

MD 355 - North
Corridor Advisory Committee
Meeting # 7

Montgomery County
RAPID TRANSIT

MD 355

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



Welcome

Agenda:

- Public Open Houses Summary.....10 min
- Alternatives Screening Criteria.....20 min
- Conceptual Alternatives Development
 - Running ways.....40 min
- Tabletop Discussion.....60 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.

Public Open Houses Summary

- Approximately 160 people attended
- Outreach efforts included:
 - 75,000+ Postcards
 - Informational fliers
 - Print ads
 - Public service announcements
 - Languages used in the outreach: English, Spanish, Russian, Chinese and Vietnamese
- All meeting materials available on the project website:
montgomerycountymd.gov/RTS/md355openhouses.html

Public Open Houses Summary

- 50+ comments received. Themes include:
 - Relation of BRT to Metro
 - BRT amenities
 - Impact to traffic operations
 - Improved bicycle facilities
 - Dedicated BRT lanes to attract riders
 - Fix existing infrastructure (roads, Metro)
 - Parking needs at northern stations
 - Service should be frequent (5-10 min)

Questions?

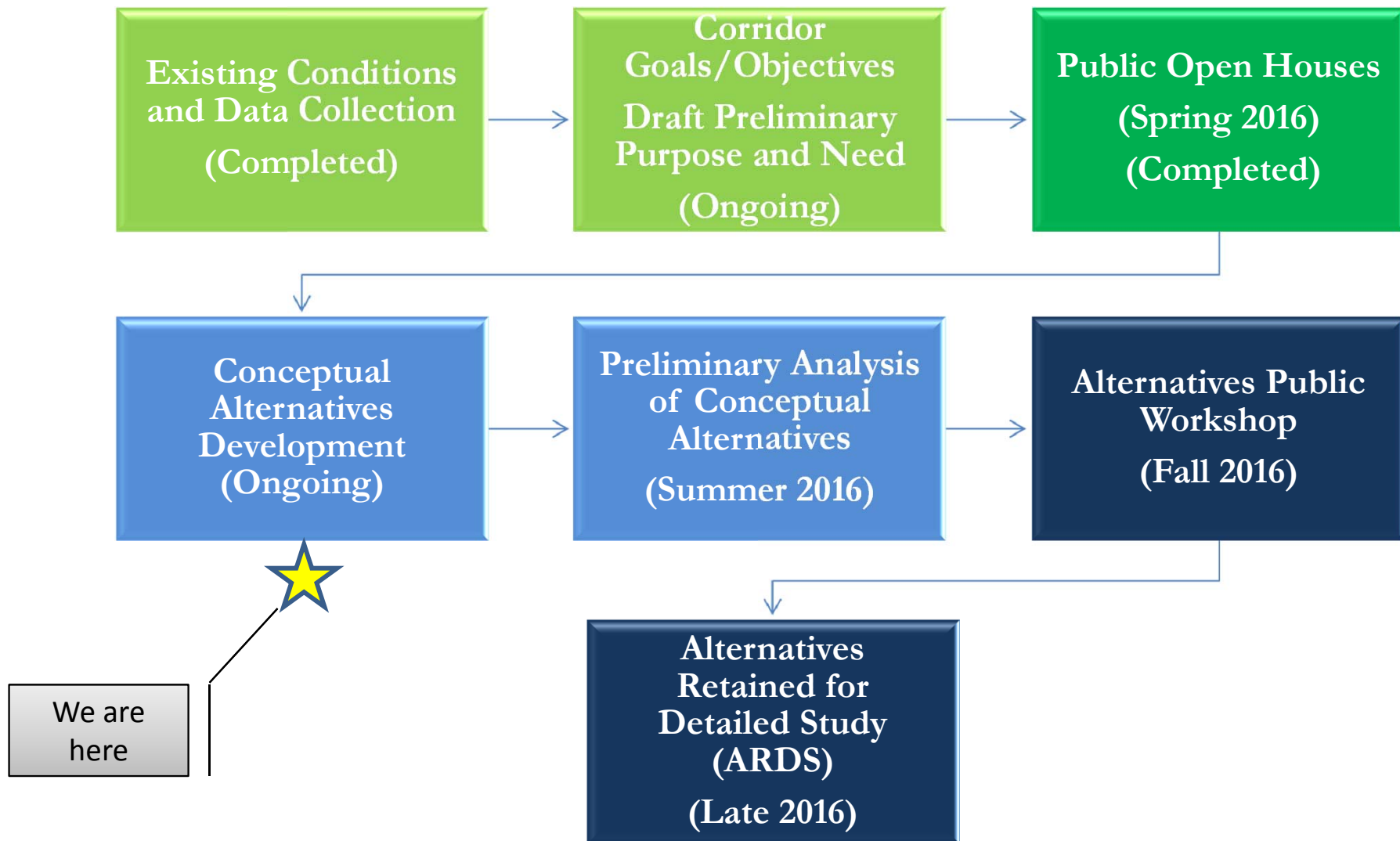
✓ Public Open House Summary

✓ Q&A

- Alternatives Screening Criteria
- Conceptual Alternatives Development
 - Running ways
- Tabletop Discussion
- Additional Q&A



Corridor Planning Process



Screening Criteria Process

RTS Goals and Objectives

Preliminary
Purpose
and Need



MD 355 Corridor Needs

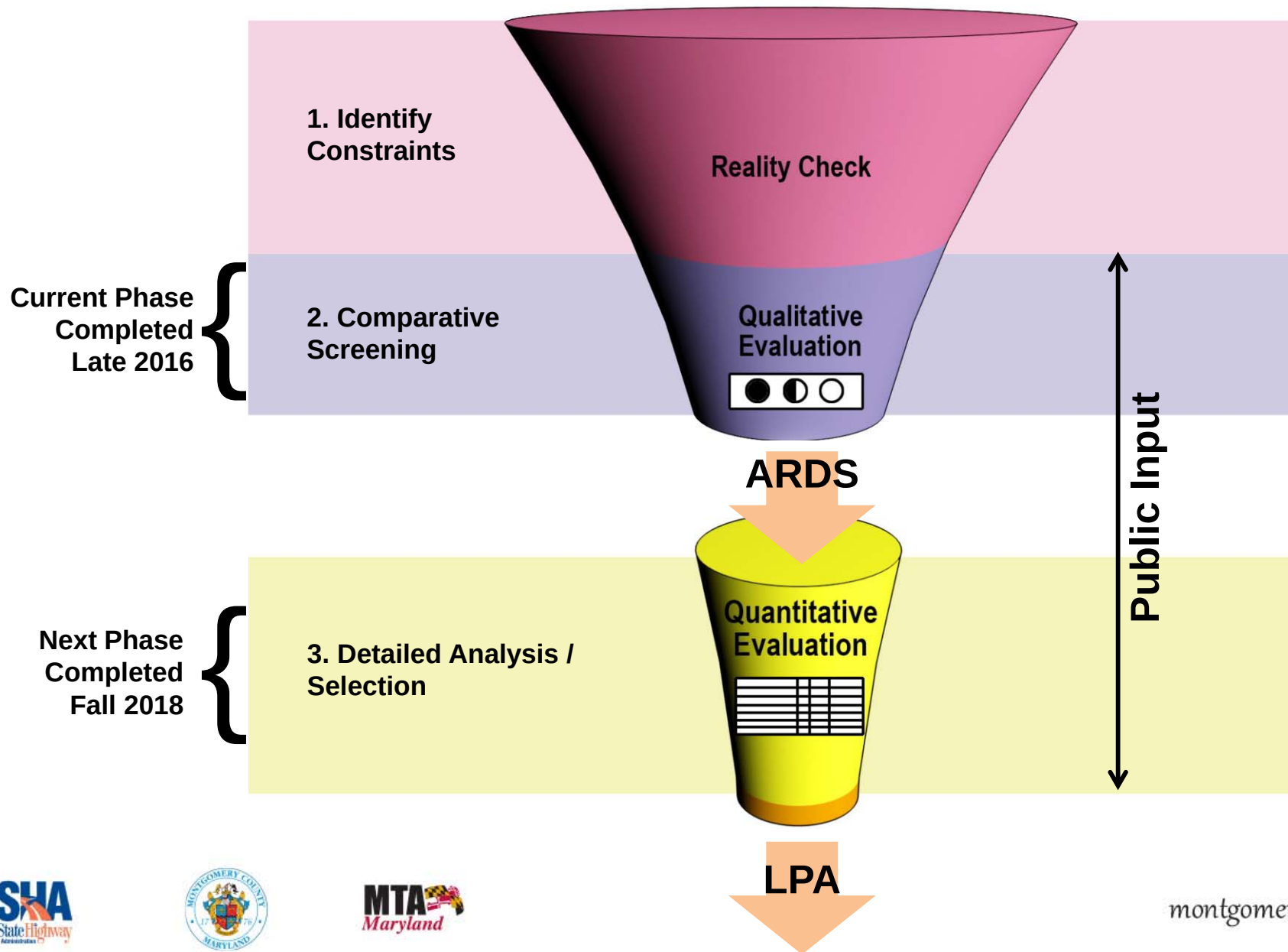


MD 355 BRT Project Purpose

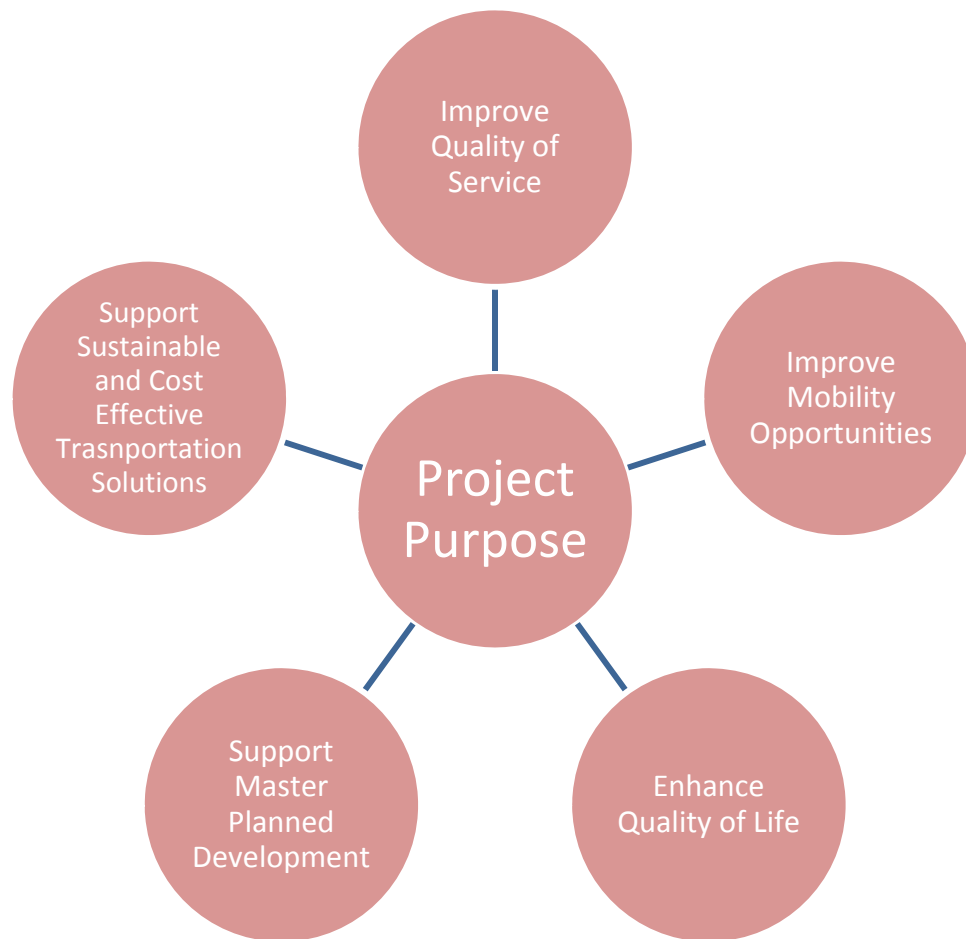


Screening Criteria

Alternatives Screening and Selection Process



Alternatives Screening Criteria



- Screening criteria elements include:
 - Transit Ridership (BRT, Local bus, total)
 - Boardings by station
 - Travel time (BRT, Automobiles)
 - Person throughput
 - Jobs/people within 45 & 60 minutes of activity centers
 - Property impacts
 - Environmental impacts
 - Costs (Capital, Operating)

Questions?

- ✓ Preview of Public Open House
 - ✓ Q&A
- ✓ **Alternatives Screening Criteria**
 - Conceptual Alternatives Development
 - Running ways
 - Tabletop Discussion
 - Additional Q&A



Conceptual Alternatives – Running Way

- Utilized the Countywide Transit Corridors Functional Master Plan as a starting point
- Developed five build alternatives for analysis purposes in addition to the no-build alternative
- Divided the study into seven different sections recognizing changing corridor characteristics – One size does not fit all
- A minimum of two different running way options being evaluated for every section



Conceptual Alternatives – Running Way

**IT IS POSSIBLE THAT ONE OR MORE OF THE
ALTERNATIVES RECOMMENDED FOR DETAILED STUDY
MAY BE A HYBRID OF THE ALTERNATIVES AS
CURRENTLY PROPOSED**

Conceptual Alternatives – Running Way

Section 7 – Germantown / Clarksburg (~6.2 miles)

- Middlebrook Road to Clarksburg

Section 6 – Montgomery Village / Germantown (~3.2 miles)

- MD 124 (Montgomery Village Avenue) to Middlebrook Road

Section 5 – Gaithersburg (~1.4 miles)

- Summit Avenue to MD 124 (Montgomery Village Avenue)

Section 4 – Rockville / Shady Grove (~3.2 miles)

- College Parkway to Summit Avenue

Section 3 – Rockville Town Center (~1.8 miles)

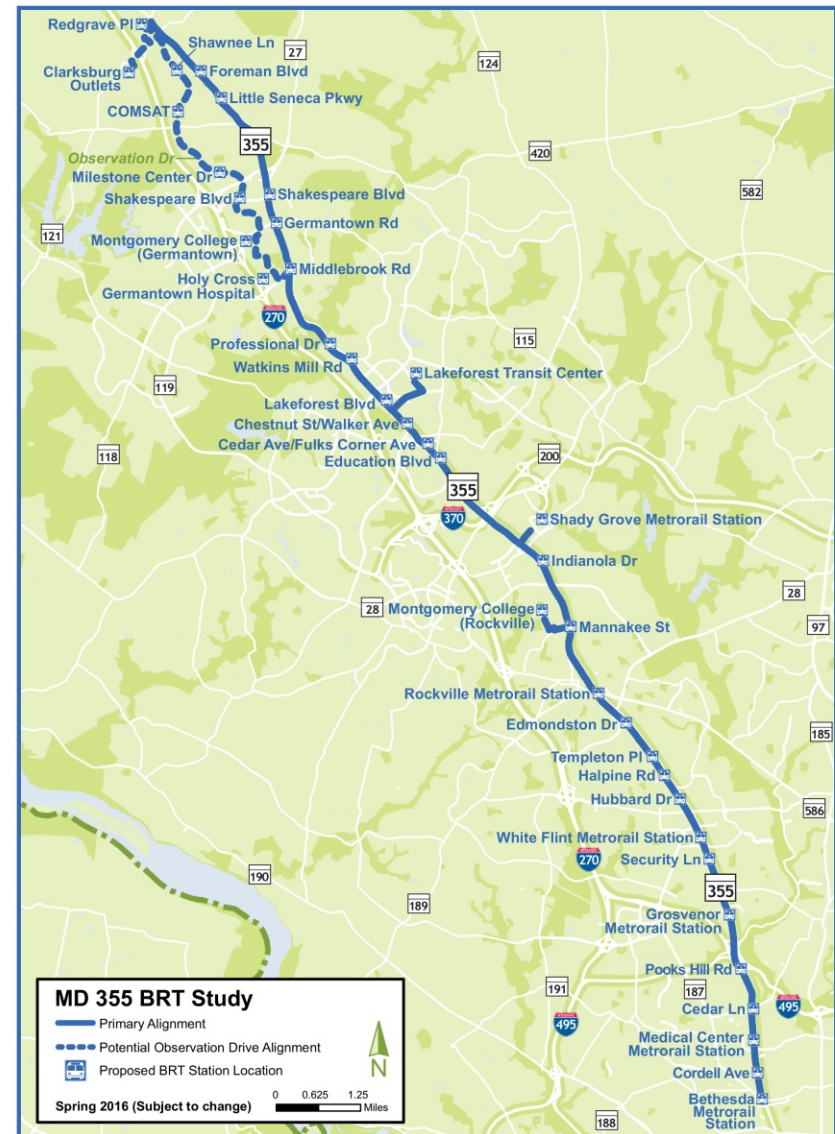
- Dodge Street to College Parkway

Section 2 – White Flint / Rockville (~4.1 miles)

- Grosvenor Metrorail Station to Dodge Street

Section 1 – Bethesda (~3.2 miles)

- Bethesda Metrorail Station to Grosvenor Metrorail Station



Conceptual Alternatives – Running Way

Three Challenging Sections



Section 5 - Gaithersburg

- 5 lane section
- Center left turn lane used to access businesses
- Buildings in close proximity to roadway
- Bridge over railroad tracks and roadway



Section 3 – Rockville Town Center

- Buildings in close proximity to roadway
- Service roads providing inter-parcel connectivity
- Rail tracks on east side in close proximity to roadway
- Park and historic property



Section 1 - Bethesda

- Buildings in close proximity to roadway south of Jones Bridge Road
- Federal properties abutting both sides of roadway
- Three listed historic properties
- Beltway bridges

Conceptual Alternatives – Running Way Alternatives Under Consideration

- Alternative 1 – No Build
- Alternative 2 – Transportation System Management (TSM)
- Alternative 3A and 3B
 - Proposes BRT service mostly in the median
 - Only Sections 1, 3 and 7 are different between the two
 - Alternative 3A provides service from Grosvenor Metrorail Station to Clarksburg Outlets
 - Alternative 3B provides service from Bethesda Metrorail Station to Redgrave Place
 - Alternative 3A proposes lane repurposing for Section 5
 - Alternative 3B proposed lane repurposing for Sections 1, 3 and 5

Conceptual Alternatives – Running Way Alternatives Under Consideration

- Alternative 4A and 4B
 - Proposes BRT service mostly in the curb
 - Alternative 4A transitions to median for Sections 3,4 and 5
 - Alternative 4A provides service from Grosvenor Metrorail Station to Redgrave Place
 - Alternative 4B provides service from Bethesda Metrorail Station to Redgrave Place
 - Alternative 4A proposes lane repurposing for Section 5
 - Alternative 4B proposed lane repurposing for Sections 1, 3 and 5

Conceptual Alternatives – Running Way

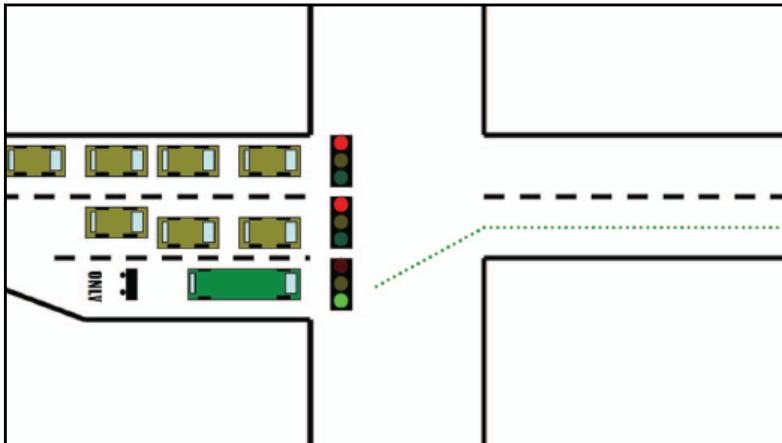
Alternative 1 – No Build

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

Conceptual Alternatives – Running Way

Alternative 2 – Transportation System Management

- Enhanced bus service in existing lanes
- Queue jumps at some intersections



- Transit Signal Priority (TSP) at some intersections

Conceptual Alternatives – Running Way

Alternative 3A

- Provides new BRT service from the Grosvenor Metrorail Station to the Clarksburg Outlets
 - No BRT service between Bethesda and Grosvenor Metrorail
 - Service would be on dedicated lane(s) from Grosvenor Metrorail Station to Middlebrook Road along MD 355
 - Service would be in mixed traffic north of Middlebrook Road up to the Clarksburg Outlets
- Two dedicated median lanes where feasible proposed for Sections 2, 4, 6
- Bi-directional dedicated median lane proposed for Sections 3 and 5
- Widening proposed for Sections 2, 3, 4, and 6
- Repurposing of center turn lane along Section 5
- In mixed traffic north of Middlebrook Road along Observation Drive

Conceptual Alternatives – Running Way

Alternative 3B

- Provides new BRT service from the Bethesda Metrorail Station to the Redgrave Place in Clarksburg
 - Service would be on dedicated lane(s) from Bethesda Metrorail Station to Redgrave Place along MD 355
- All running way options remain the same as Alternative 3A except for:
 - Section 1 – BRT would operate on the curb lane. Lane repurposing of off-peak direction lane.
 - Section 3 – Lane repurposing of two inside lanes to provide two dedicated median BRT lanes.
 - Section 8 – Service along MD 355

Conceptual Alternatives – Running Way Alternative 4A

- Provides new BRT service from the Grosvenor Metrorail Station to Redgrave Place in Clarksburg
 - No BRT service between Bethesda and Grosvenor Metrorail Station
 - Service would be on dedicated lane(s) from Grosvenor Metrorail Station to Redgrave Place along MD 355
- Two dedicated curb lanes where feasible proposed for Sections 2, 6 and 7
- Two dedicated median lanes where feasible proposed for Section 4
- Bi-directional dedicated lane proposed for Sections 3 and 5
- Widening proposed for Sections 2, 3, 4, 6 and 7
- Repurposing of center turn lane along Section 5

Conceptual Alternatives – Running Way

Alternative 4B

- Provides new BRT service from the Bethesda Metrorail Station to Redgrave Place in Clarksburg
 - Service would be on dedicated lane(s) from Bethesda Metrorail Station to Redgrave Place along MD 355
- All running way options remain the same as Alternative 4A except for:
 - Section 1 – BRT would operate on the curb lane. Lane repurposing of off-peak direction lane.
 - Section 3 – Lane repurposing of two outside lanes to provide two dedicated curb BRT lanes.
 - Section 4 – Two dedicated curb lanes where feasible

Conceptual Alternatives – Next Steps

- The next step in the process is to complete the preliminary analysis of the alternatives
- The analysis performed will be used to complete the screening criteria information and compare alternatives
- This information will also be used to guide the ARDS selection

Questions?

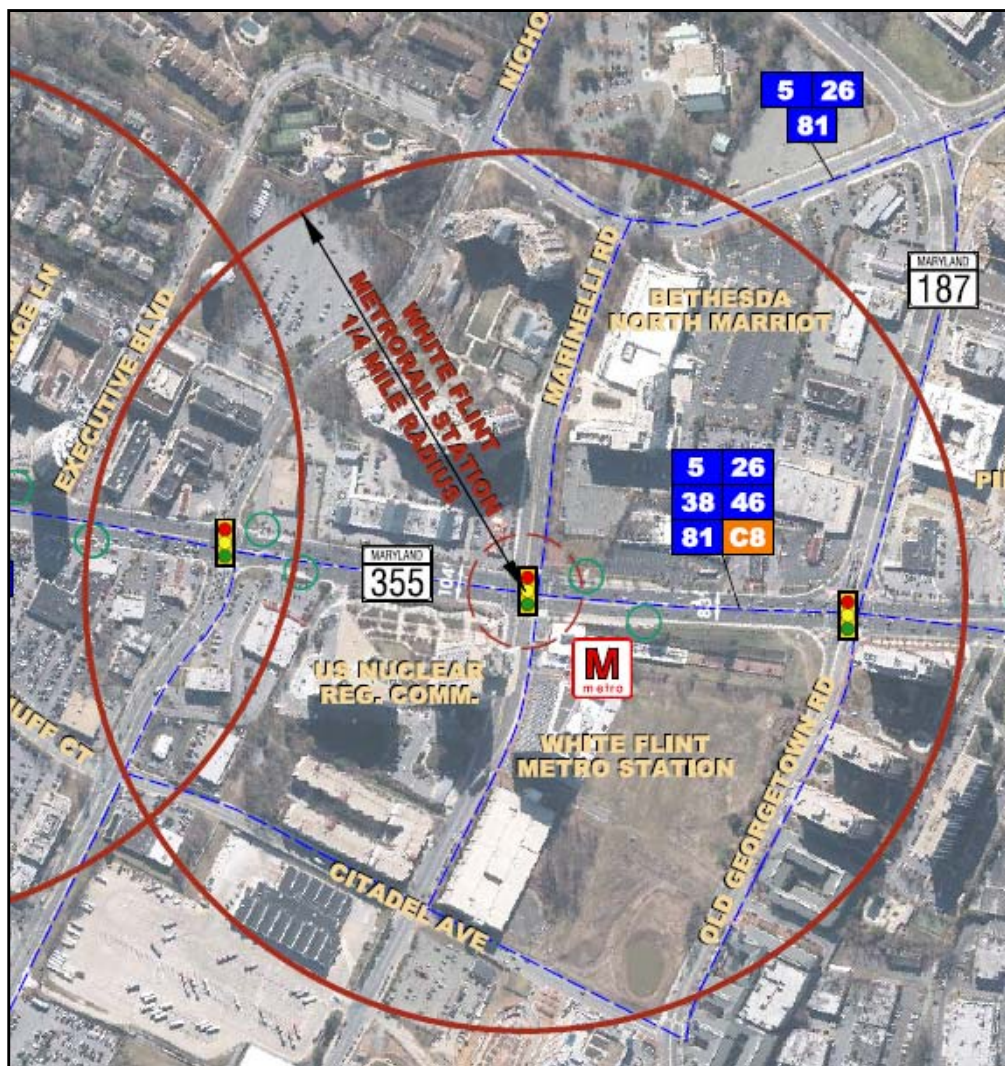
- ✓ Preview of Public Open House
 - ✓ Q&A
- ✓ Alternatives Screening Criteria
- ✓ **Conceptual Alternatives Development**
 - ✓ **Running ways**
- Tabletop Discussion
- Additional Q&A



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

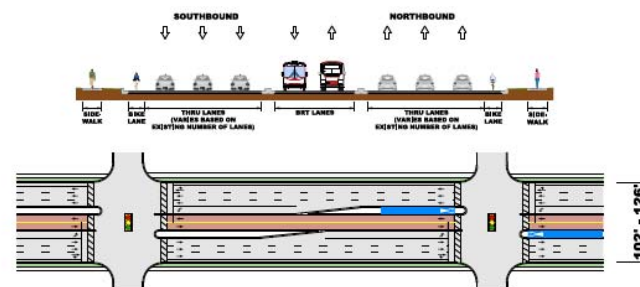
Tabletop Discussion



SECTION 2 - TUCKERMAN LANE TO DODGE STREET

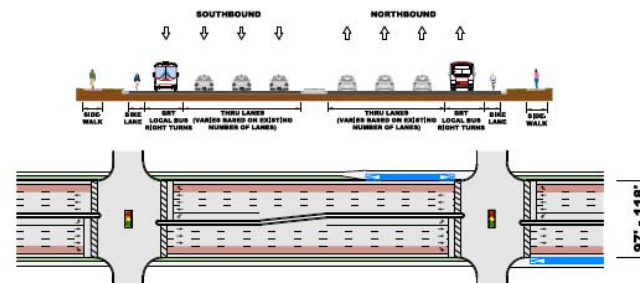
MD 355 BUS RAPID TRANSIT TYPICAL SECTIONS AND PLAN VIEWS

ALTERNATIVE 3A & 3B - TWO DEDICATED MEDIAN BRT LANES WHERE FEASIBLE



- BRT OPERATION WOULD OCCUR IN DEDICATED MEDIAN LANES
- LEFT TURN MOVEMENTS CAN ONLY OCCUR AT SIGNALIZED OR PROTECTED INTERSECTIONS
- WHERE TWO DEDICATED MEDIAN BRT LANES ARE NOT FEASIBLE DUE TO PHYSICAL CONSTRAINTS, BRT LANES WOULD BE REDUCED TO ONE MEDIAN B-DIRECTIONAL LANE

ALTERNATIVE 4A & 4B - TWO DEDICATED CURB BRT LANES WHERE FEASIBLE



- BRT OPERATION WOULD BE IN DEDICATED CURB LANES
- CURB LANE WILL BE SHARED WITH OTHER LOCAL BUSES AND RIGHT-TURNING TRAFFIC
- WHERE DEDICATED CURB BRT LANES ARE NOT FEASIBLE DUE TO PHYSICAL CONSTRAINTS, THE BRT WOULD OPERATE IN MIXED TRAFFIC

Additional Questions



Adjournment