US 29 South Corridor Advisory Committee Meeting #5

Montgomery County
RAPID TRANSIT
US 29

Silver Spring Civic Building
Silver Spring, Maryland
December 2, 2015
6:30 pm to 9:00 pm

Welcome

Agenda:

- BRT Project Management Team Update ..... 10 min
- Project Process & Schedule ..... 20 min
- Goals & Objectives/Preliminary Purpose & Need ..... 20 min
- Conceptual Alternatives Development ..... 15 min
  - Breakout Discussions ..... 45 min
  - Discussion and Sharing ..... 30 min
- Additional Q&A ..... 10 min

BRT Project Management Team
Update

- MCDOT, SHA, MTA partnership continues uninterrupted
- Management of US 29 and MD 355 Corridor Studies transferred from SHA to MTA
  - SHA has seen increase in highway related projects, straining resources
  - MTA has available resources
  - MTA brings additional transit-related expertise
- All consultant teams will remain involved

Questions?

- ✓ **BRT Project Management Team Update**
  - ✓ **Q&A**
- Project Process & Schedule
- Goals & Objectives/Preliminary Purpose & Need
- Conceptual Alternatives Development
  - Breakout Activity
  - Discussion and Sharing
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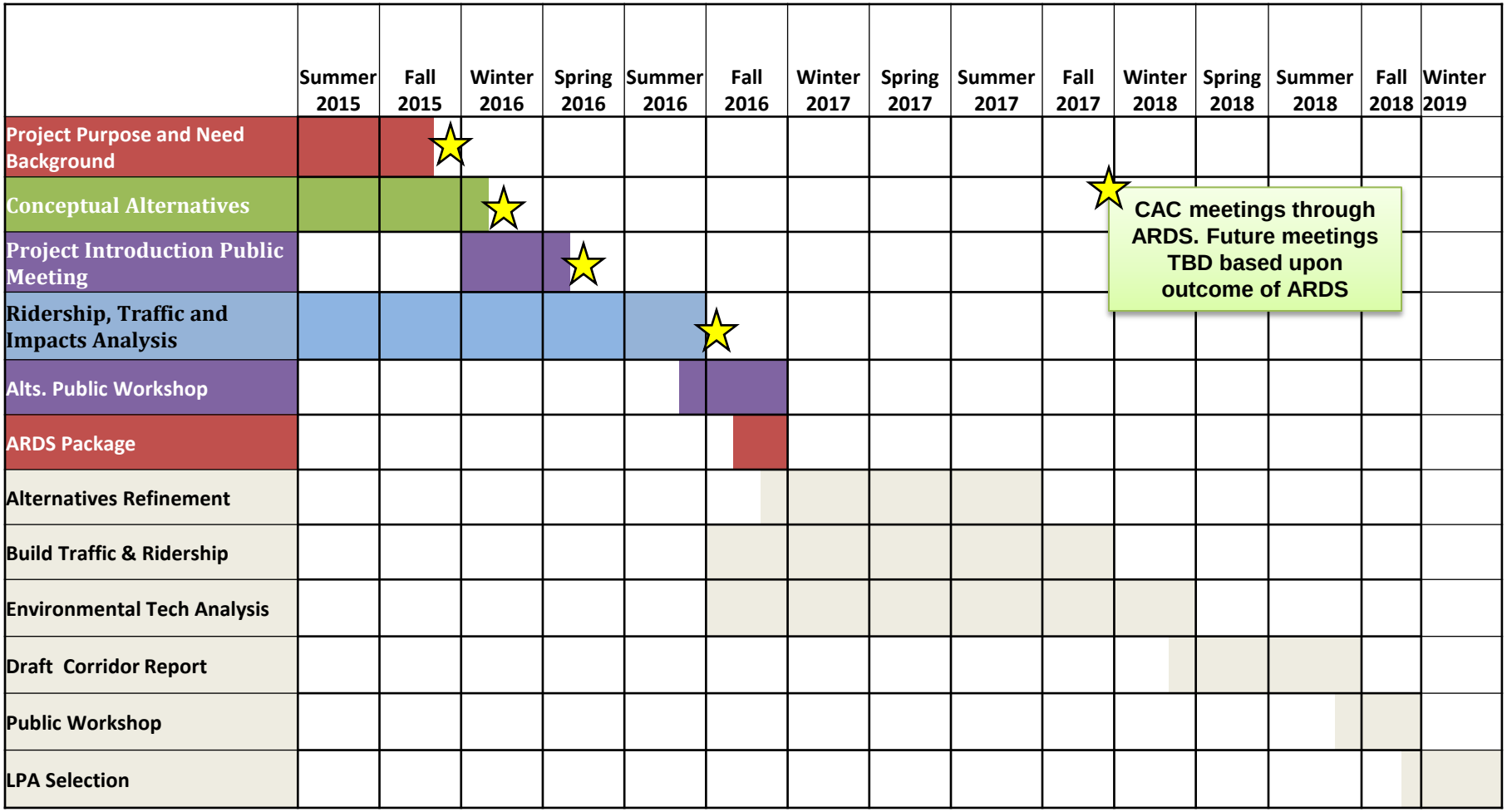
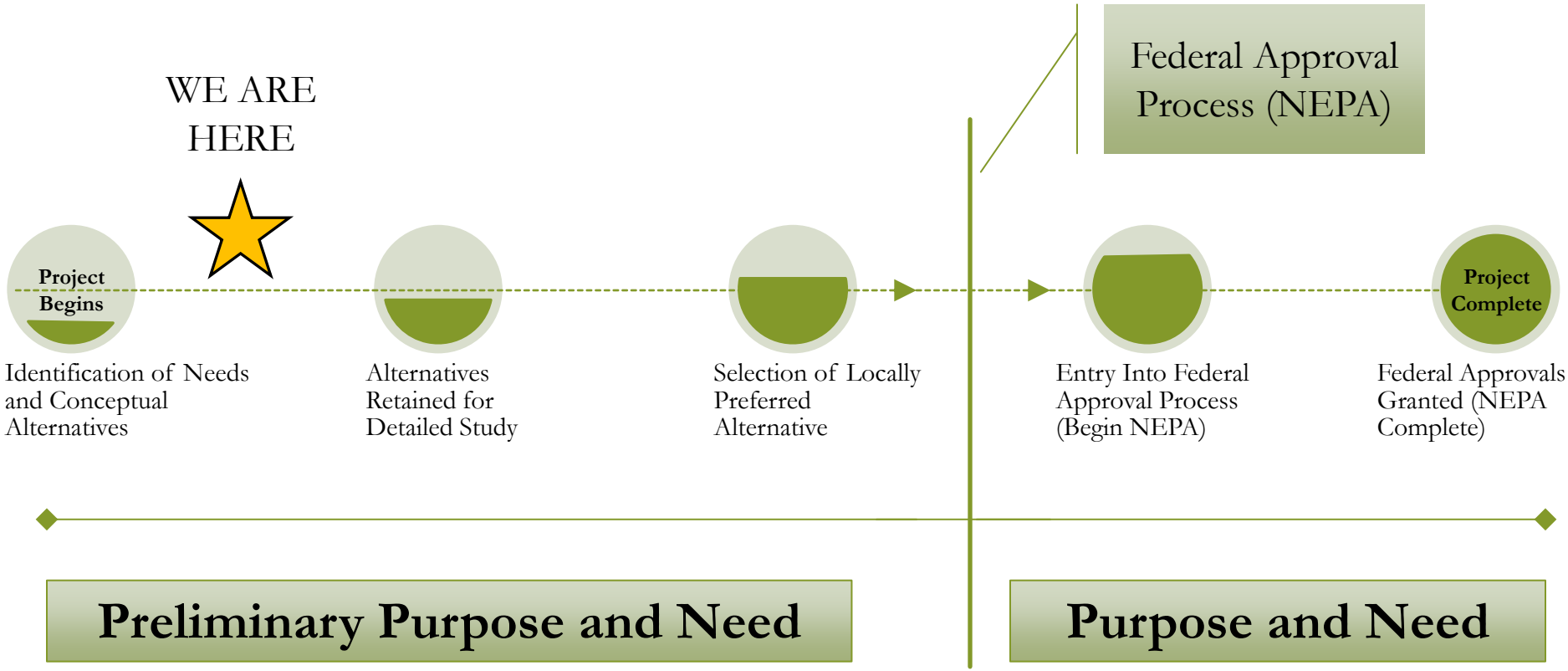
Corridor Planning Process

US 29 Milestone Schedule



Planning Timeline



Questions?

- ✓ BRT Project Management Team Update
- ✓ **Project Process & Schedule**
  - ✓ **Q&A**
- Goals & Objectives/Preliminary Purpose & Need
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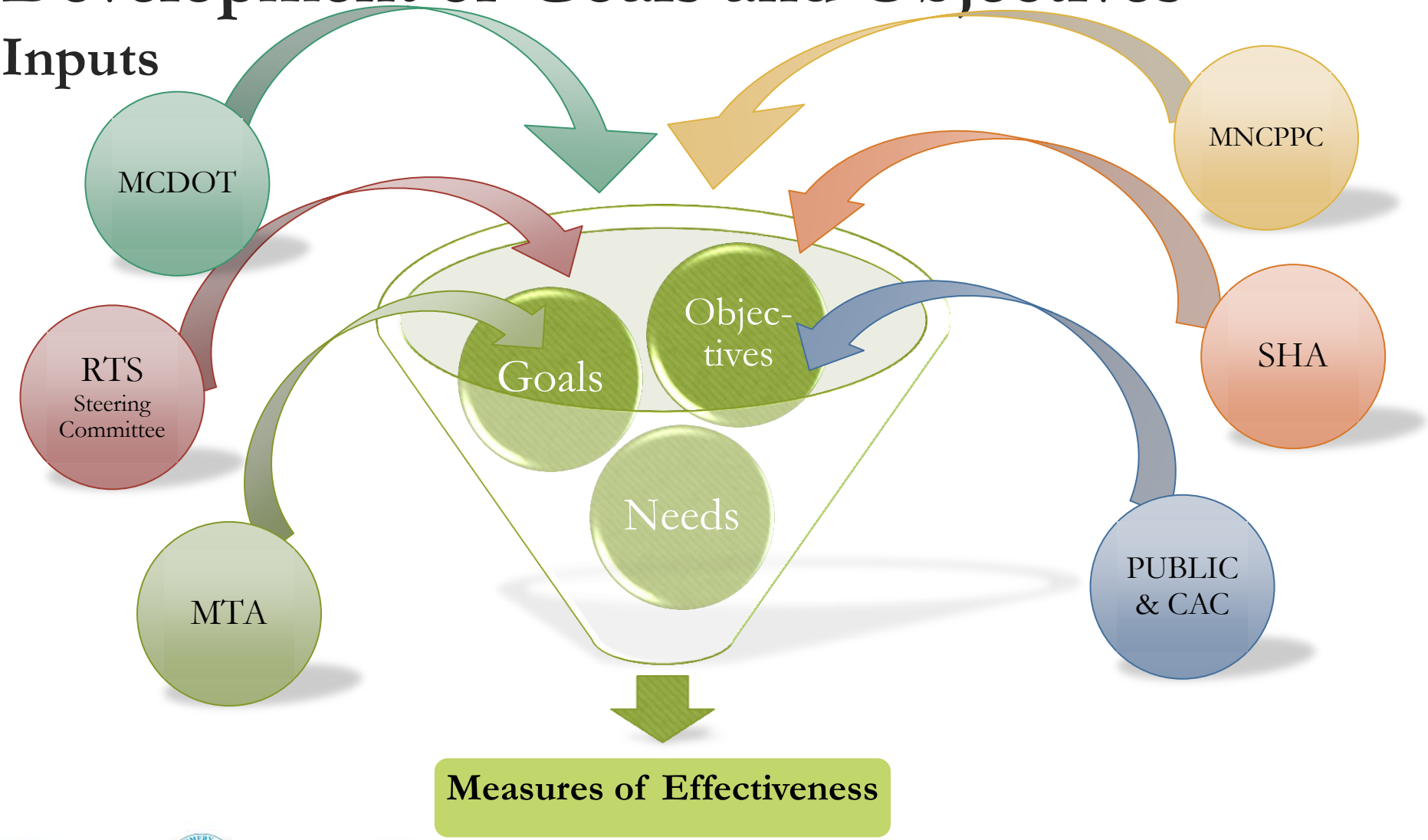
Development of Goals and Objectives
CAC Input

- **CAC Meeting #2**
  - Corridor Planning Study
    - Overview
    - Needs and Values Exercise
- **CAC Meeting #3**
  - Draft Preliminary Purpose and Need language
    - Purpose
    - Need
  - Existing and Projected Traffic & Transit Conditions

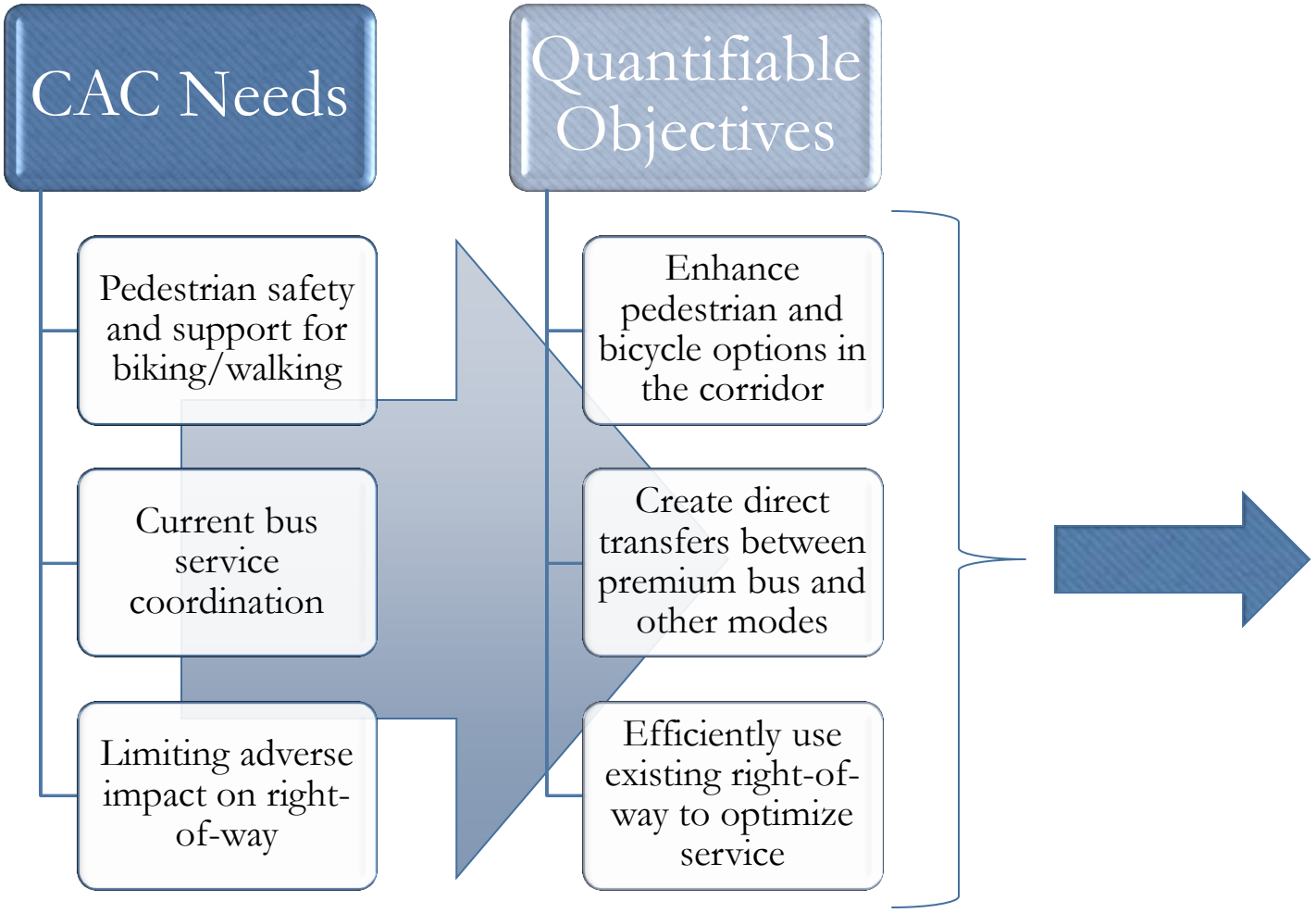
Development of Goals and Objectives

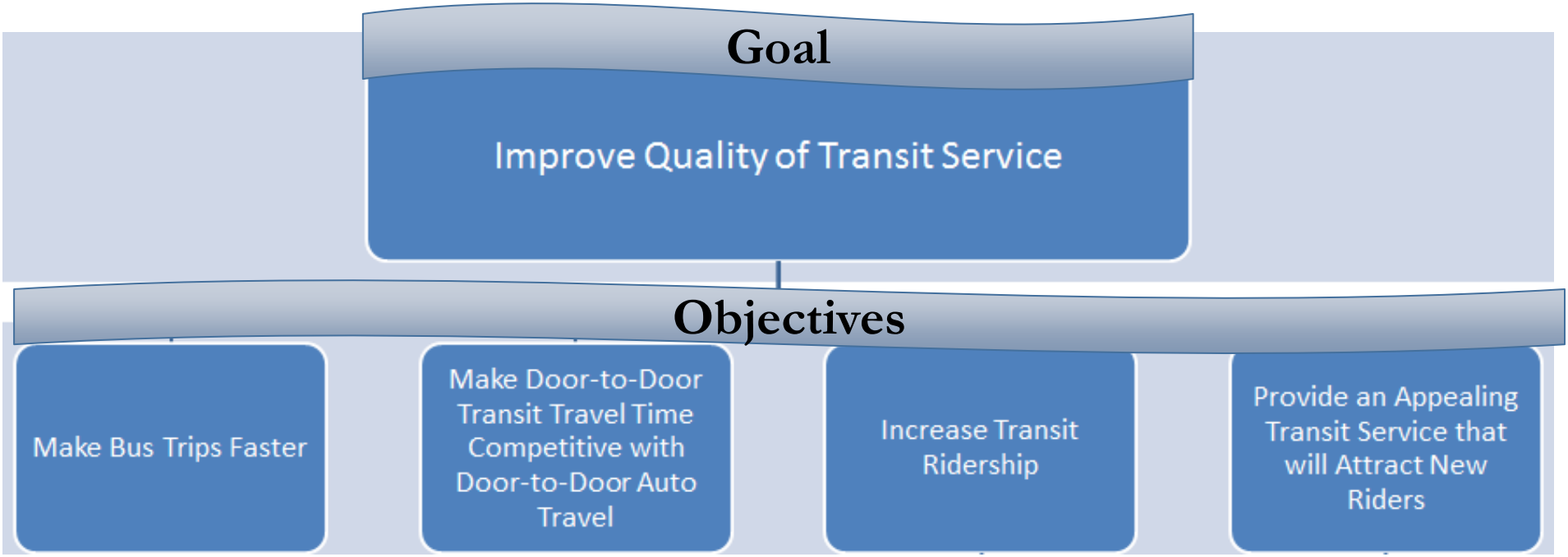
Inputs



Development of Goals and Objectives

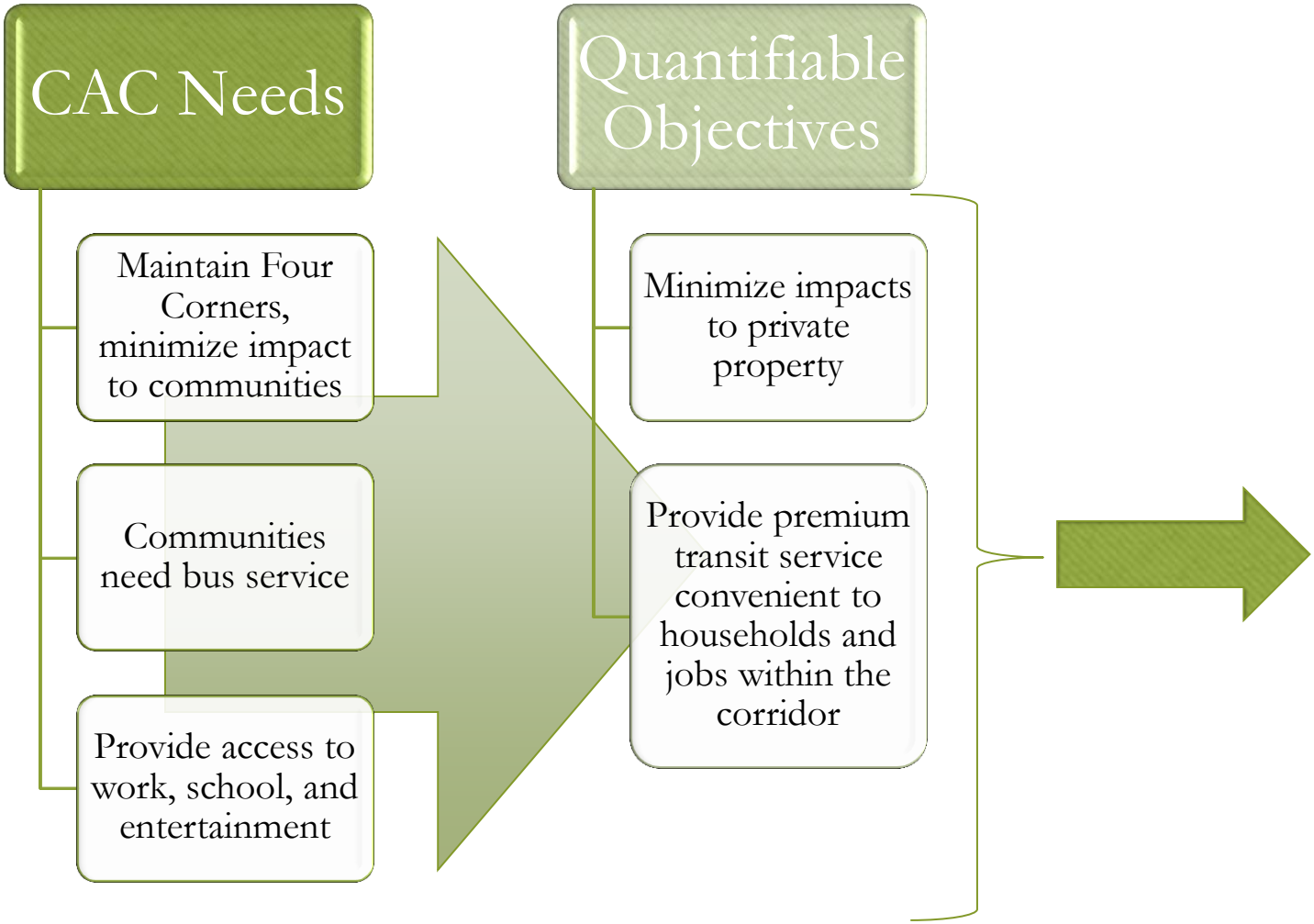
CAC Input

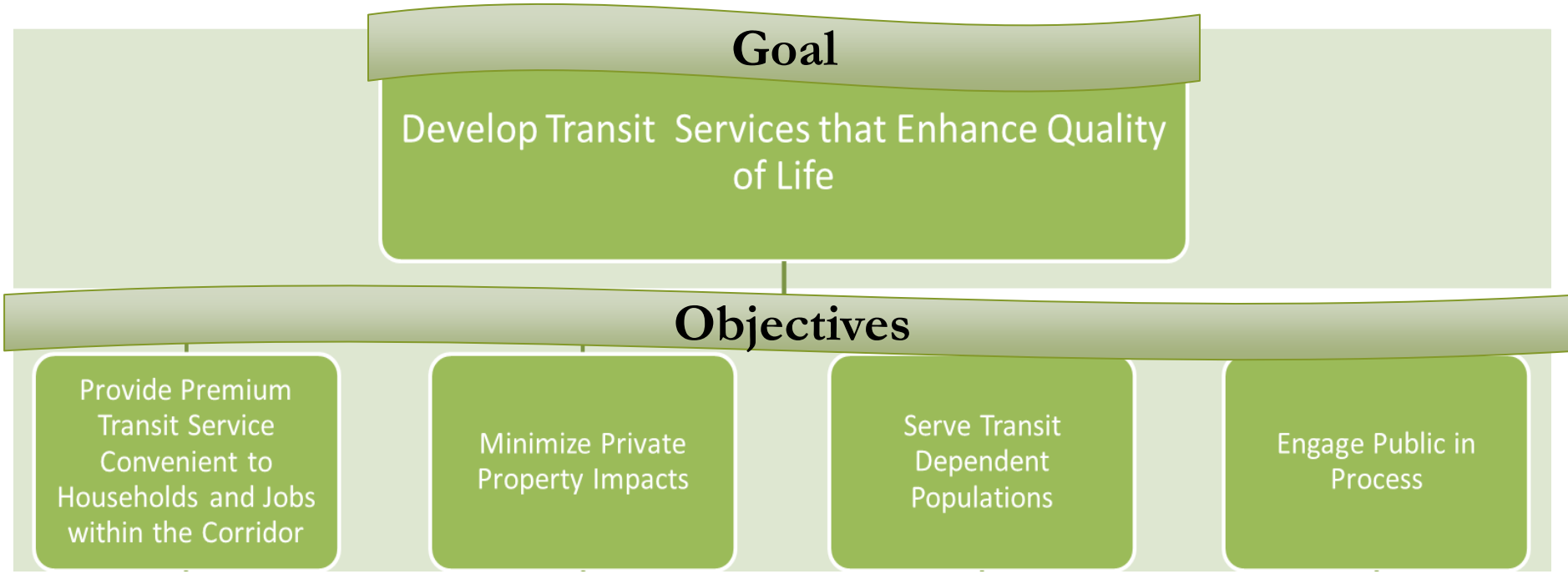


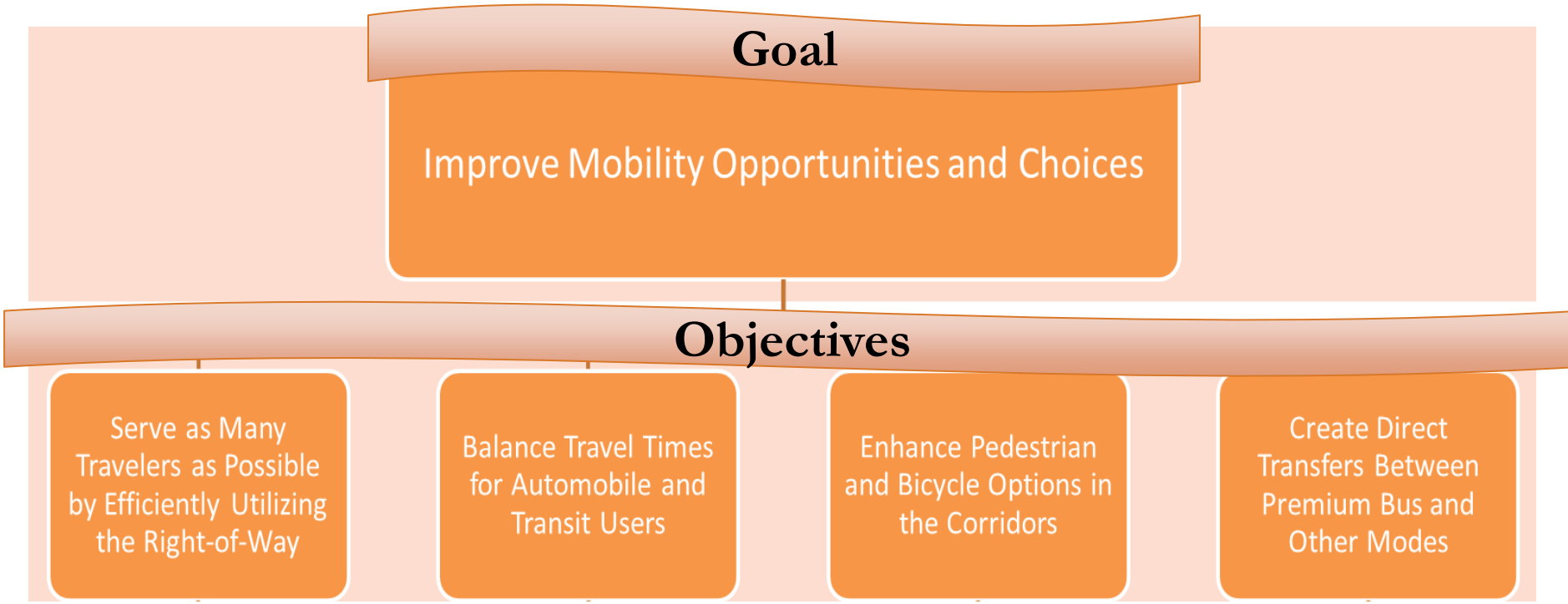

Goal
Improve Quality of Transit Service
Objectives
Make Bus Trips Faster
Make Door-to-Door Transit Travel Time Competitive with Door-to-Door Auto Travel
Increase Transit Ridership
Provide an Appealing Transit Service that will Attract New Riders

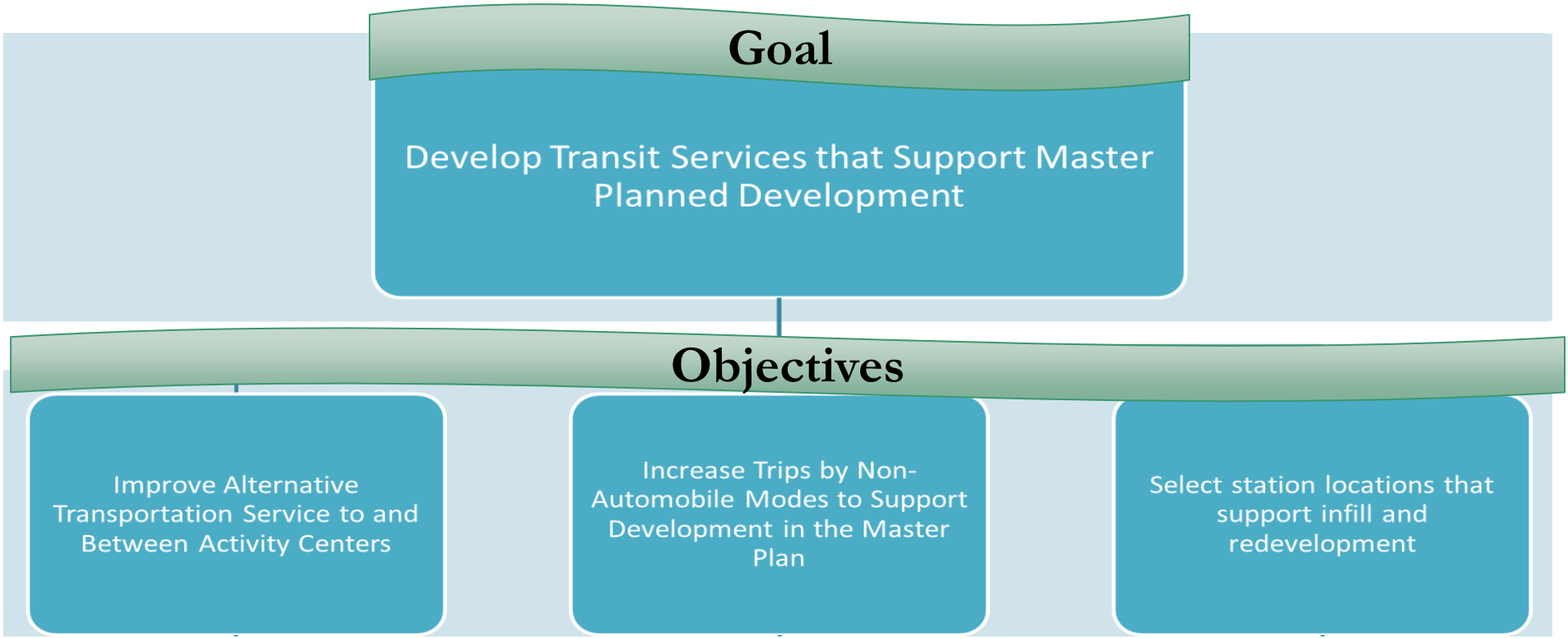
Development of Goals and Objectives

CAC Input




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

Purpose and Need (Revisited)

Purpose and Need = WHAT and WHY

Purpose

- **WHAT** are the major goals and objectives?
- **WHY** will they be addressed by this project?

Need

- **WHAT** are the existing or forecasted problems?
- **WHY** are these problems occurring?

These fundamental questions provide support for later phases:

- Conceptual alternatives analysis: options for how to address the **what and why**
- Recommendations: the "best" options for how to satisfy the **what and why**

Purpose and Need Development

Preliminary Purpose and Need

Role:

- Living document
- Basis for alternatives evaluation
- Follows NEPA guidelines
- Saves time in formal NEPA process

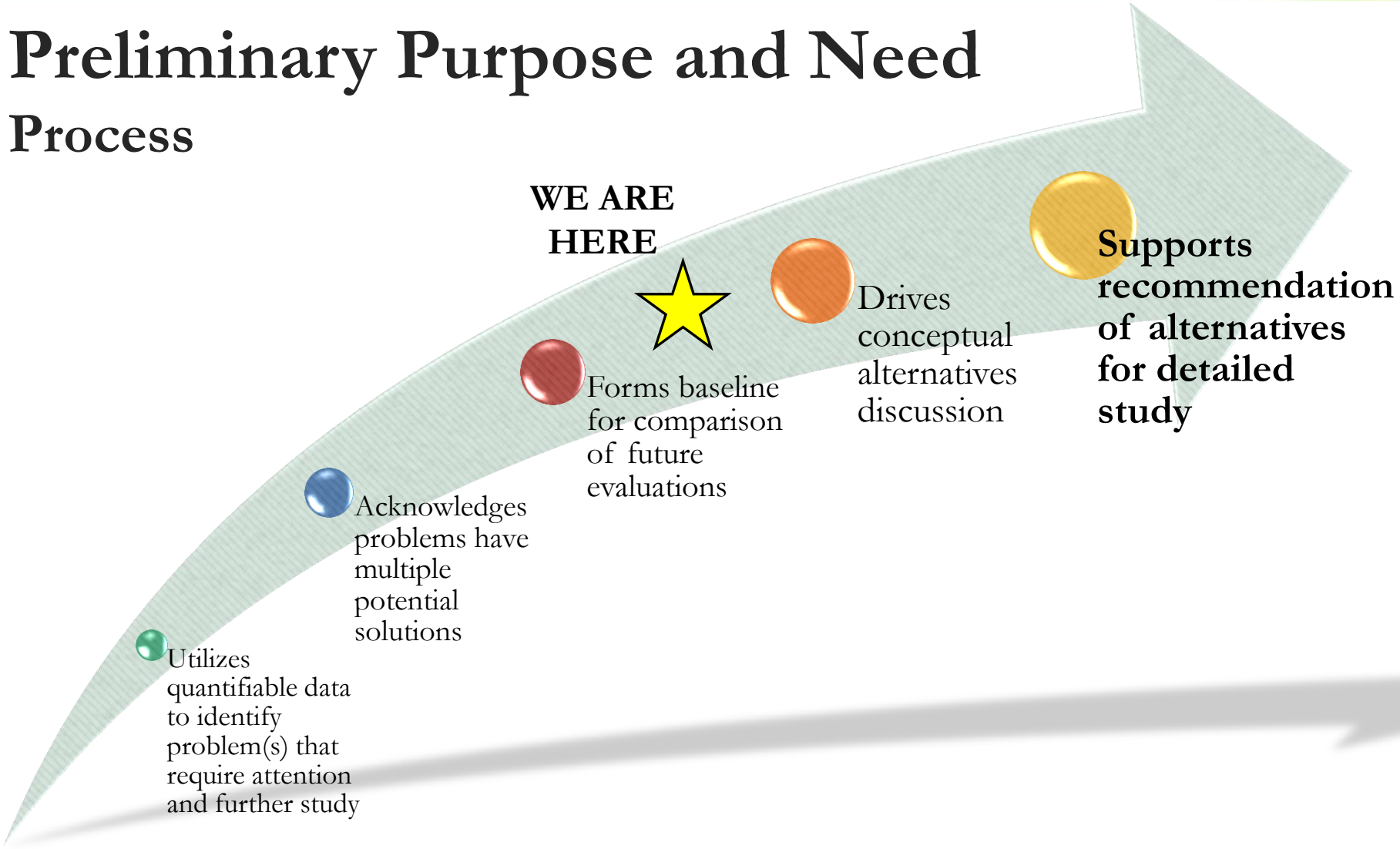
NEPA Purpose and Need

Role:

- Basis for Selected Alternative Evaluation
- Provide consensus between regulatory agencies
- Adopted by federal lead agency

Preliminary Purpose and Need

Process



Preliminary Purpose & Need

Document Next Steps

- **CAC Member Review and Comment**
  - Facilitators will email link to Draft Document in mid-December
  - Provide comments by end of January 2016
  - CAC Member comments will be combined with comments from the Spring public meetings

Questions?

- ✓ BRT Project Management Team Update
- ✓ Project Process & Schedule
- ✓ **Goals & Objectives/Preliminary Purpose & Need**
  - ✓ **Q&A**
- Conceptual Alternatives Development
  - Breakout Activity
  - Discussion and Sharing
- Additional Q&A

Conceptual Alternatives Development

Process

- Work completed:
  - Existing conditions evaluation
  - Goals and Objectives
  - Needs identification
- Next Steps:
  - **Obtain CAC Member input**
  - Complete Draft Preliminary Purpose and Need
  - Develop conceptual alternatives
  - Present conceptual alternatives for public comment

What Makes a Conceptual Alternative?

Components:

1. Running way
   - Physical location and interaction with surrounding environment for the BRT
2. Station locations, surroundings, and access
   - Specific location of BRT stops
3. Service and operations
   - BRT operational characteristics (hours of service/frequency, bus routing)

BRT Running Way Options

Introduction:

- Six BRT Running Way options have been identified for consideration
- The proposed six options can be mixed and matched along different segments of the corridor
- Location and dimensions of proposed roadway elements will vary throughout the corridor
- The six running way options illustrate the interaction between vehicles and the BRT, as they could generally be applied throughout the corridor
- **NOT EVERY OPTION IS APPROPRIATE FOR EVERY SEGMENT OF THE US 29 CORRIDOR**

Conceptual Alternatives Components:
Running Way

Considerations:

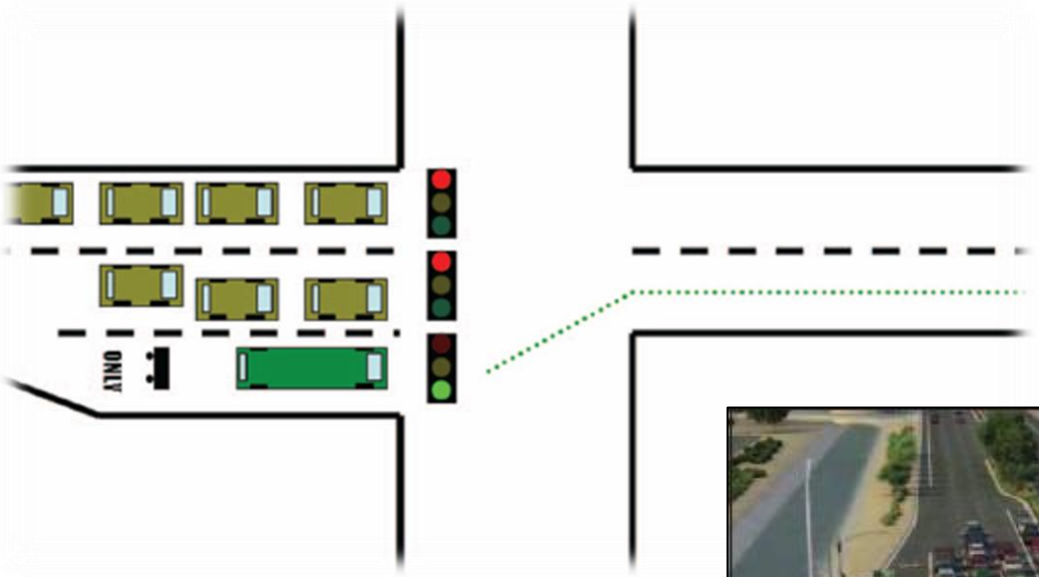
- BRT operations (speed, reliability)
- Traffic operations
- Ridership
- Connectivity
- Potential impacts

BRT in Mixed Traffic

Brampton, Canada

Brampton, Canada

BRT Queue Jump



Queue Jump concept

Reversible/Bi-Directional BRT Lane

Eugene, Oregon

Dedicated Median BRT Lanes

Alexandria, Virginia

Chicago, Illinois (concept)

Dedicated Curb BRT Lanes

Chicago, Illinois (concept)

Snohomish County, Washington

Conceptual Alternatives Components:
Station locations, surroundings, and access

Considerations:

- Adjacent land uses
- Proposed development
- Ease of access (vehicles, bicycles, pedestrians)
- Connectivity to existing transit riders and services
- Proximity to other BRT stations

Station Configurations – Median

Eugene, Oregon

Changzhou, China

Station Configurations – Curb

Brooklyn, New York

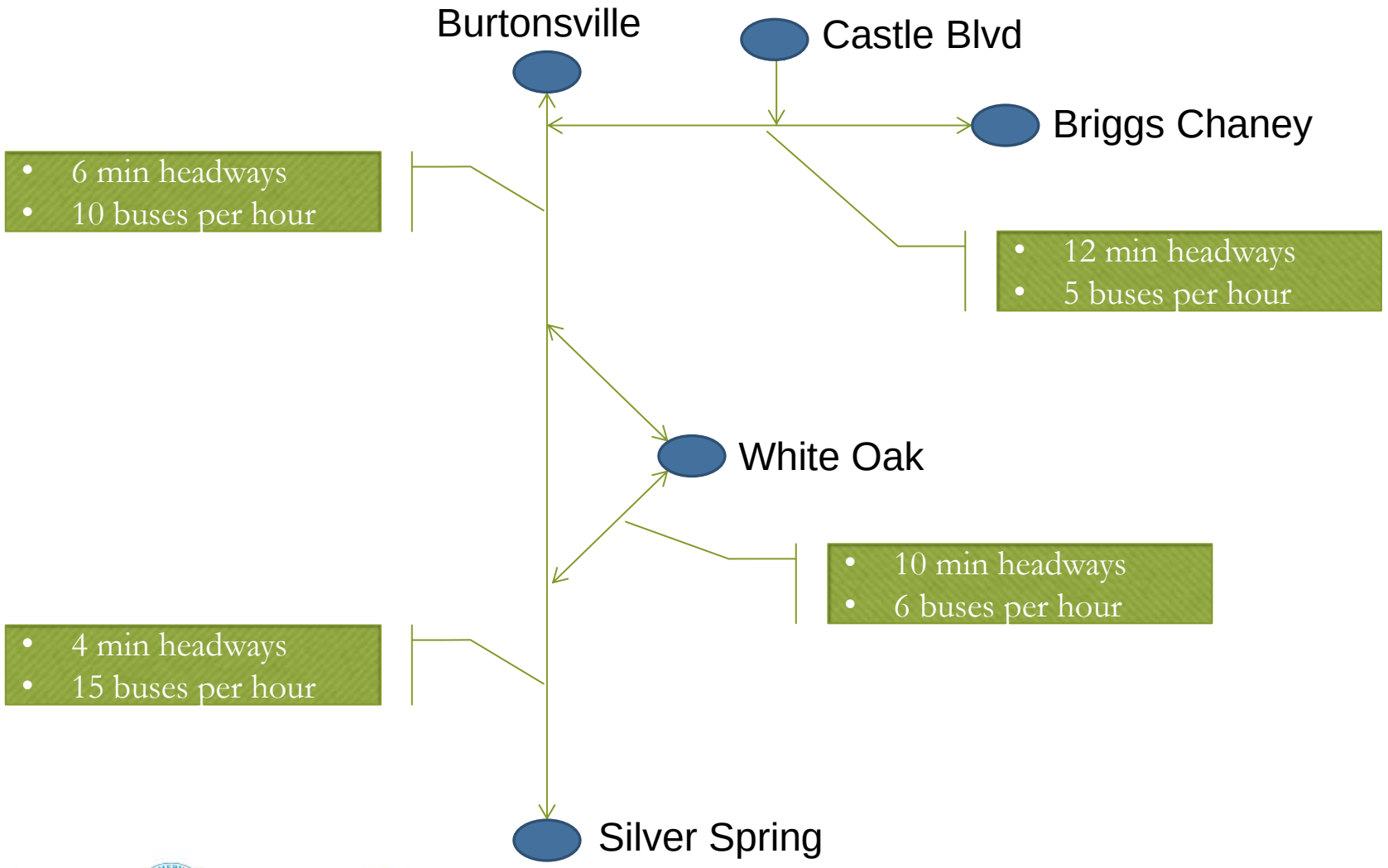
Brooklyn, New York

Conceptual Alternatives Components:
Service and Operations

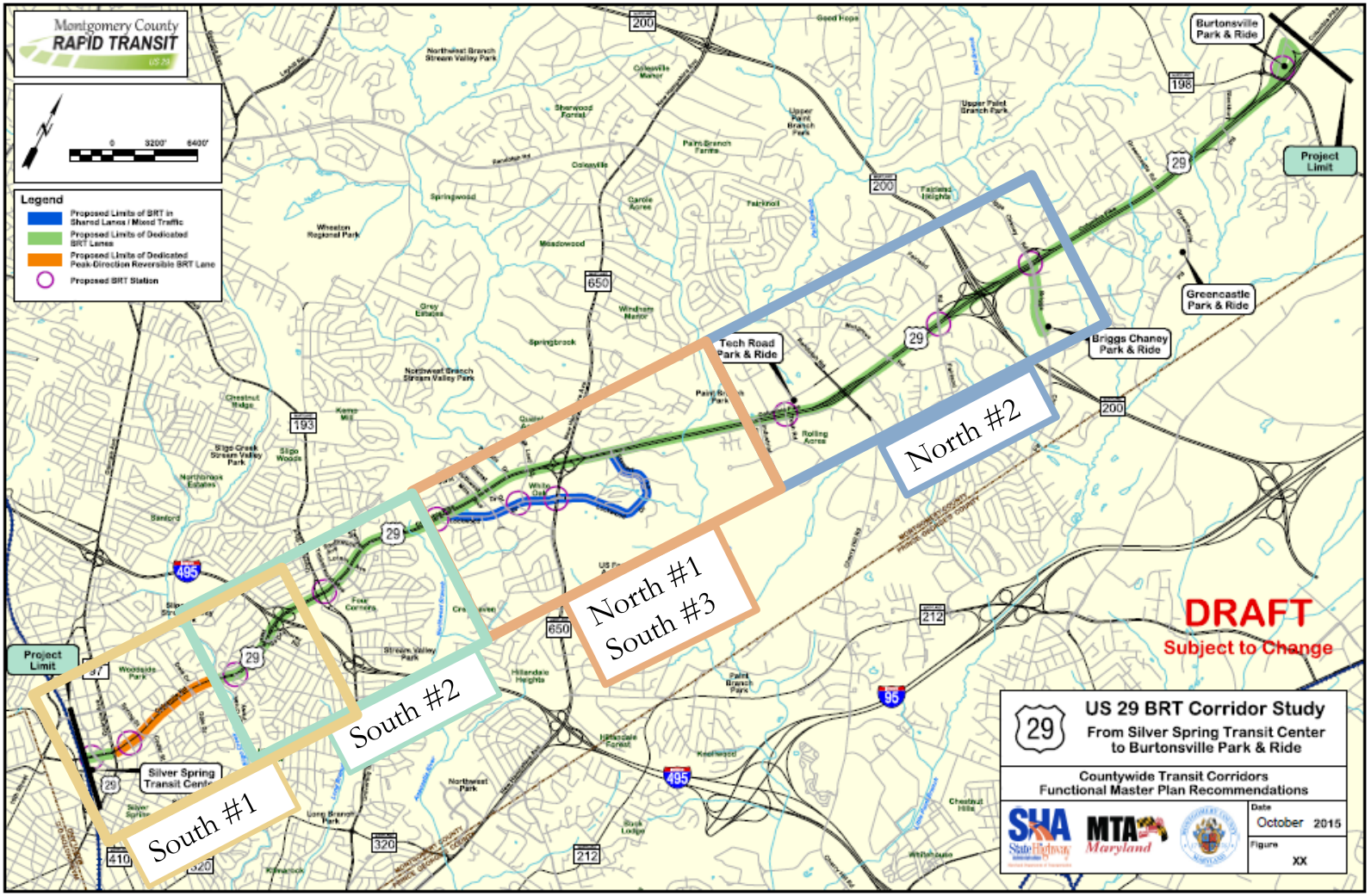
Considerations:

- Bus Routing (Spurs)
- Transfer Points
- Headway (time between buses)
- Frequency (buses per hour)

Example Operational Pattern



Breakout Discussion



Conceptual Alternatives:
Breakout Discussion

Three Topics to Discuss:

1. **Running Way** - What running way(s) may be appropriate for this segment of US 29?
2. **Station locations, surroundings, and access** - What station locations may be appropriate for this segment of US 29?
3. **Service and operations** - What activity centers should the BRT system serve?

South #1

- Limits: Silver Spring Transit Center to Lanark Way
- Posted Speeds: 30 to 40 mph
- Proposed Stops: Transit Center, Fenton St/Spring St, Franklin Ave
- Roadway Sections: Six Lane Divided & Undivided, Continuous Sidewalks
- Major Features: Densely developed downtown Silver Spring, Suburban residential neighborhoods, I-495 Interchange, Reversible Lane System, Sligo Creek Park, Ellsworth Park, Historic Properties
- Existing Transit: Metro, Metrobus, RideOn, MTA

South #2

- Limits: Sligo Creek Parkway to Lockwood Drive
- Posted Speed: 35 to 40 mph
- Proposed Stops: Franklin Ave, University Blvd, Lockwood Dr
- Roadway Sections: Six Lane Divided, Closed Section Curb, Open Section Shoulders, Intermittent Sidewalks
- Major Features: Commercial development at Four Corners and Burnt Mills, Suburban residential neighborhoods, I-495 Interchange, Sligo Creek Park, Northwest Branch Park, Blair High School, Historic Properties
- Existing Transit: Metrobus, RideOn, MTA

South #3

- Limits: Lockwood Drive to Industrial Parkway and Lockwood Drive/Stewart Lane Spur
- Posted Speeds: 40 to 50 mph (US 29), 30 mph (Lockwood/Stewart)
- Proposed Stops: Lockwood Dr, Oak Leaf Dr, White Oak Transit Center
- Roadway Sections: Six Lane Divided (US 29), Two Lane Undivided (Lockwood/Stewart), Closed Section Curb, Intermittent Sidewalks
- Major Features: Dense residential and commercial development at MD 650/White Oak, Suburban residential neighborhoods, MD 650 Interchange, Paint Branch Stream, Stonehedge Local Park,
- Existing Transit: Metrobus, RideOn, MTA

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Additional Questions & Answers

Adjournment