Montgomery County RAPID TRANSIT

MD 586

Veirs Mill Road
CAC Meeting #5
January 20, 2016

Purpose of Tonight's Meeting

- BRT Project Management Team Update
- Goals and Objectives Presentation
- Recap of Meeting #4/ Update of WMATA Q9
- Review of Alternatives Retained for Detailed Study (1st of 3 anticipated meetings)
- Questions/ Comments

BRT Project Management Team Update

WELCOME

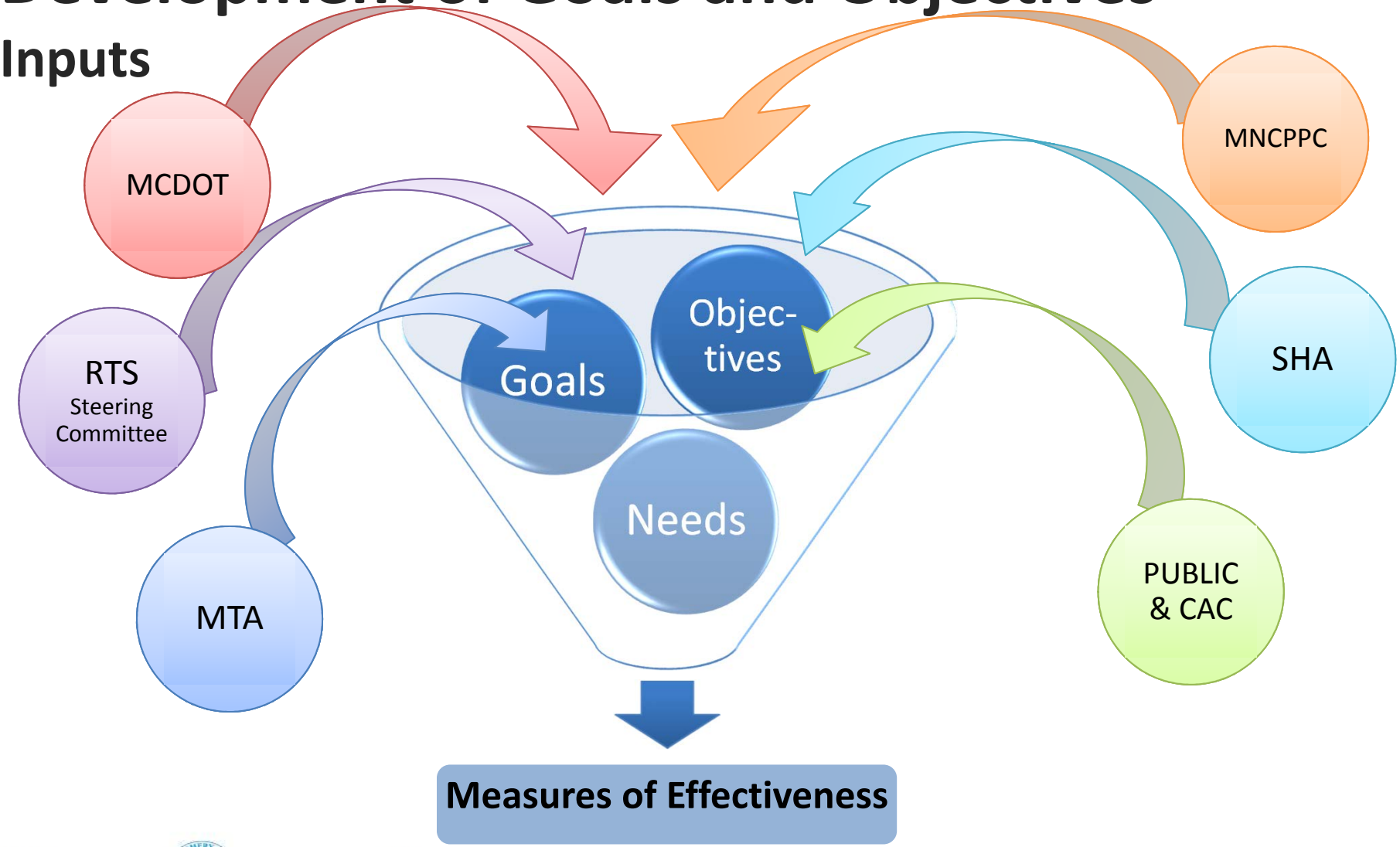
Jacquelyn " Jackie" Seneschal, MTA Program Director
Laura Barcena, State Highway Administration

Goals and Objectives Presentation

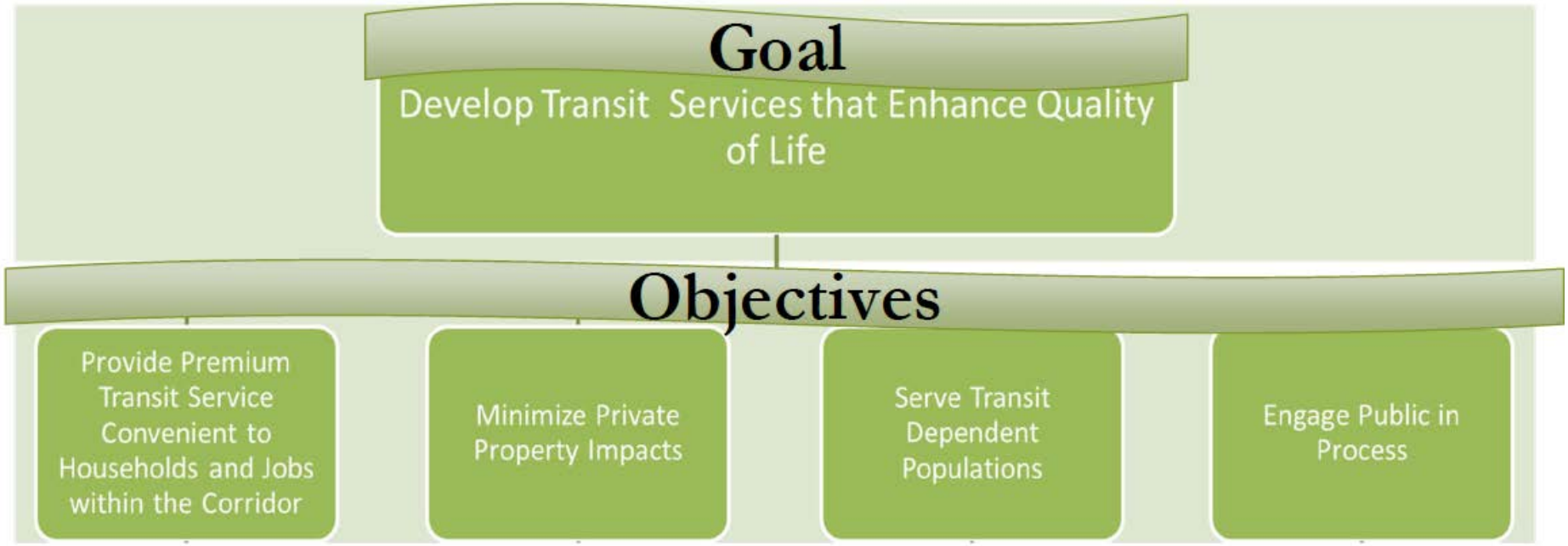
Joana Conklin, Rapid Transit System Development Manager,
Montgomery County Department of Transportation Office of the Director

Development of Goals and Objectives

Inputs




Goal
Improve Quality of Transit Service
Objectives
Make Bus Trips Faster
Make Door-to-Door Transit Travel Time Competitive with Door-to-Door Auto Travel
Increase Transit Ridership
Provide an Appealing Transit Service that will Attract New Riders


Goal
Develop Transit Services that Enhance Quality of Life
Objectives
Provide Premium Transit Service Convenient to Households and Jobs within the Corridor
Minimize Private Property Impacts
Serve Transit Dependent Populations
Engage Public in Process


Goal
Improve Mobility Opportunities and Choices
Objectives
Serve as Many Travelers as Possible by Efficiently Utilizing the Right-of-Way
Balance Travel Times for Automobile and Transit Users
Enhance Pedestrian and Bicycle Options in the Corridors
Create Direct Transfers Between Premium Bus and Other Modes


Goal
Develop Transit Services that Support Master Planned Development
Objectives
Improve Alternative Transportation Service to and Between Activity Centers
Increase Trips by Non-Automobile Modes to Support Development in the Master Plan
Select station locations that support infill and redevelopment


Goal
Support Sustainable and Cost Effective Transportation Solutions
Objectives
Maintain Environmental Quality
Minimize Cost of Building and Operating Transportation Services

Recap of Meeting #4/ WMATA Q9 Update

- Recap of Meeting #4
  - Typical Station Layout Review
  - WMATA Q9 Presentation
- Update of WMATA Q9 MetroExtra Service Public Hearing Outcome:
  - Julie Hershorn, Assistant Director of Bus Planning, Washington Metropolitan Area Transit Authority

Washington Metropolitan Area Transit Authority

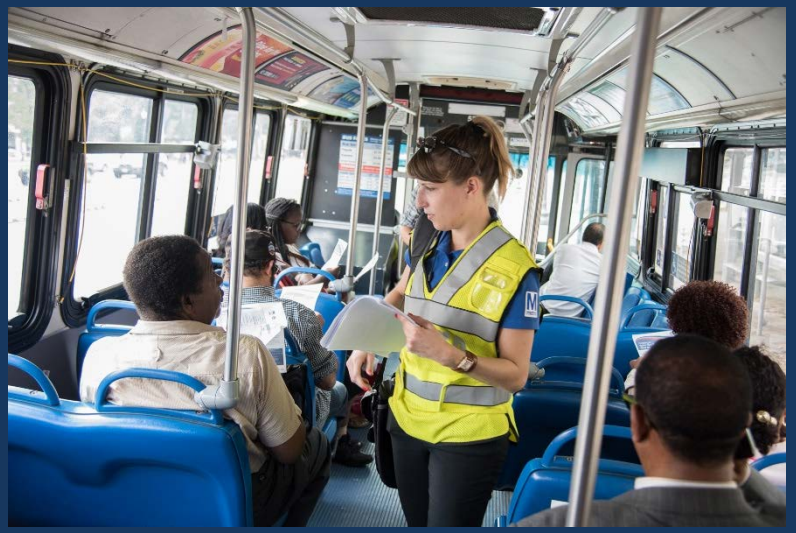
WMATA Q9 MetroExtra Service Public Hearing Outcome

Montgomery County Rapid Transit Corridor Advisory Committee
MD 586 / Veirs Mill Road

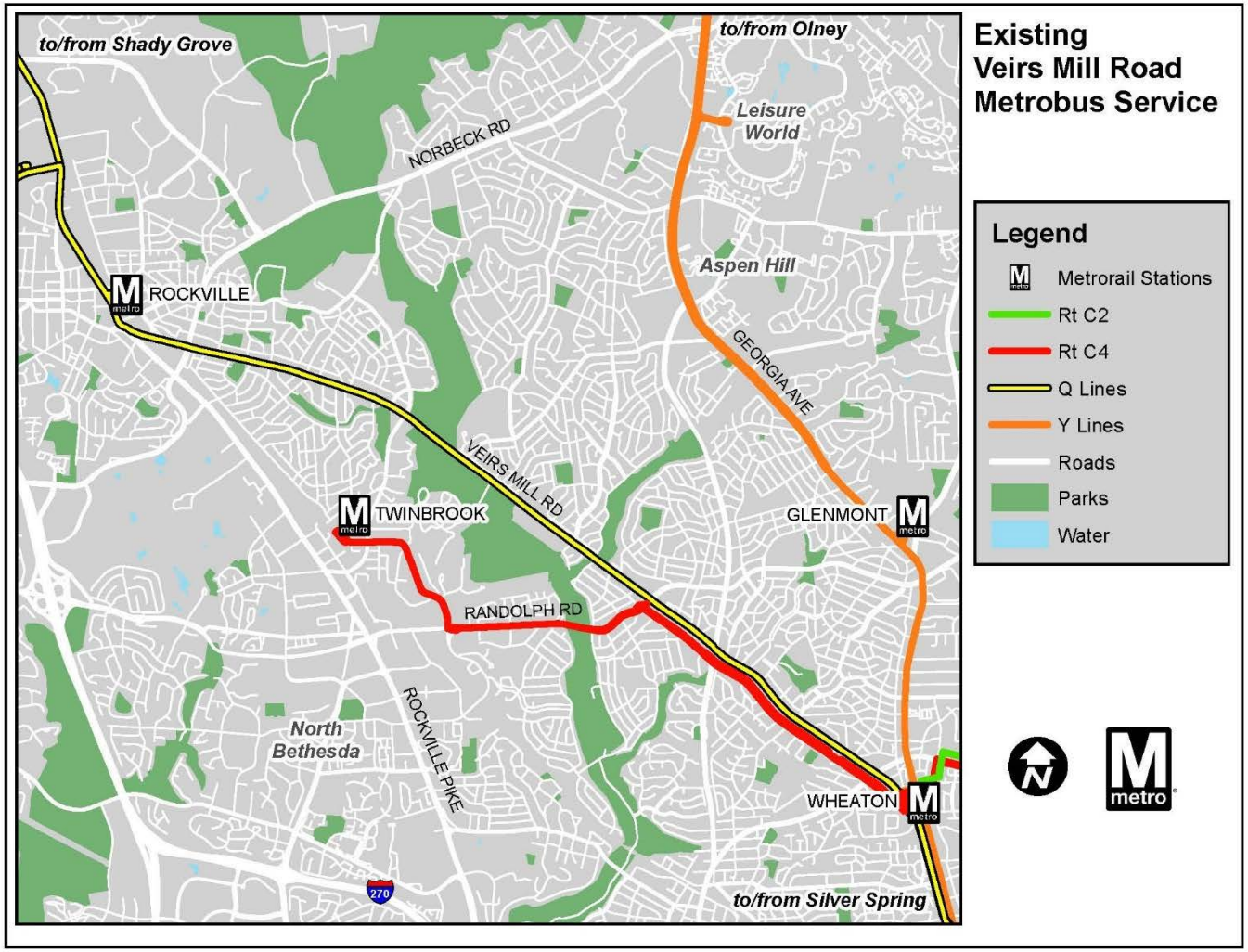
January 20, 2016

SOGO – State of Good Operations

- Strategy for annual improvements to Metrobus service; initiated 2011
- Flexible plans implemented quickly and efficiently, within budgeted resources
  - Increased ridership
  - Increased cost efficiency
  - Improved on-time performance
- Includes extensive outreach to incorporate customer opinions



Current Metrobus Service on MD 586



2015 State of Good Operations
Q line Proposals

VEIRS MILL ROAD -- ROUTES Q1, Q2, Q4

Discontinue segment between Wheaton and Silver Spring stations for all times when Metrorail is open, totaling a $1,235,000 Annual Savings

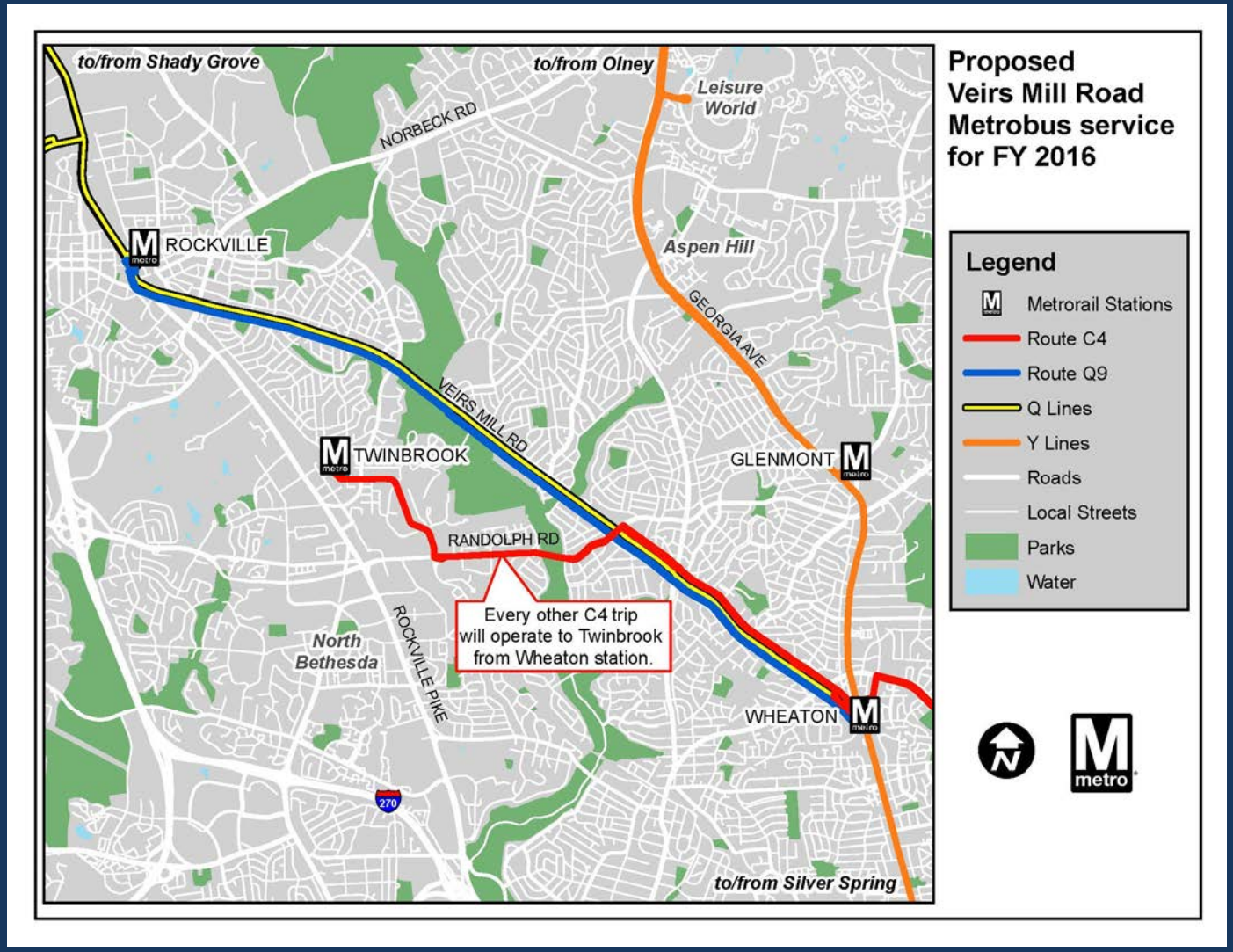
Offer free transfer to rail at Wheaton to complete trip to Silver Spring.

VEIRS MILL ROAD LIMITED LINE, ROUTE Q9

Limited-stop Metro Extra between Rockville and Wheaton stations, every 15 minutes, 7:00 a.m. to 8:00 p.m. Route Q2 service continues to serve all local bus stops

$1,920,000 Annual Addition

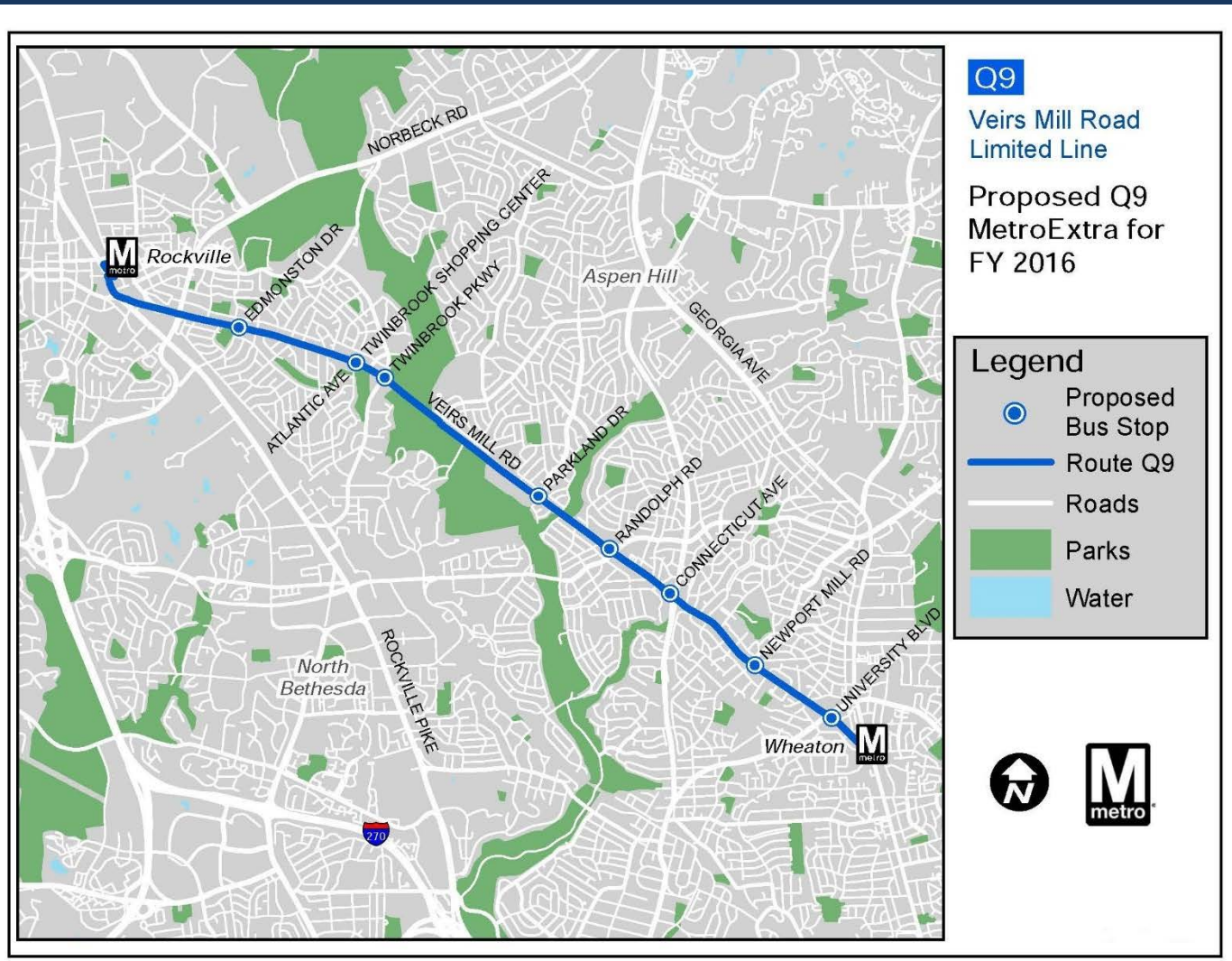
SOGO Proposed Metrobus Service on MD 586



SOGO Proposed – MetroExtra Service on MD 586

Proposed Q9 Stop Locations

- Rockville Metro
- Edmonston Dr
- Atlantic Av / Twinbrook S.C.
- Twinbrook Pkwy
- Parkland Dr
- Randolph Rd
- Connecticut Av
- Newport Mill Rd
- University Blvd
- Wheaton Metro



Customer Response to Proposals

Proposal	No. of responses	Rating	Comment
Q Line transfer to Red Line	981	3.46	Second most popular
Route Q1,2,4 truncation	1,053	2.06	**Third from last in popularity**

SOGO Recommendations

- Implement free Q line rail transfer as a pilot program
  - Evaluate usage, bus ridership, costs, fraud, and Title VI impacts
  - If successful, the free transfer pilot will become permanent
  - If not, program will be discontinued
- Do not truncate Q lines at Wheaton
  - Customer opposition was vocal and abundant
  - Without pilot, no data on true number of riders who would transfer
- Do not introduce MetroExtra Q9 service at this time
  - MetroExtra in a compromised fashion could jeopardize the full BRT concept for the corridor

Other Considerations

MetroExtra Q9 Service

- If enough resources were available, Q9 would run every 15 minutes, and overlay the 15 minute local service for a combined headway of 7-8 minutes.
- Stand alone Q9, as proposed in SOGO, would provide more capacity, but without the underlying local service, would not fully solve the capacity problem in this corridor.
- Resources inadequate to introduce MetroExtra service at its full complement could degrade both the MetroExtra brand and the existing local service
- As a precursor to BRT, introducing MetroExtra in a compromised fashion that might not satisfy customers and stakeholders could jeopardize the full BRT concept for the entire corridor.

Review of Alternatives Retained for Detailed Study

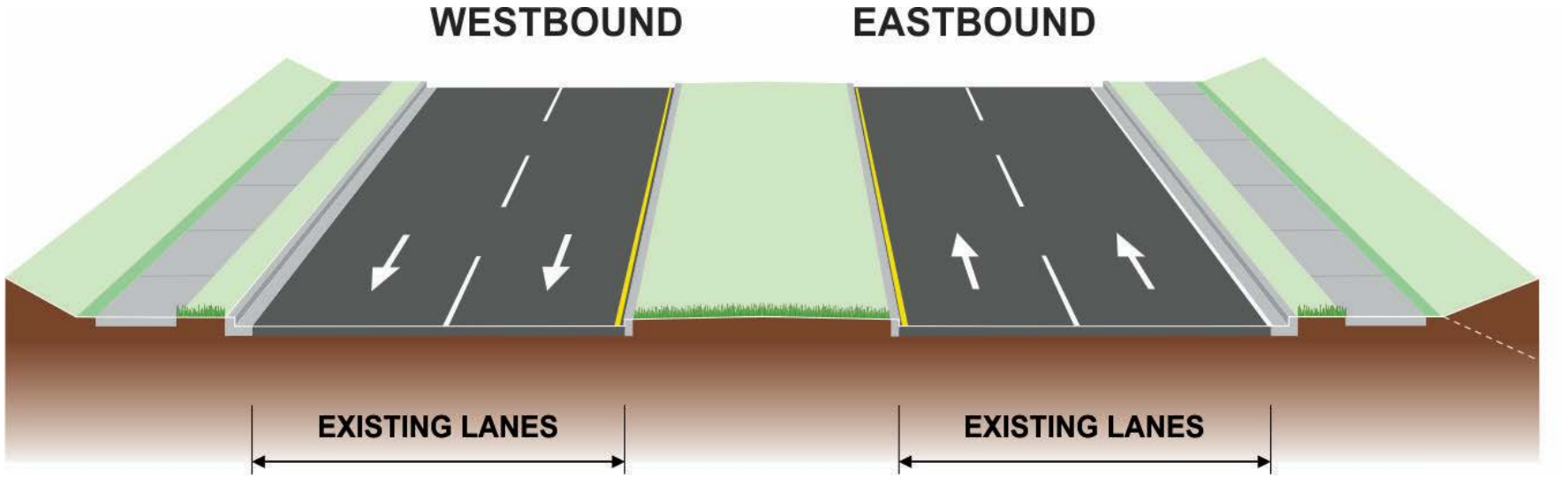
- Anticipate 3 meetings to review Alternatives
  - Meeting #5: January 20th: Start Review of Alternatives
  - Meeting #6: February 17th: Continue Review of Alternatives and Station Prototype presentation
  - Meeting #7: Continue Review of Alternatives: Traffic, Ridership, Cost Estimate – TBD; Early Spring

Alternatives Retained for Detailed Study

- Alternative 1: No-Build
- Alternative 2: Enhanced bus service with queue jumps
- Alternative 3: New BRT service in dedicated curb lanes (where feasible)
- Alternative 5B: New BRT service in one bi-directional median lane or two dedicated median lanes

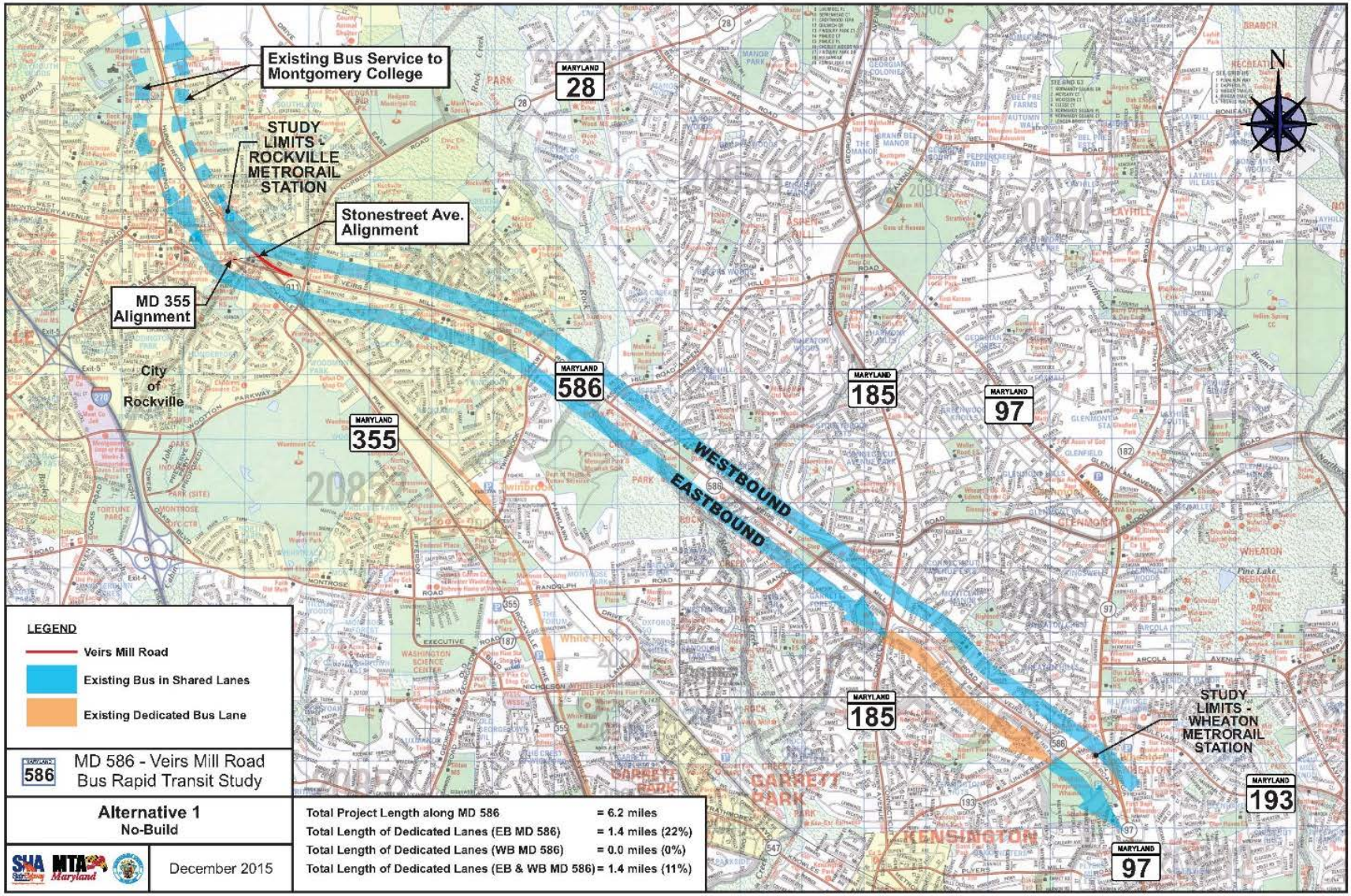
Alternative 1

- No-Build
- Service: existing bus service
- Runningway: existing lanes in mixed traffic



*This typical section is for an existing four-lane section. The number of lanes in Alternative 1 would match the existing conditions.

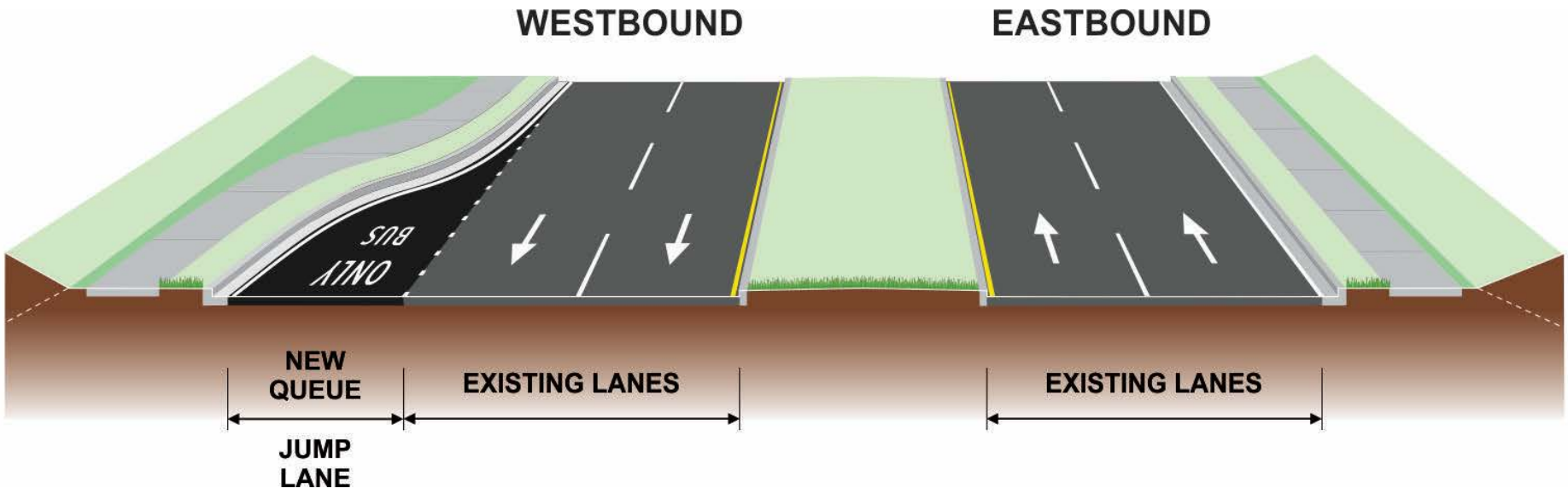
Alternative 1



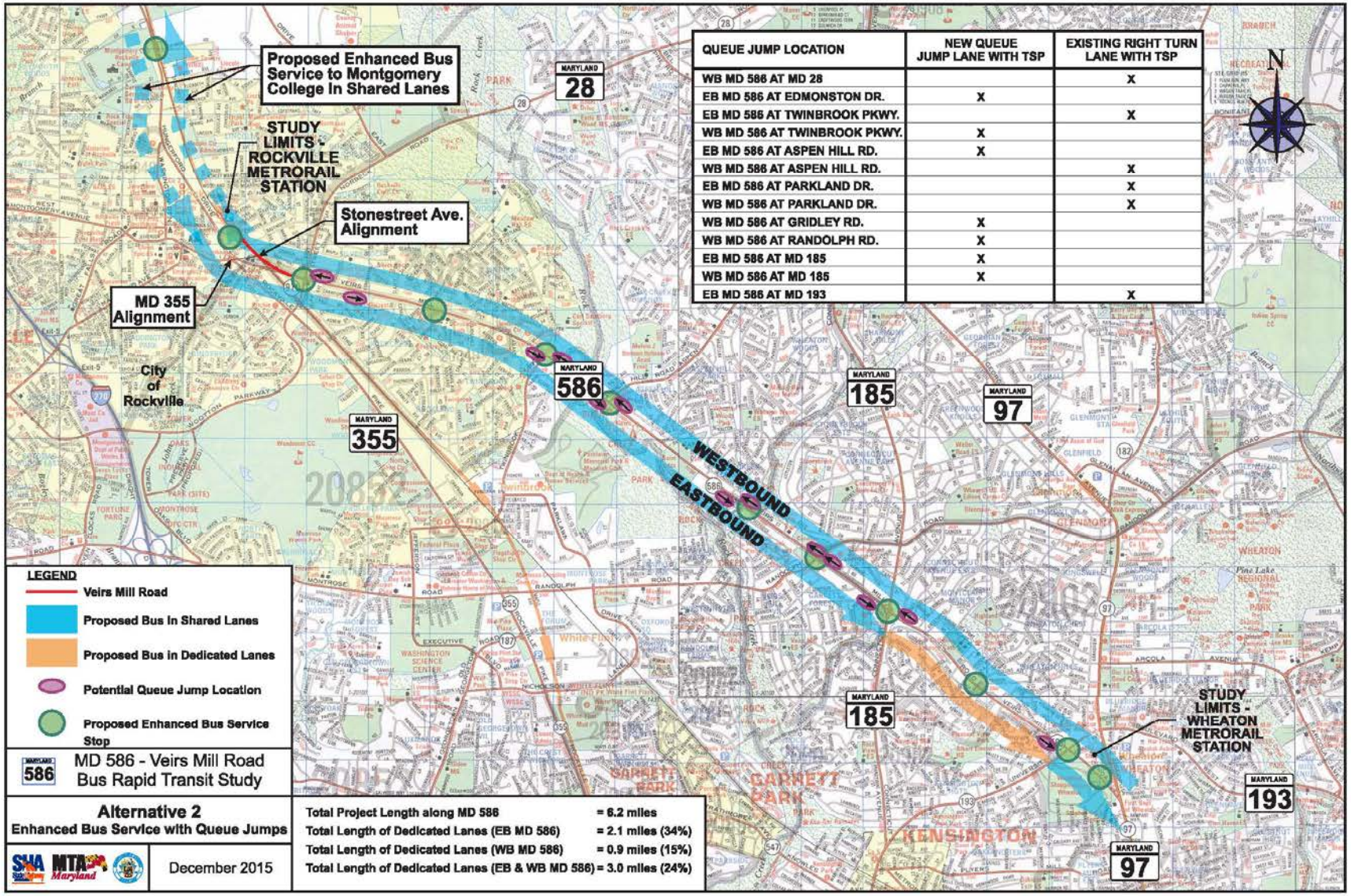
Alternative 2

- Transportation System Management (TSM)
- Service: Implement WMATA's proposed Q9 express bus service
- Runningway: Add queue jumps at select intersections; use existing lanes with mixed traffic otherwise
- Add Transit Signal Priority (TSP) to at select locations
  - Extended green light
  - Early green for buses
- Optimize signal timing
- Upgrade existing bus stops

Alternative 2



Alternative 2

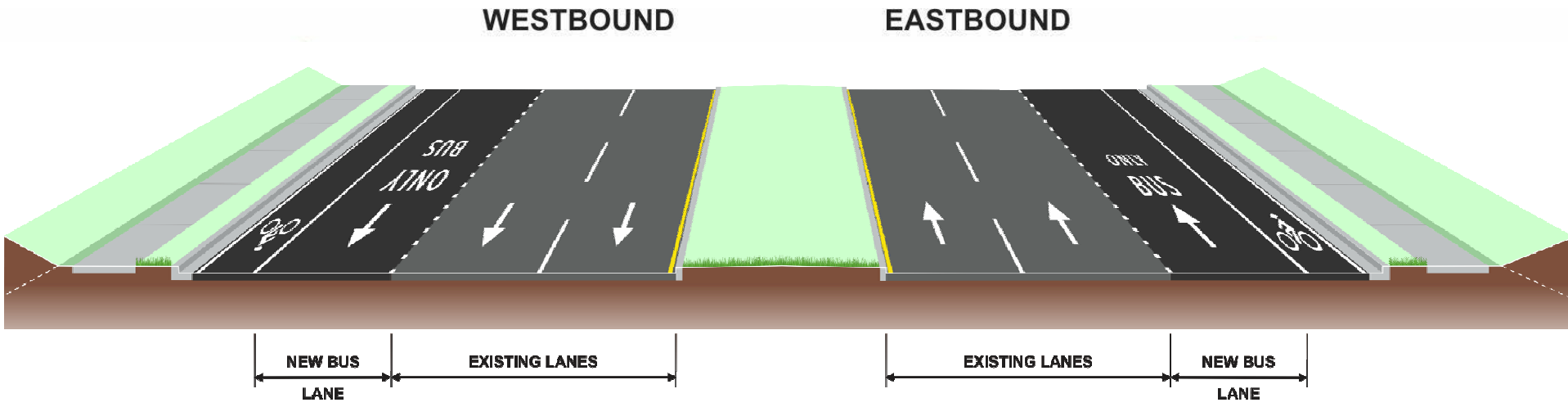


QUEUE JUMP LOCATION	NEW QUEUE JUMP LANE WITH TSP	EXISTING RIGHT TURN LANE WITH TSP
WB MD 586 AT MD 28		X
EB MD 586 AT EDMONSTON DR.	X	
EB MD 586 AT TWINBROOK PKWY.		X
WB MD 586 AT TWINBROOK PKWY.	X	
EB MD 586 AT ASPEN HILL RD.	X	
WB MD 586 AT ASPEN HILL RD.		X
EB MD 586 AT PARKLAND DR.		X
WB MD 586 AT PARKLAND DR.		X
WB MD 586 AT GRIDLEY RD.	X	
WB MD 586 AT RANDOLPH RD.	X	
EB MD 586 AT MD 185	X	
WB MD 586 AT MD 185	X	
EB MD 586 AT MD 193		X

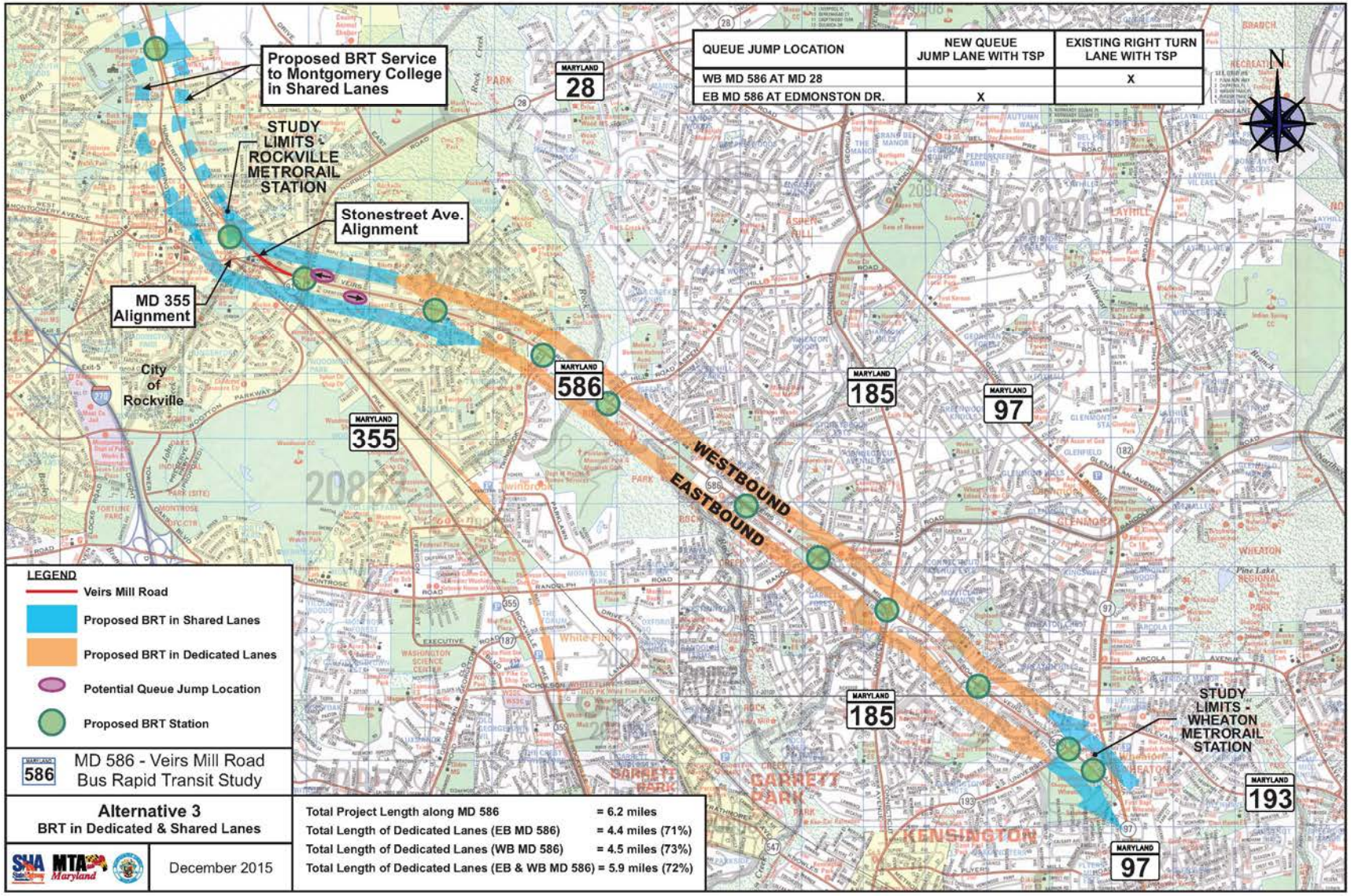
Alternative 3

- Service: New BRT service
- Runningway: Curb-running dedicated lanes where feasible; existing lanes in mixed traffic otherwise
- Provides additional dedicated lanes where there would be minimal impacts on existing properties
- New BRT stations
- Provides bike lanes where feasible

Alternative 3



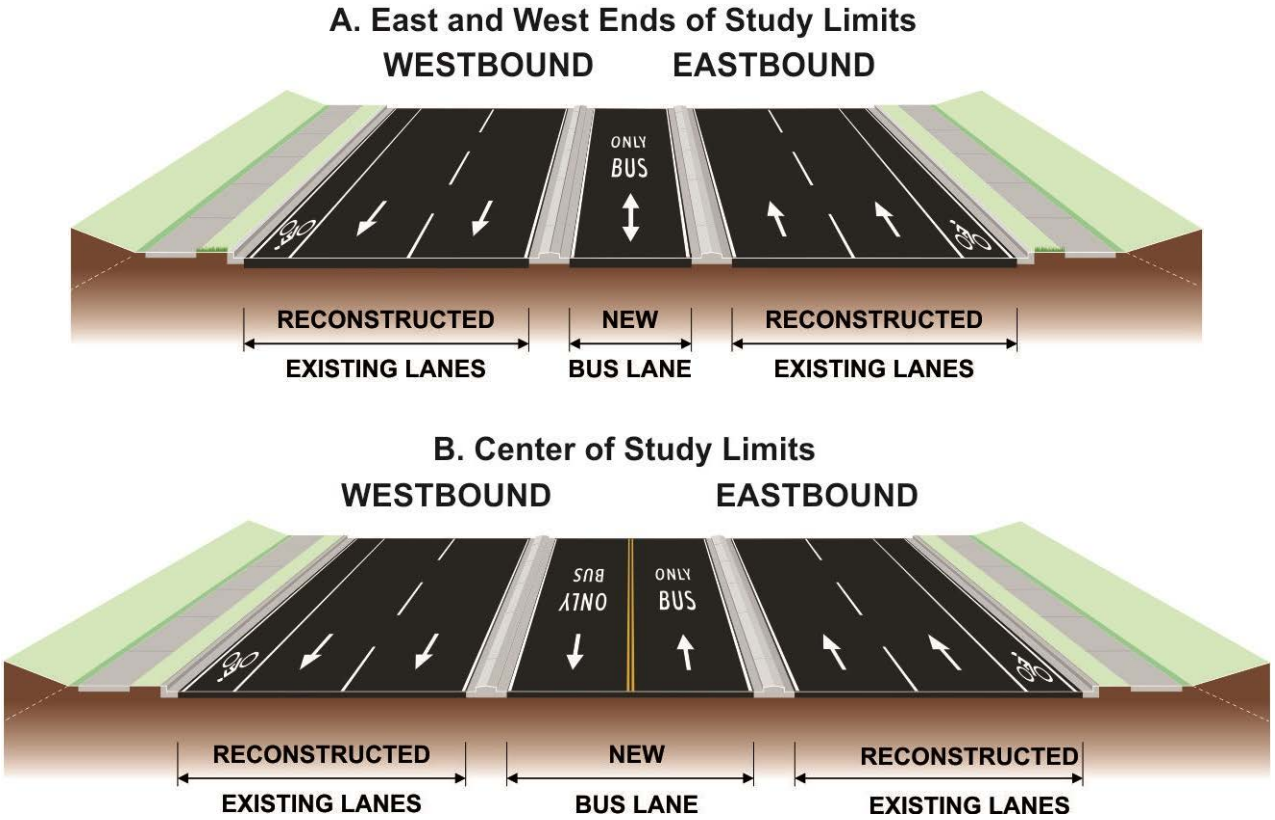
Alternative 3



Alternative 5B – Bi-directional

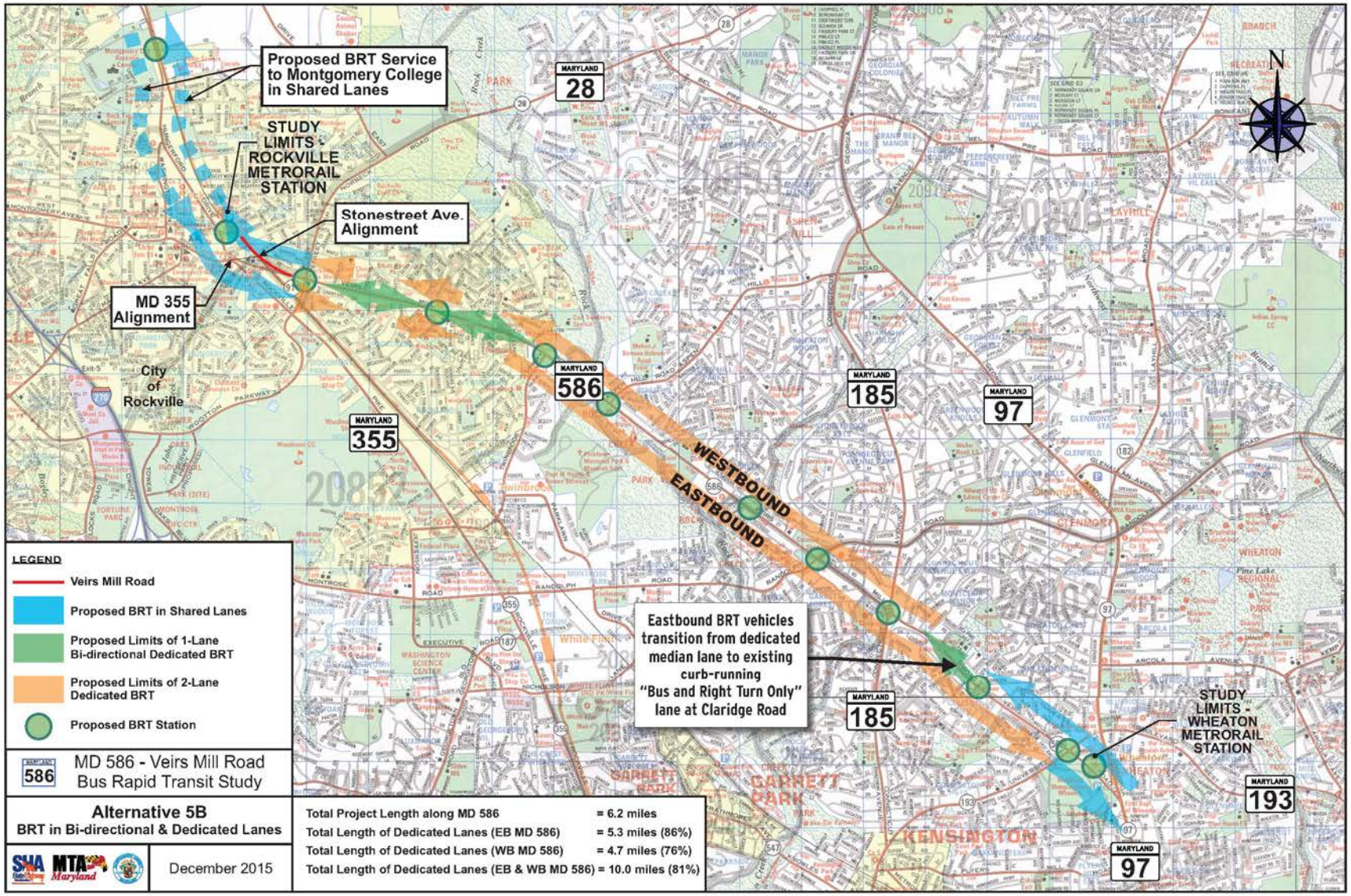
- Service: New BRT Service
- Runningway: New dedicated BRT lane(s) in median for two-way travel
  - Provide two-way travel in one or two new dedicated lanes
  - One-lane, median-running dedicated lane in both directions – buses pass each other at stations
  - Two dedicated lanes provided where feasible
  - Requires tight BRT operational schedule
- New BRT stations
- Provides bike lanes where feasible

Alternative 5B



- BRT buses would use the median lane(s)
- Local buses would use the curb lanes

Alternative 5B



Questions/ Comments

Conclusion

Meeting #6: February 17th at the Executive Office Building

Topic for Meeting #6: Alternatives Retained for Detailed Study (ARDS) Continued Presentation and Discussion and Station Prototype presentation

Reference information can be found on the SHA website:

http://apps.roads.maryland.gov/WebProjectLifeCycle/ProjectDocuments.aspx?projectno=MO2441115