

WELCOME TO GET ON BOARD BRT

WHAT IS BRT?

A **comfortable, reliable, new** transit option for Montgomery County.

Bus Rapid Transit, or BRT, drives on the street, often in its own lane on busy roads. It makes fewer stops than a traditional bus so you can get where you need to go quickly.



Gets you out of traffic



Saves you money



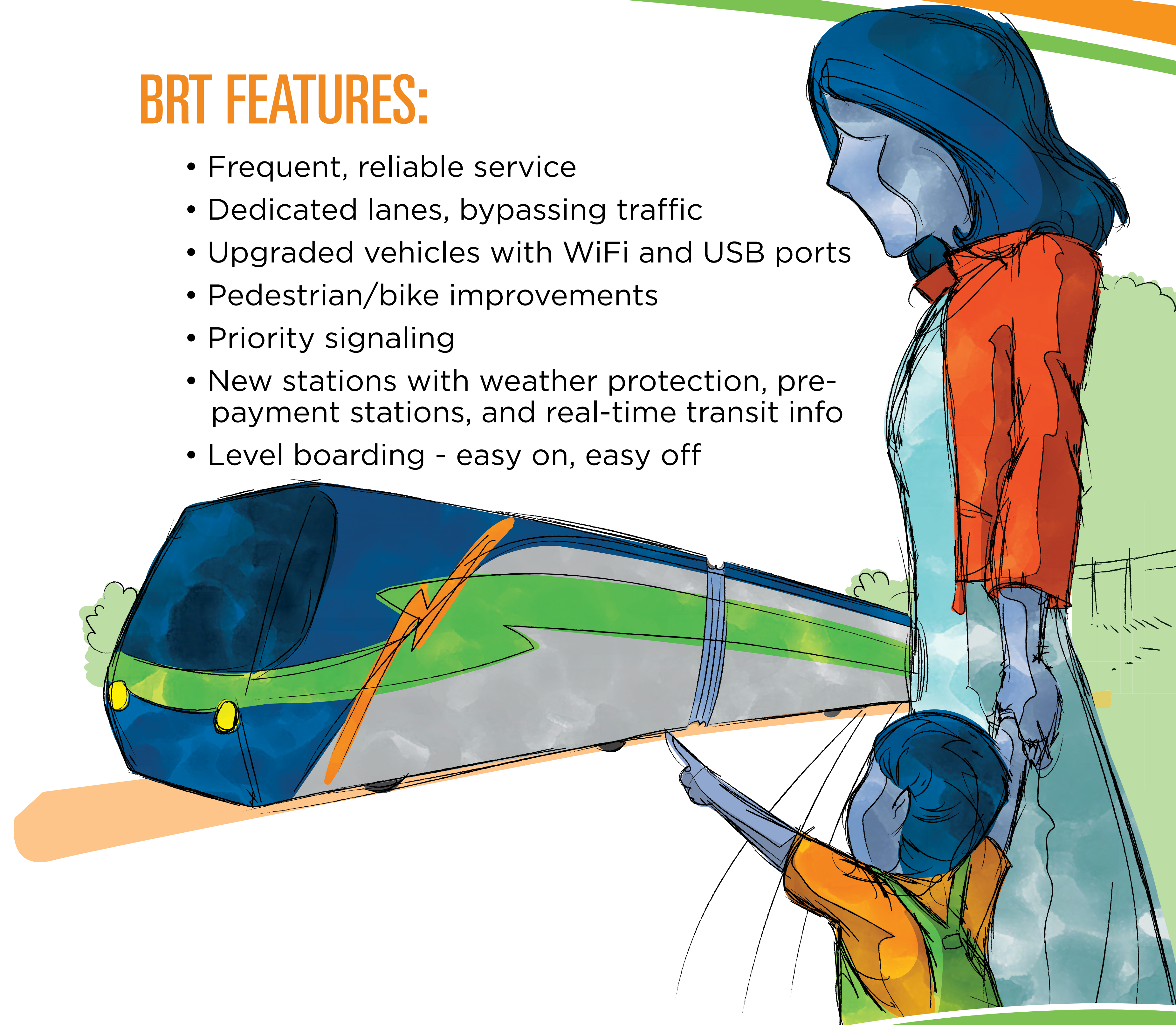
Better for the environment



Gets you where you want to go quickly

BRT FEATURES:

- Frequent, reliable service
- Dedicated lanes, bypassing traffic
- Upgraded vehicles with WiFi and USB ports
- Pedestrian/bike improvements
- Priority signaling
- New stations with weather protection, pre-payment stations, and real-time transit info
- Level boarding - easy on, easy off



BRT FEATURES AND AMENITIES

ENHANCED VEHICLES



Accommodates bicycles onboard



Frequent, reliable service



New, enhanced vehicles



WiFi and USB ports



Level boarding allows for easy on, easy off



Often travel in dedicated lanes, bypassing traffic

COMMUNITY-FRIENDLY DESIGN



New, comfortable stations



Weather protection

Pre-payment stations

4min

Real-time transit info



Enhanced pedestrian walkways



Bike facilities and bikeshare stations

US 29 BRT PROJECT

The Montgomery County Department of Transportation (MCDOT) is designing and constructing a Bus Rapid Transit (BRT) line along US 29 to meet the needs of residents and businesses along this busy route.

PROJECT SCHEDULE:

Route 29 will be the first BRT line to open, with service expected to begin in the year 2020.



BRT WILL:

- Use existing bus-on-shoulder lanes on US 29 in the northern section of the corridor.
- Operate in mixed traffic in the southern section of US 29 and along Lockwood Drive, Stewart Lane, Briggs Chaney Road, and Castle Boulevard.

SERVICE PLANS CURRENTLY BEING CONSIDERED INCLUDE:

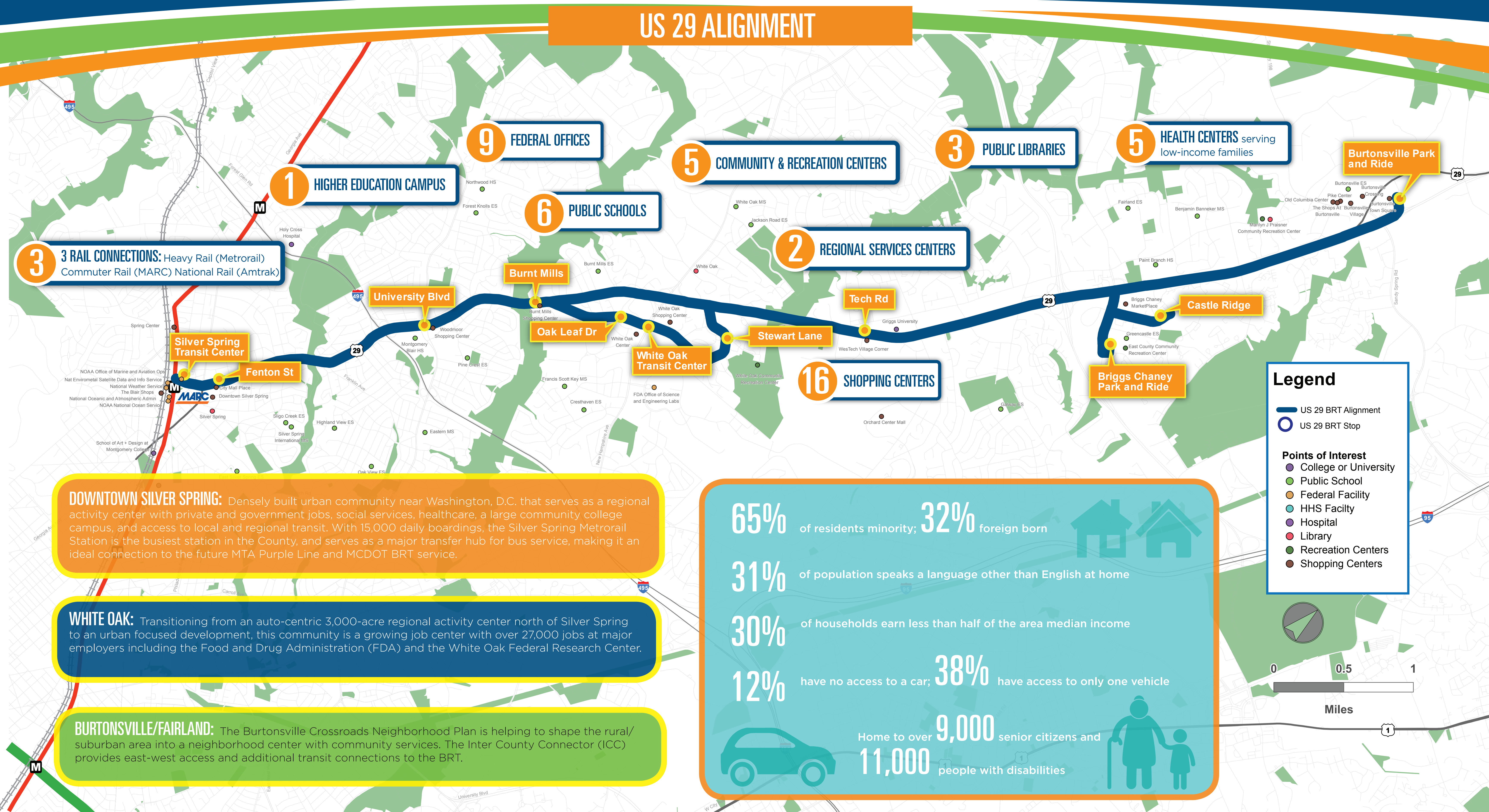
- Running every **7.5 minutes** during the peak period and every **15 minutes** during the off-peak.
- A proposed span of service from **5am to midnight, 7 days/week**.
- **Transit Signal Priority (TSP)** will be installed at up to 15 intersections along the corridor to provide traffic signal benefits to BRT vehicles where appropriate, reducing travel time and increasing reliability.

Note: The service plan is preliminary and may be modified.



EXPLORE THE US 29 BRT CORRIDOR

US 29 ALIGNMENT



DOWNTOWN SILVER SPRING: Densely built urban community near Washington, D.C. that serves as a regional activity center with private and government jobs, social services, healthcare, a large community college campus, and access to local and regional transit. With 15,000 daily boardings, the Silver Spring Metrorail Station is the busiest station in the County, and serves as a major transfer hub for bus service, making it an ideal connection to the future MTA Purple Line and MCDOT BRT service.

WHITE OAK: Transitioning from an auto-centric 3,000-acre regional activity center north of Silver Spring to an urban focused development, this community is a growing job center with over 27,000 jobs at major employers including the Food and Drug Administration (FDA) and the White Oak Federal Research Center.

BURTONSVILLE/FAIRLAND: The Burtonsville Crossroads Neighborhood Plan is helping to shape the rural/suburban area into a neighborhood center with community services. The Inter County Connector (ICC) provides east-west access and additional transit connections to the BRT.

65% of residents minority; 32% foreign born

31% of population speaks a language other than English at home

30% of households earn less than half of the area median income

12% have no access to a car; 38% have access to only one vehicle

Home to over 9,000 senior citizens and 11,000 people with disabilities

US 29 BRT BENEFITS AND BUDGET

BENEFITS: The US 29 BRT project will provide many quantifiable benefits to one of the busiest transit corridors in the State, including:

ATTRACTING "CHOICE" RIDERS AND PROVIDING BETTER SERVICE FOR EXISTING RIDERS:

US 29 BRT is projected to have 13,000 daily boardings in 2020 and 20,000 daily boardings in 2040. This number of daily boardings exceeds the ridership for most BRT lines in the United States.



IMPROVED TRANSIT RELIABILITY:

Current on time performance for local corridor transit services averages 45-77%. US 29 BRT will improve reliability through use of dedicated Bus on Shoulder lanes, Transit Signal Priority (TSP), and more efficient operations (level multiple-door vehicle boarding, limited stops, off-board fare collection).

TRAVEL TIME SAVINGS:

The more efficient operation of BRT on US 29 is expected to result in a 22-35% corridor travel time savings over current local bus service.



EFFICIENCY:

An element of the US 29 BRT project will be to examine local service along and around the corridor for operational efficiency improvements, potentially increasing the level of transit service to surrounding communities.



ECONOMIC BENEFITS:

The US 29 BRT project is estimated to result in \$269-520 million of economic net benefit. Development of the White Oak Science Gateway will benefit substantially from the presence of high quality transit service such as the US 29 BRT.



ACCESSIBILITY:

US 29 BRT will increase regional connections and access to a fast-growing jobs corridor, and will improve transit access and provide upward mobility to transit-dependent populations along the corridor.



LASTING BENEFITS:

The project has a benefit cost ratio of 4 to 1. This means the monetized user time savings, user cost savings, greenhouse gas & emissions reductions, and accident reductions outweigh the project costs.

GetOnBoardBRT
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

PROJECT BUDGET: The implementation cost for the US 29 BRT project is estimated to be \$31.5 million, \$10 million of which will be paid by the Federal government as part of a Transportation Infrastructure Generating Economic Recovery (TIGER) grant.

BRT STATIONS
\$13,000,000

TRANSIT SIGNAL PRIORITY
\$1,000,000

VEHICLES
\$14,000,000

BIKE & PEDESTRIAN IMPROVEMENTS
\$2,000,000

FEDERAL TIGER FUNDS
\$10,000,000

COUNTY CONTRIBUTION
\$21,500,00

OVERHEAD & GRANT ADMINISTRATION
\$1,500,000

TOTAL \$31,500,000

Costs are estimated

GetOnBoardBRT
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

STRATEGIES TO IMPROVE LOCAL BUS

LOCAL BUS

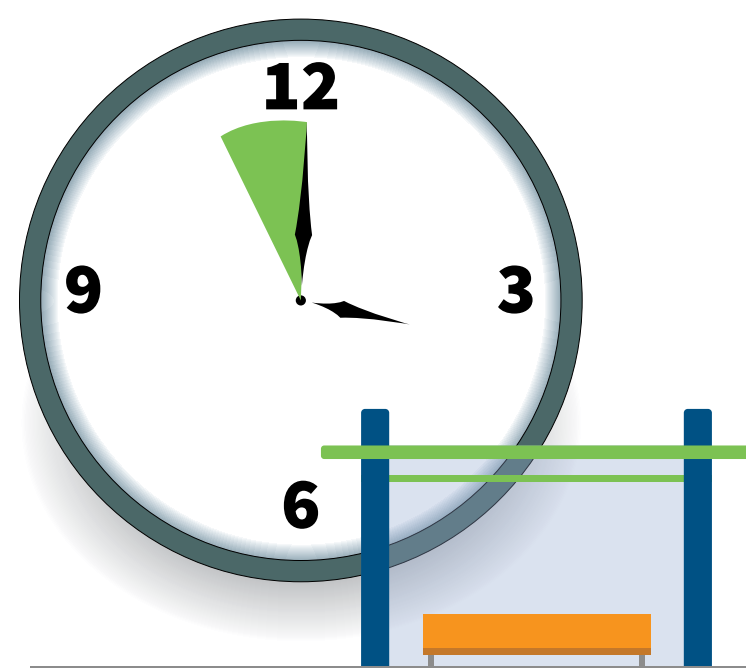
The bus network includes local bus services that supplement and connect to the high frequency BRT network. The service concepts below will be used to evaluate modifications to the existing local bus routes to create a more efficient transit network.

LEVEL OF SERVICE ENHANCEMENTS

ADJUST FREQUENCY

Frequency refers to how often a bus arrives at any given stop and is determined based on the level of demand for transit.

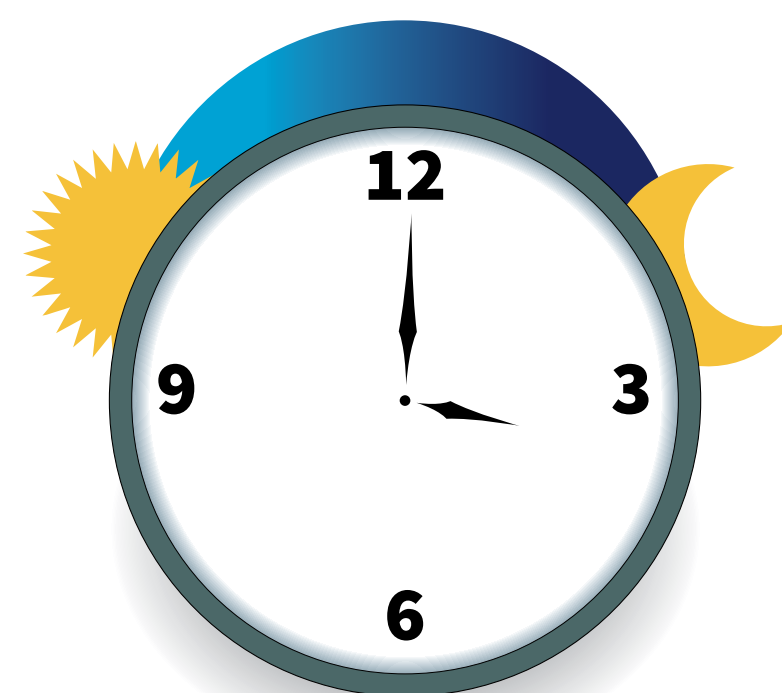
Adjustments may be made to frequency of local service to enhance connections with BRT service, minimize waiting time, or meet increased demand.



ADJUST HOURS

Hours of Service refers to the hours the bus route provides service during the day and the days on which it operates.

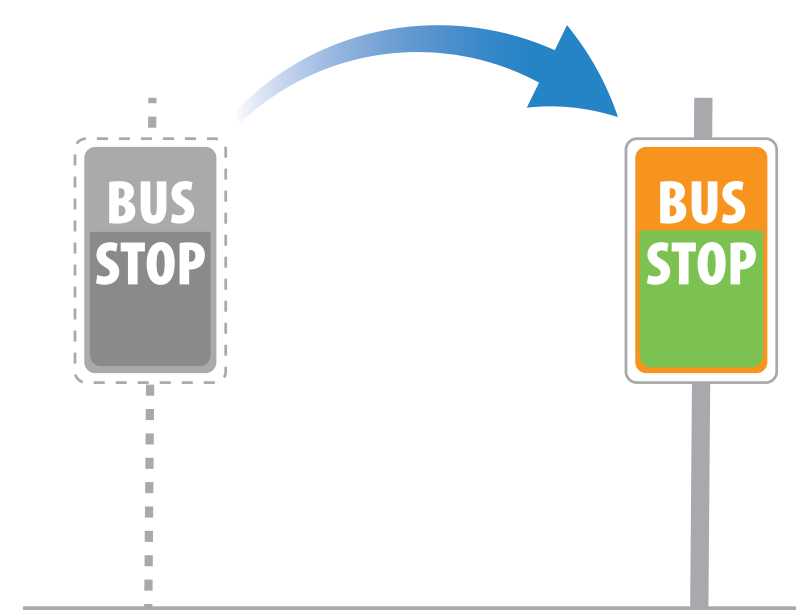
Adjustments may be made to the hours of operation for local services to match the BRT service, or to meet increased demand.



ROUTE ADJUSTMENTS

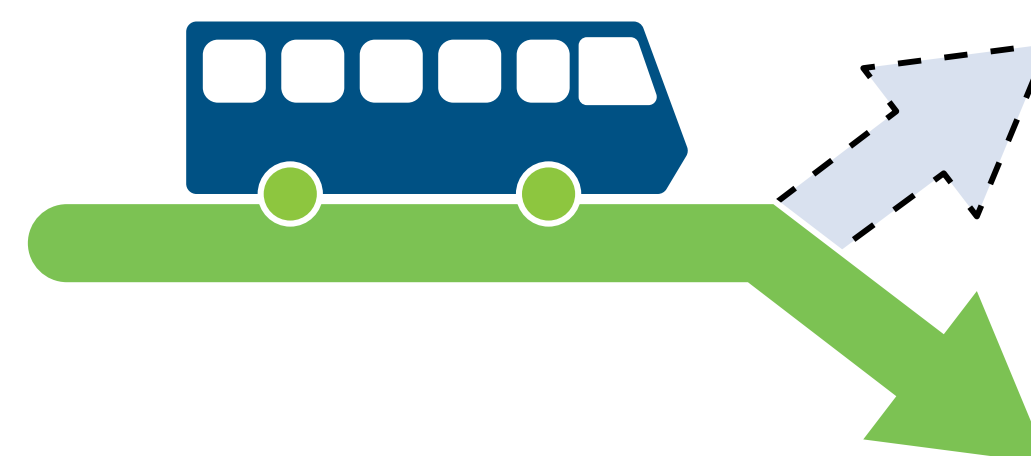
STOP RELOCATION

Relocate bus stops to improve access to the BRT service, or consolidate bus stops to improve travel time.



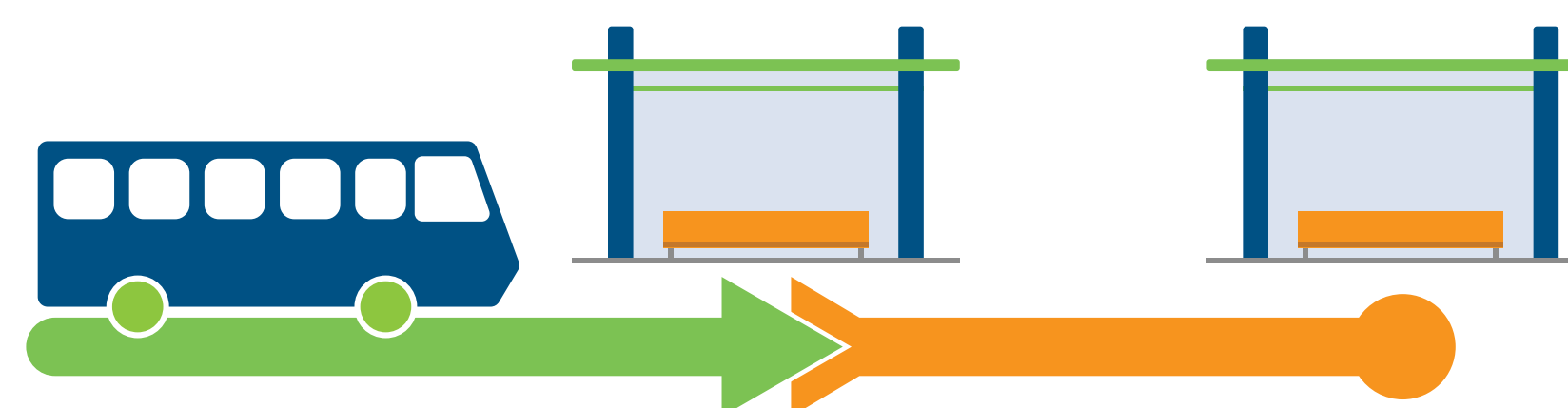
ROUTE REALIGNMENT

Realign local services to better serve localized demand, improve connections to the BRT service, and avoid congestion.



EXTEND ROUTE

Extend local service to provide connections to activity centers, transfer hubs, or BRT stations.



NEW SERVICE TYPES

EXPRESS SERVICE

Provide express service that connects neighborhoods directly with major activity centers.



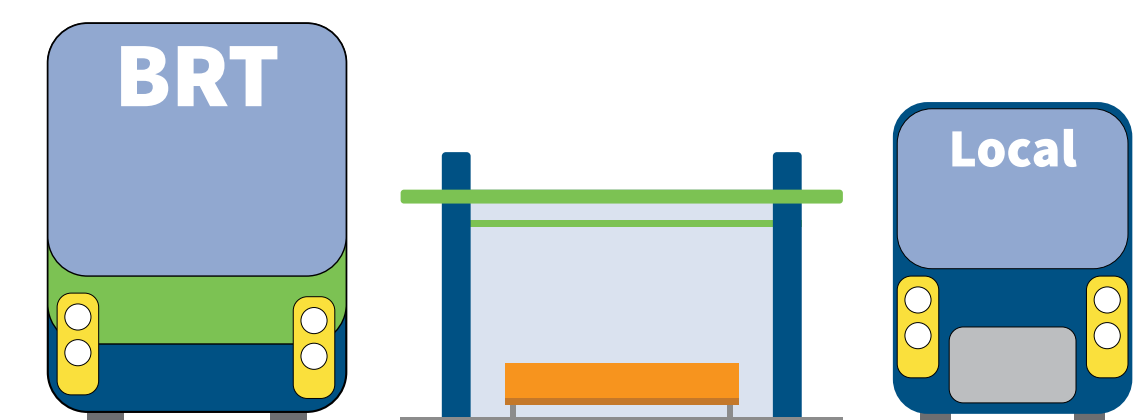
NEIGHBORHOOD CIRCULATOR

Create neighborhood circulators connecting communities to the BRT service.



LIMITED STOP OVERLAY

Provide local service to supplement limited-stop BRT service and improve service coverage.



BRT Station Prototype Design

PROJECT INTRODUCTION

MCDOT, in partnership with the Metropolitan Washington Council of Governments' Transportation/Land-Use Connections Program, is designing stations for the County's future BRT network.

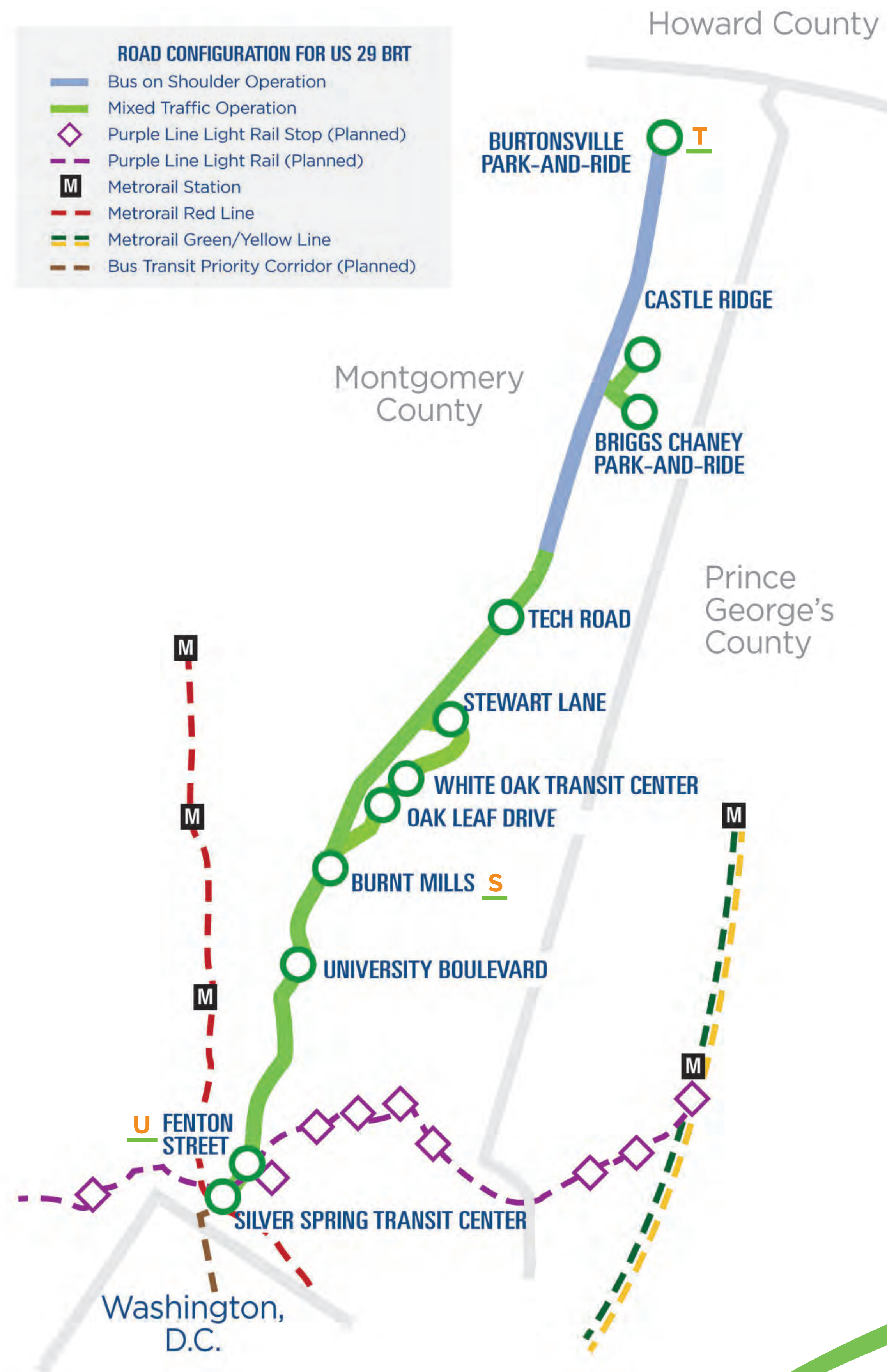
These stations will not only be the prototype for BRT stations in the County, but the resulting design will be the first BRT station design implemented as part of the US 29 BRT corridor project. These stations will have interchangeable, flexible components, that can be adapted for all corridors.

We need your input as part of the Get On Board BRT program to ensure the station design reflects your ideas of what truly reflects that County's character and aesthetic. Please review the boards in this station area, and participate in our interactive activity!

STATION DESIGN GOALS

- Easy to find and use
- Accessible
- Safe and comfortable
- Context sensitive and adaptable
- Supports efficient operations
- Maintainable
- Good life-cycle investment

US 29 BRT CORRIDOR



US 29 STATION AREAS

T TRANSIT - PARK & RIDE

BURTONSVILLE PARK & RIDE



S SUBURBAN

BURNT MILLS



U URBAN MIXED USE

FENTON ST.



Station Design Criteria

STATION PLATFORM TYPES

There are two station platform types:

- Side-loading - which may be accessed directly from a sidewalk
- Center-loading - which may be located in a roadway median

SIDE-LOADING PLATFORMS

SECTION DIAGRAM



CENTER-LOADING PLATFORMS

SECTION DIAGRAM



AMENITIES

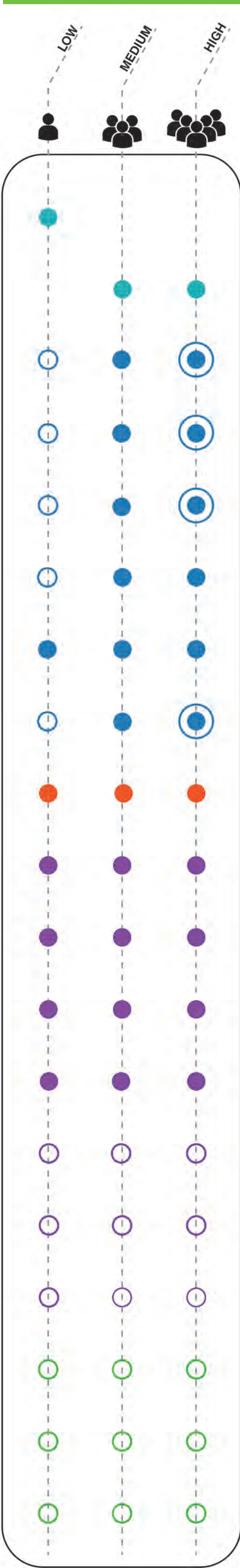
LEGEND

- ADDITIONAL BASE CONDITION
- BASE CONDITION
- OPTIONAL/SPECIFIC TO SITE CONDITIONS
- + ADDITIVE
- SUBTRACTIVE

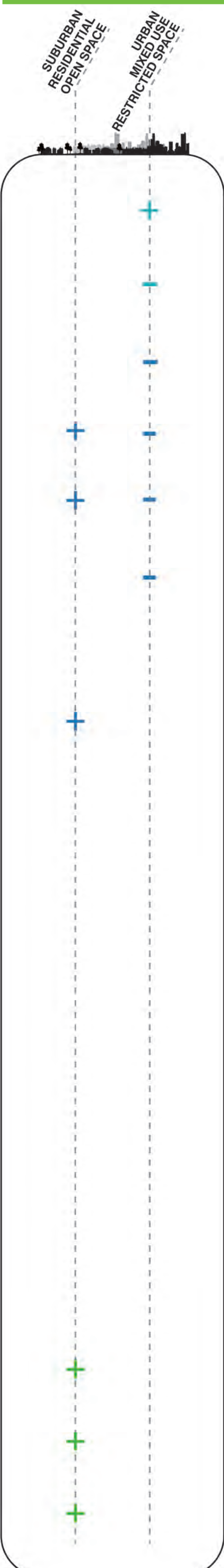
AMENITIES

MENU	
STATION MARKER	
FULL SHELTER MARKER	
SHELTER	
WINDSCREEN	
LEANING RAIL	
SEATING	
WASTE/RECYCLING	
BIKELOCK	
PUBLIC ART	
MAP	
INFO SCREEN/REAL-TIME	
CCTV	
GRID POWER	
ALTERNATIVE ENERGY/SUSTAINABILITY MEASURES	
WIFI	
CELLPHONE CHARGING	
TREE	
LID - LOW IMPACT DEVELOPMENT/GROUND COVER	
WATER FEATURE/CONSERVATION	

STATION CAPACITY

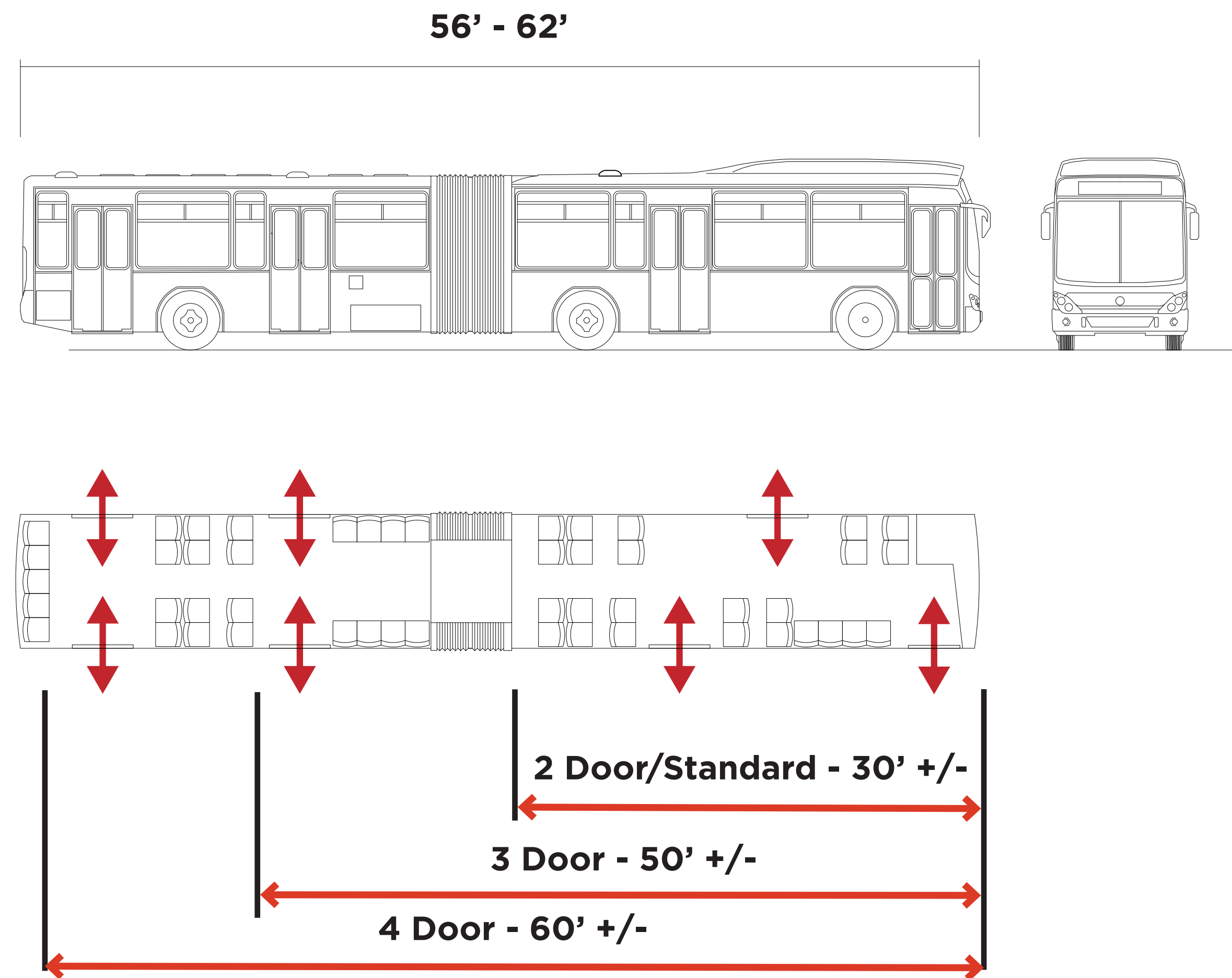


STATION CONTEXT



POTENTIAL BUS

Articulated buses, with doors on both each side of the bus, will be used for premium transit service. The multiple doors will allow for more efficient passenger loading and unloading, flexibility for both side and center loding platforms and will support faster, overall travel times.



Station Shelter Examples

SCALE, FORM, IMAGE & ENCLOSURE



MATERIAL



TRANSPARENCY



LIGHTING



STAY INVOLVED IN PLANNING FOR THE US 29 BRT!

GET ON BOARD!

ATTEND A CORRIDOR ADVISORY COMMITTEE (CAC) MEETING

The CACs provide community stakeholders (area residents, businesses, community organizations and others) the opportunity to participate in the BRT system planning process.

PARTICIPATE IN AN EMPLOYEE FOCUS GROUPS

If you are an employer or employee along the US 29 corridor, please visit our website (GetOnBoardBRT.com/get-on-board) to sign up for a focus group or event at your location.

REQUEST A COMMUNITY MEETING

We want to meet you where you are!

If you belong to a civic group such as a homeowners association, chamber of commerce, community advocacy organization, or are simply a member of the community that wants to engage in the **Get on Board BRT** outreach efforts, please visit our website (GetOnBoardBRT.com/get-on-board) to sign up for a community meeting.



ATTEND AND COLLABORATE AT US 29 OPEN HOUSES

Engage face to face with the staff that work directly on the final design process of the BRT route and passenger amenity stations. Your questions, comments, and ideas from today's Open House will be integrated into the design process, and this Fall 2017 you will see how they impacted the project at our next open house.

FIND US AT PUBLIC EVENTS

Find us at County events and festivals, such as the Bethesda Arts Festival, Taste of Wheaton, and at Metro Stations near you!

