

Montgomery County  
**RAPID TRANSIT**  
MD 586

Veirs Mill Road  
MCCAB Presentation  
May 17, 2016



Montgomery County  
**RAPID TRANSIT**  
MD 586

## Agenda

- What is Bus Rapid Transit (BRT)?
- BRT in Montgomery County
- MD 586 Study Overview



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## BRT in Montgomery County

- The Montgomery County Council approved the *Countywide Transit Corridors Functional Master Plan* in December 2013
- What it does
  - Recommends implementing a 102-mile BRT network comprising 10 corridors and the Corridor Cities Transitway (CCT)
  - Recommends limits of dedicated BRT lanes for each corridor
  - Suggests station locations for each corridor
- What it doesn't do
  - Does not endorse specific ways of how to implement the BRT network
- MD 586 description in Master Plan:
  - 11 station locations
  - Dedicated lanes for the entire study corridor

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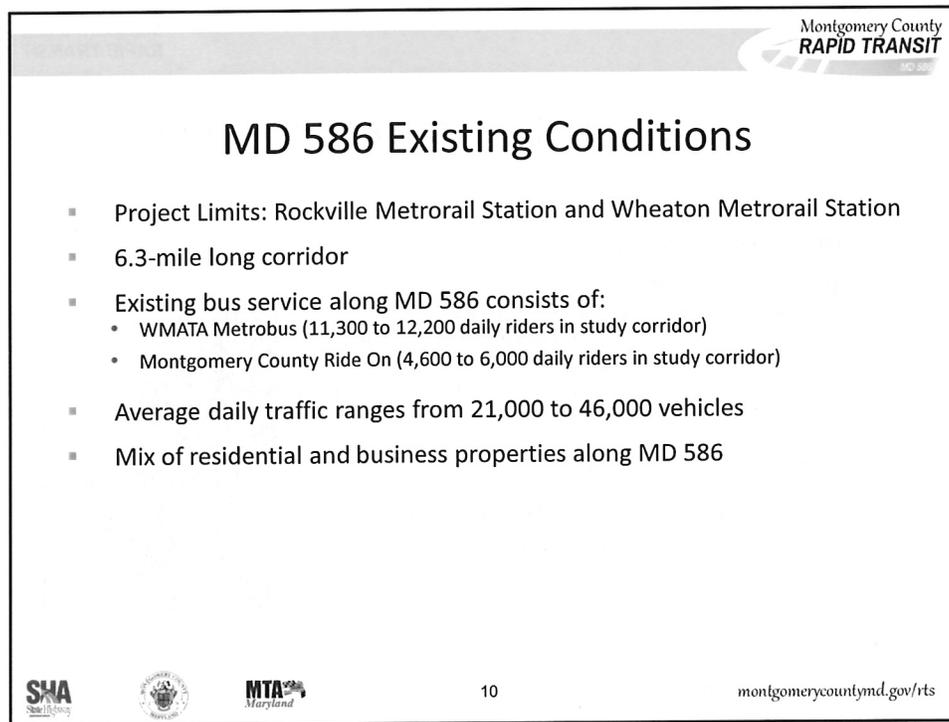
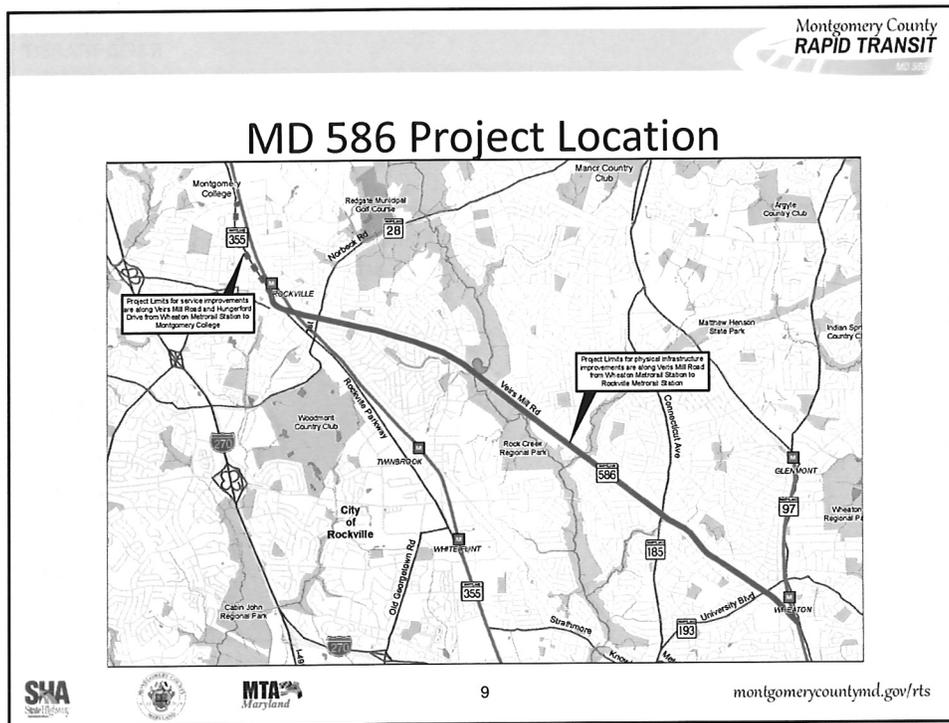
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## BRT/RTS Corridors Under Study

BRT Planning Studies	Other Master Planned Corridors	Corridors in Design
MD 201	Georgia Ave	Pandolph Rd
US 29	North Bethesda Transitway	University Blvd
MD 586	New Hampshire Ave	CCT
Veris MIA Rd		Purple Line
		Metrolink Stations

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## Alternatives Retained for Detailed Study

- Conceptual Alternatives were presented at a Public Meeting in November 2013
- After the Public Meeting, the following alternatives were 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




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## What is a Bus Service Plan?

- A bus service plan includes:
  - Bus headways (the timing between consecutive buses)
  - Station locations
  - Hours of operation
  - Routes
- The bus service plans for Alternatives 2, 3, and 5B are input into the traffic and transit computer model to estimate future bus boardings




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## Alternative 1

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

WESTBOUND      EASTBOUND

EXISTING LANES      EXISTING LANES

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

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## Alternative 1

**LEGEND**

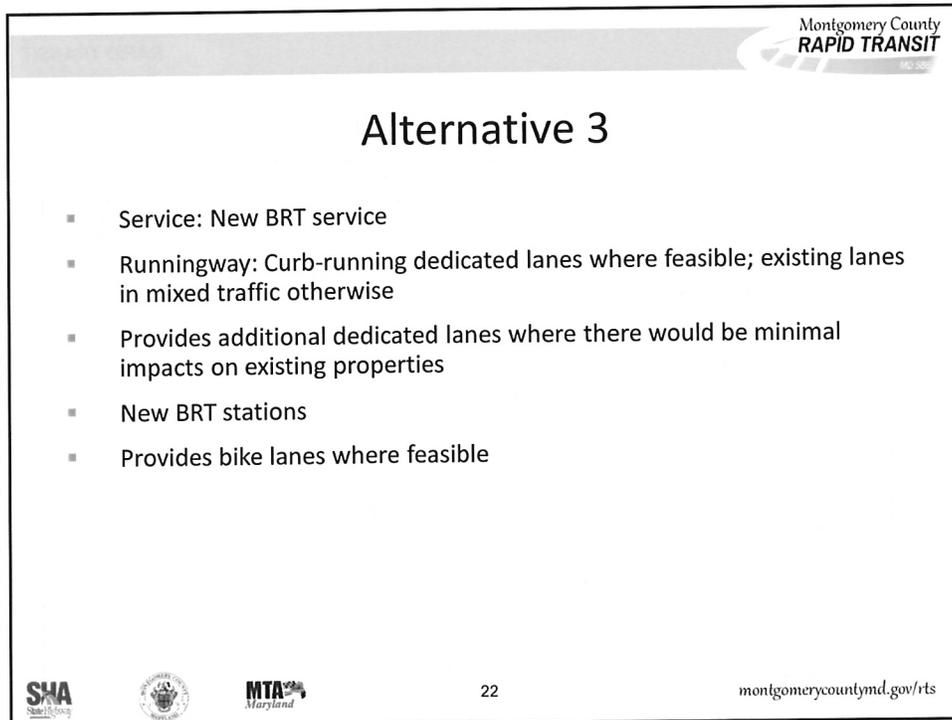
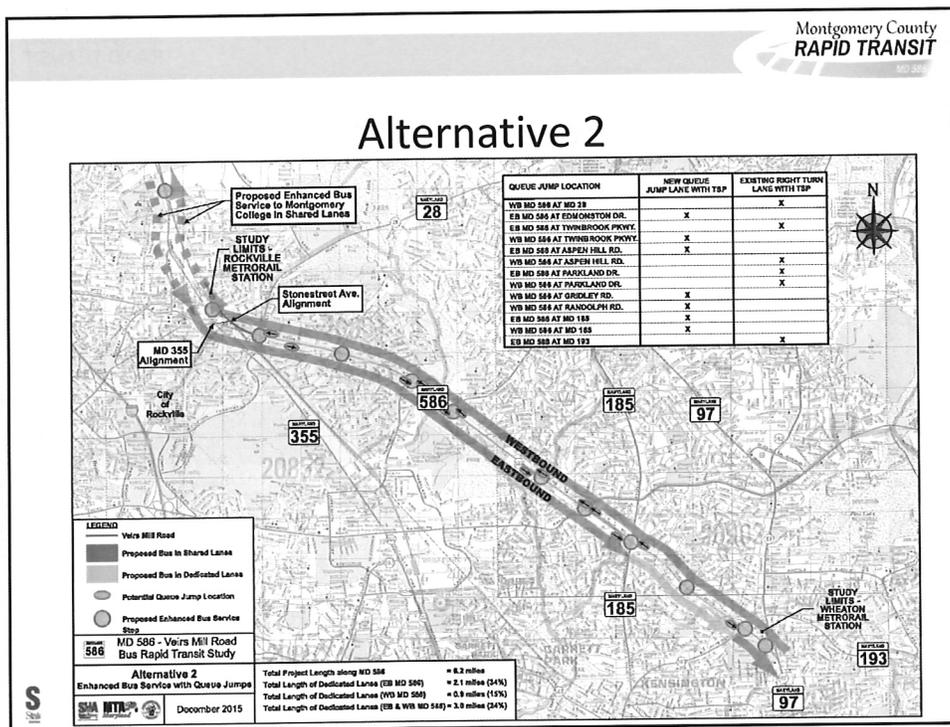
- Vairs Mill Road
- Existing Bus in Shared Lanes
- Existing Dedicated Bus Lanes

MD 586 - Vairs Mill Road Bus Rapid Transit Study

**Alternative 1**  
No-Build

December 2015

Total Project Length along MD 586	= 6.2 miles
Total Length of Dedicated Lanes (FR MD 586)	= 1.6 miles (22%)
Total Length of Dedicated Lanes (FR MD 586)	= 0.0 miles (0%)
Total Length of Dedicated Lanes (FR & WR MD 586)	= 1.4 miles (11%)

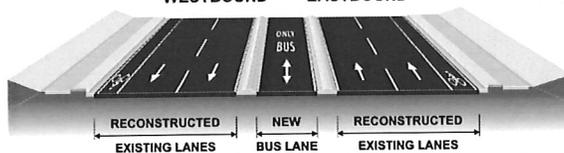


## Alternative 5B – Bi-directional

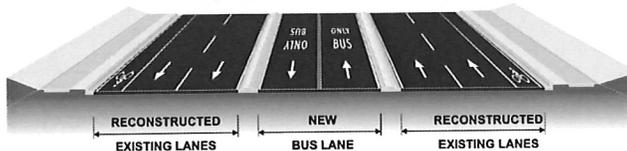
- Service: New BRT Service
- Runningway: New dedicated BRT lane(s) in median for two-way travel
  - Provide two-way travel in one or two new dedicated lanes
  - One-lane, median-running dedicated lane in both directions – buses pass each other at stations
  - Two dedicated lanes provided where feasible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

## Alternative 5B

A. East and West Ends of Study Limits  
WESTBOUND EASTBOUND



B. Center of Study Limits  
WESTBOUND EASTBOUND



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



## Next Steps

- Draft Corridor Study Report (DCSR) will summarize the ARDS refinement and evaluation – Summer 2016
- DCSR will go on display for public comment – September/October 2016
- Public Workshop to collect public testimony on the ARDS – September/October 2016
- Montgomery County, in cooperation with SHA and MTA, will select a Locally Preferred Alternative – December 2016