

## **US29 Mobility and Reliability Study - Notes**

**Thursday, December 16, 2021**

**6:30 pm**

**Transit Breakout Room**

**We apologize that the video recording of this breakout room had issues. The following are notes documenting the discussion that occurred in the breakout room.**

### **Discussion:**

- No more road traffic; need a metro on US29
- Is the study just for US29 or does it extend to the nearby neighborhoods? I live off of Lockwood Drive, and are the impacts and diversions to it included. Study should include neighborhoods along Lockwood Drive. Buses that penetrate this area have standing loads.
- Need more metro service
- More bus routes/improvements to existing routes.
- All of the RideOn and MetroBus within Montgomery County including Metro Bus will be part of the RideOn Reimaged study
- Better coordination with MARC
- What about commuters coming from neighboring counties such as Howard County and Prince George's County. It seems that the study is just focusing on US 29 and Montgomery County riders in a vacuum. Are there efforts to coordinate with the other jurisdictions to evaluate alternative routes for those coming from outside the county?
  - While the study is focusing on the US 29 corridor, all the travel to and from the region and their chosen routes and modes already chosen. We are including the Montgomery County BRT lines that interact with corridor as part of the analysis.
- Study should include those commuting outside of the corridor. Reverse commutes to US 29 with connections to neighboring counties.
- Focusing on the wrong thing. Need to focus on the BRT vehicles to run in uncongested traffic not on ridership. That is the only thing that you are supposed to be focusing on. Look at the Route 101, it is not successful. Route 101 ridership is poor because there's no significant time savings. Operates in the same traffic with other cars.
- Waste of time to do these long studies. Focus should be strictly on BRT vehicles operating in non-congestion areas.
- Comments by one individual on the purpose of the study and what the Council directed it to be about.
  - The direction came from the County Council, however the data used comes from the real world, which then feeds the analysis and evaluation of the alternatives.
- Compare current conditions by determining how long vehicles are sitting in traffic.
- Don't understand the purpose of another study. There are too many studies; Ride On Reimagined Study is too long. It should be 3, 6 or 9 months.
- Concerns with ridership forecasting. There should be more in-person assessments. A question was raised on whether surveys were being carried out and was the analysis team talking to real world riders and people in the corridor to better determine what is actually happening.
- There was a transit task force that looked at transit alternatives. They even visited Cleveland to look at the Health Line (the speaker thought that it was not a success, but it is considered a success in Cleveland) Again, raised that issue that the only purpose of the study is to remove the

BRT from congestion. Implementing dedicated lanes was the charge given. The East county is not getting their fair share, and please put costs on a cost/mile basis.

- Methodology of the studies don't seem to address the actual conditions now and in the future:
  - Peak period volumes
  - Dedicated lanes that don't get detained in mixed traffic
  - Multi-modal (modes other than SOV)
- Focus should be on connecting to Howard County.
- East County has come short of transit investments for years.
- Dedicated bus lanes should keep cars out of the lanes. The presentation did not show much in this area.
- Question was raised on why the travel times for bus/HOV were competitive compared to the bus only lane.
  - A traffic simulation was used to assess the two alternatives and it showed the BRT in the median lane alternative was caught in traffic associated with a backup generated by the loss of capacity in Four Corners and additional traffic signals. The BRT could not recover the time lost traveling in mixed traffic once it entered the bus only lane. We are looking at how to integrate some of the features of both the median bus lane and the bus/HOV lane in this current effort (such as continuing dedicated lanes to the south into Silver Spring).
- Intersection improvements appear to be roadway improvements rather than dedicated lanes.
- Last comment was again on how to implement dedicated bus lanes? What about a pilot Study? And their impression that there is a lack of urgency.
  - This additional study was started as soon as additional funding became available. There are also parallel efforts underway to pilot bus lanes.