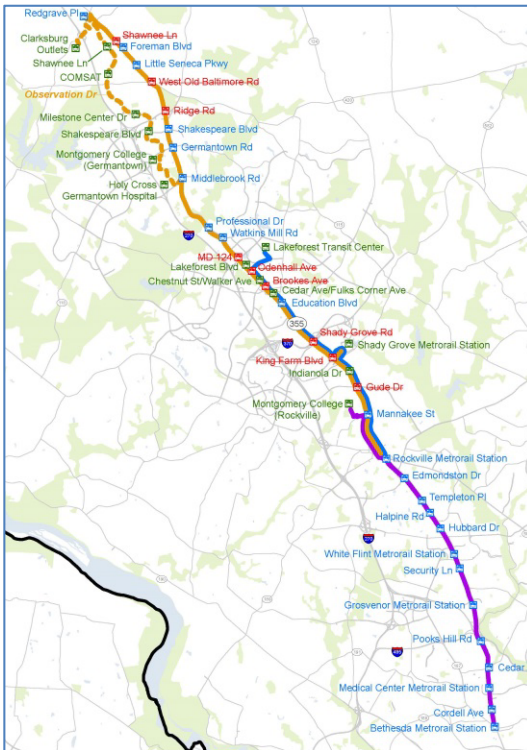
Preliminary Station Locations – Observation Drive

- Station locations proposed for Observation Drive alignment (shares same stations up to Professional Drive):

Station Location	Proposed Modification	Reason
COMSAT	Proposed	Connection to Corridor Cities Transitway (CCT)
Shawnee Lane	Proposed	Consistent with CCT Master Plan
North of MD 121 (Future Clarksburg Town Center)	Proposed	Consistent with CCT Master Plan
Clarksburg Outlets	Proposed	Serves commercial and residential areas. Proposed by member of public.

Station Planning Process

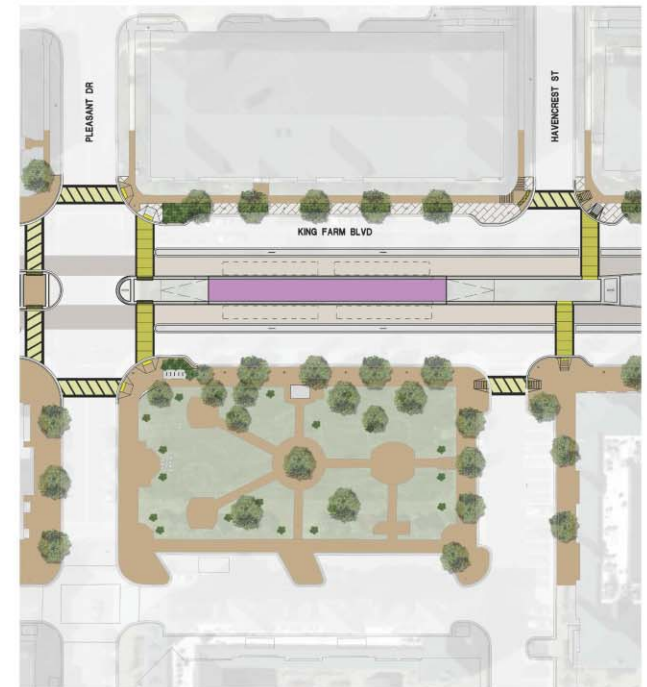
Step 1: Service Areas



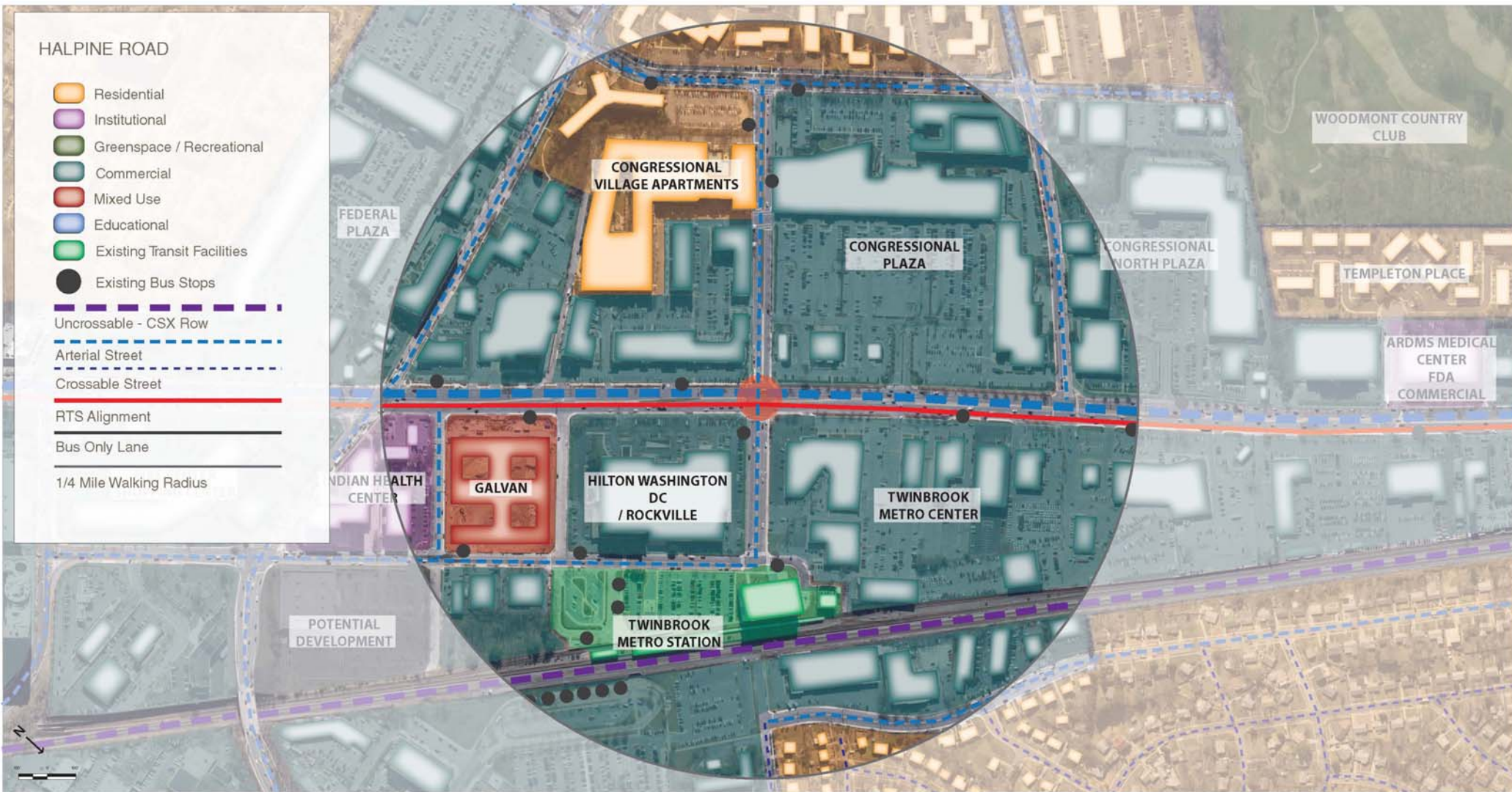
Step 2: Station Area Analysis



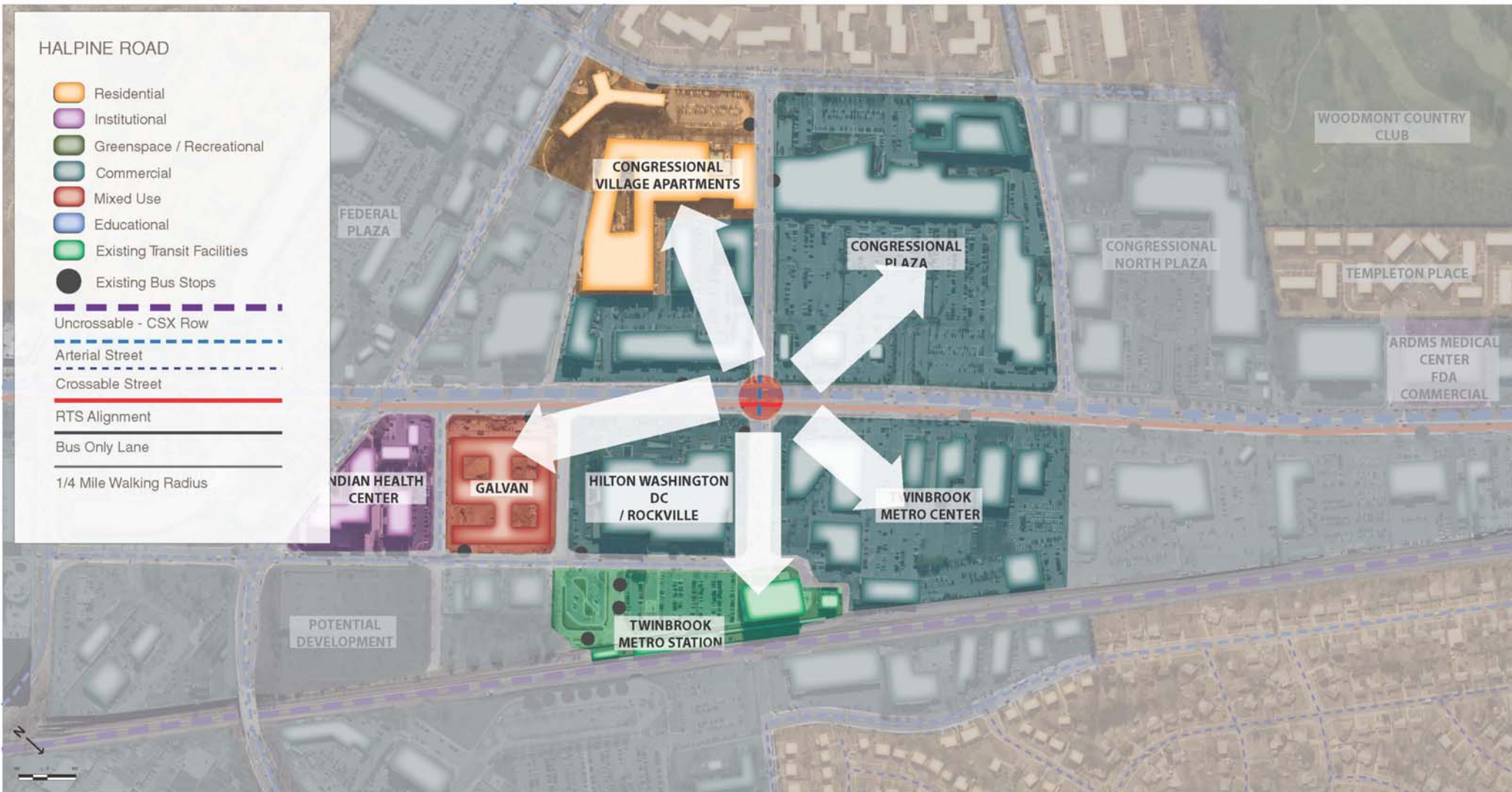
Step 3: Station Layout



Urban Analysis – Halpine Rd



Connections to Major Generators



Questions?

- ✓ Draft Preliminary Purpose and Need – Follow up
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Conceptual Alternatives Development

Service Planning Elements



Bus Rapid Transit

- BRT Route Patterns
- BRT Service Frequency
- BRT Hours of Service by Day of Week



Ride On

- Routes in the Ride On Network
- Ride On Service Frequency by Time of Day on Each Route



Other Services

- Metrorail
- WMATA local buses
- MARC
- *Corridor Cities Transitway (CCT) (Planned)*
- *Purple Line (Planned)*

Conceptual Alternatives Development

Service Planning Elements

- Key input into the project ridership forecasting process
 - Service plan elements help determine alternative's attractiveness to potential riders
- Key component of the overall definition of each Build Alternative
- Based on existing data
- Changes based on feedback results
- Impacts of other elements of Build Alternative

Conceptual Alternatives Development

MD 355 BRT – Preliminary Service Plan

BRT Route Pattern	Northern Terminal	Southern Terminal	Peak Period Frequency	Mid-Day Frequency
Orange	Clarksburg Outlets or Redgrave Place	Rockville Metrorail Station	Testing every 4 minutes (15 buses per hour)	Testing every 8 Minutes (7-8 buses per hour)
Blue	Lakeforest Transit Center	Rockville Metrorail Station	Testing every 4 minutes (15 buses per hour)	Testing every 8 Minutes (7-8 buses per hour)
Purple	Montgomery College Rockville	Grosvenor Metrorail or Bethesda Metrorail Station	Testing every 4 minutes (15 buses per hour)	Testing every 6 minutes (10 buses per hour)

Conceptual Alternatives Development

Local Bus Service – Preliminary Service Plan

Route	Current Peak Service Frequency	Peak Service Frequency Tested in Build Alternative	Current Off-Peak Service Frequency	Off-Peak Service Frequency Tested in Build Alternative
Ride On 55	12-20 minutes (differs by direction)	30 minutes	10 minutes	30 minutes
Ride On 46	15-20 minutes (differs by direction)	30 minutes	15 minutes	30 minutes

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Tabletop Discussion

- In an open house format, CAC members will have the opportunity to:
 - Discuss the assumptions of the service plan that will be tested in more detail
 - Review and provide input on the location of the stations throughout the corridor

Additional Questions



Adjournment