

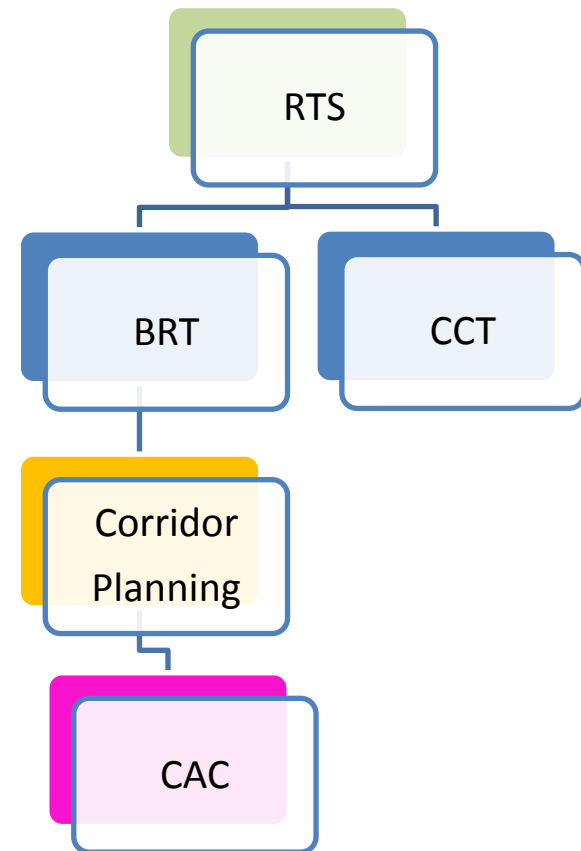
# Montgomery County **RAPID TRANSIT**

BRT CORRIDOR STUDIES



# Montgomery County's Rapid Transit System (RTS)

- **Purpose**
  - Growth & Jobs
  - Problem & Opportunities
  - C & A
  - Funding & Project Status
  - Process & Progress
- **Need**
  - CACs -You! We're on a mission!



# Growth & Jobs



# Problem & Opportunities

	2013	2040	difference	percent difference
Population	997,884	1,203,643	205,759	21%
Employment	529,267	737,364	208,097	39%
Transit work trips	165,121	198,513	33,392	20%
Vehicle work trips	376,269	461,248	84,979	23%
Truck trips	83,024	100,344	17,320	21%
VMT	21,952,932	26,795,176	4,842,244	22%
VMT per capita	22.0	22.3	0.3	1%
Lane-miles*	2,592	2,721	129	5%
Lane-miles of congestion	376	639	263	70%

Source: MWCOG

\* Modeled lane miles include freeways, arterials, and many collectors, but few local roads.

## C & A

### ■ Challenge

- Meet increased mobility needs
- Invest in multi-modal transportation – specifically in transit and choices for our residents!



### ■ Addressing the Challenge

- Expand frequent, reliable transit service to move greater numbers of people to and from jobs, homes, shopping, and entertainment areas.
- Reduce the gap between transportation demand and supply and provide County residents a viable and reliable alternative to travel by auto on congested roadways.

# Why RTS ? Why BRT ?

- RTS - Improved, accessible, cost-effective transit service
  - Improve bus transit operations
  - Provide an environmentally prudent and sustainable transportation alternative
  - Improve accessibility to employment and services for transit dependent populations
  - Support planned transit-oriented development and redevelopment opportunities

- Bus Rapid Transit (BRT)
  - Uses our rights-of-way more efficiently (maximizes person throughput)
  - Flexibility
  - Reliability
  - Ability to attract “choice” riders
  - Cost effective



## RTS Funding & Project Status

- To date, MCDOT has dedicated \$11 million for BRT corridor studies
- MDOT has programmed another \$10M to advance BRT corridor planning on MD 355 and US 29 (Colesville Road)
- Planning studies being performed by SHA; close coordination with MCDOT and MTA
- Expected completion Summer 2016

# Process & Progress

- The Master Plan recommends 10 BRT corridors; the initial priority is to conduct three (3) corridor studies:
  - MD 355 (both North and South segments)
  - US 29
  - MD 586 (Veirs Mill Road)



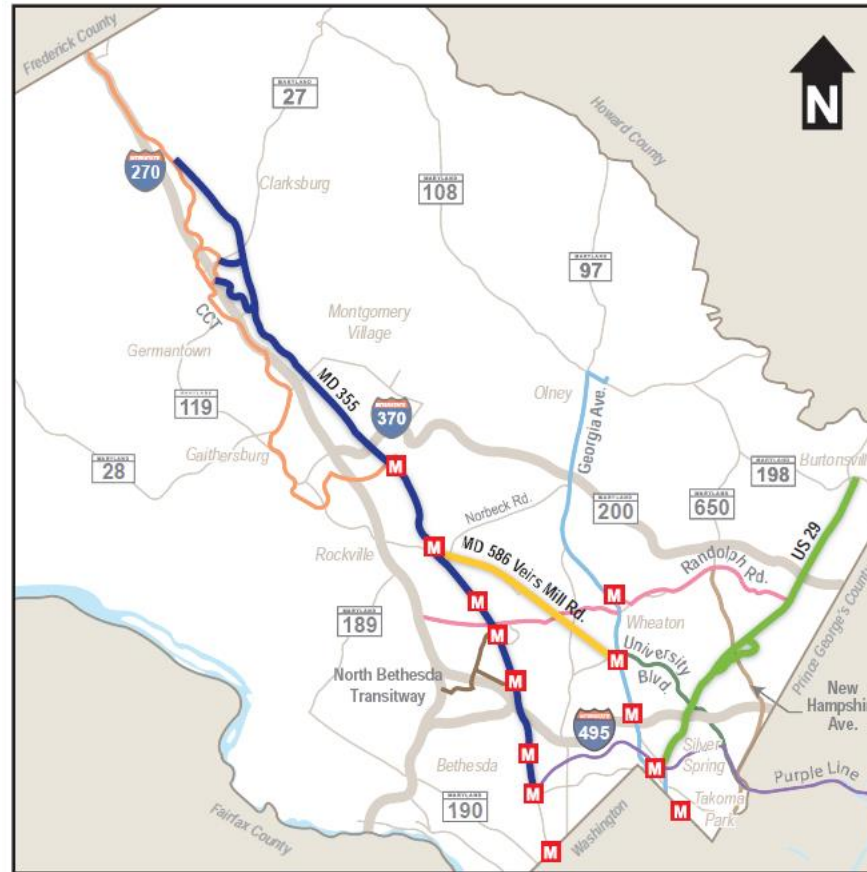


# BRT Corridors

Corridor	Corridor Size (directional miles)	# of Stations
<b>MD 355 North</b>	<b>14.1</b>	<b>20</b>
<b>MD 355 South</b>	<b>9.3</b>	<b>14</b>
<b>US 29</b>	<b>11.0</b>	<b>11</b>
<b>Veirs Mill Road</b>	<b>6.2</b>	<b>11</b>
<b>New Hampshire Avenue</b>	<b>8.5</b>	<b>12</b>
<b>Randolph Road</b>	<b>10.1</b>	<b>11</b>
<b>University Boulevard</b>	<b>5.5</b>	<b>9</b>
<b>North Bethesda Transitway</b>	<b>2.7</b>	<b>7</b>
<b>Georgia Ave North</b>	<b>9.5</b>	<b>13</b>
<b>Georgia Ave. South</b>	<b>3.7</b>	<b>8</b>

Source: Montgomery County Countywide Transit Corridor Functional Master Plan

# BRT Corridors Under Study



**BRT Planning Studies**

- MD 355
- US 29
- MD 586 Veirs Mill Rd.

**Other Master Planned Corridors**

- Georgia Ave.
- North Bethesda Transitway
- New Hampshire Ave.
- Randolph Rd.
- University Blvd.

**Currently in Design**

- CCT
- Purple Line
- M Metro Stations



# Veirs Mill Rd. (MD 586) BRT Corridor Planning Study

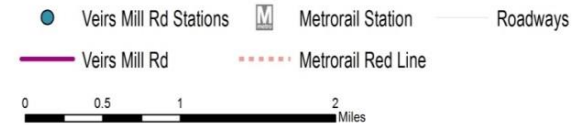
- Included tasks:

(green are completed)

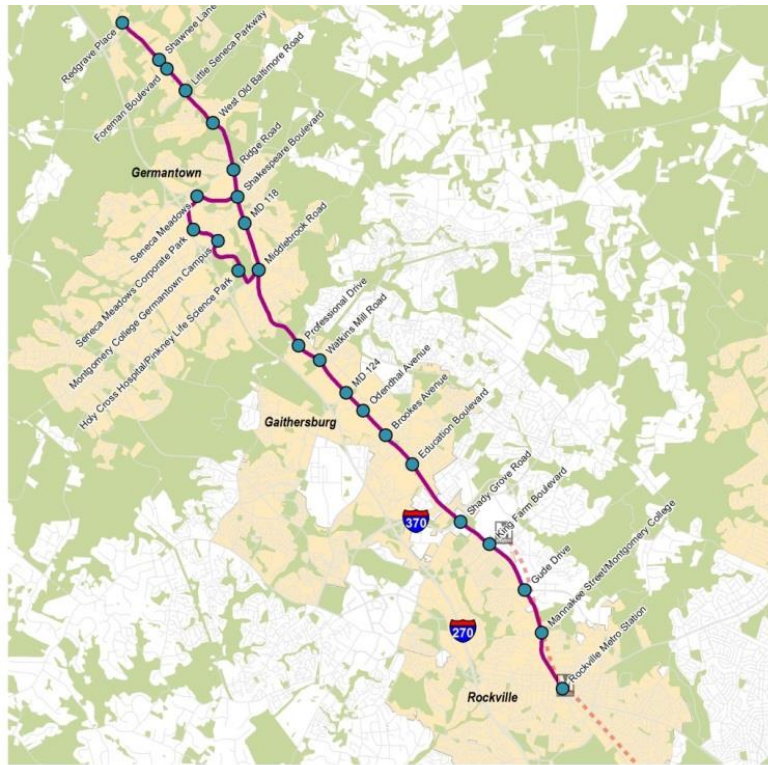
- Data collection (ex. Traffic, land use, environmental, etc.)
- Purpose and Need
- Preliminary corridor alternative development
- Alternatives Retained for Detailed Study (ARDS)
- Selection of Locally Preferred Alternative
- Phasing Plan



## RTS Corridor



# MD 355 BRT Corridor Planning Study



**RTS Corridor**

- MD 355 North Stations
- MD 355 North
- M Metrorail Station
- Metrorail Red Line
- Roadways



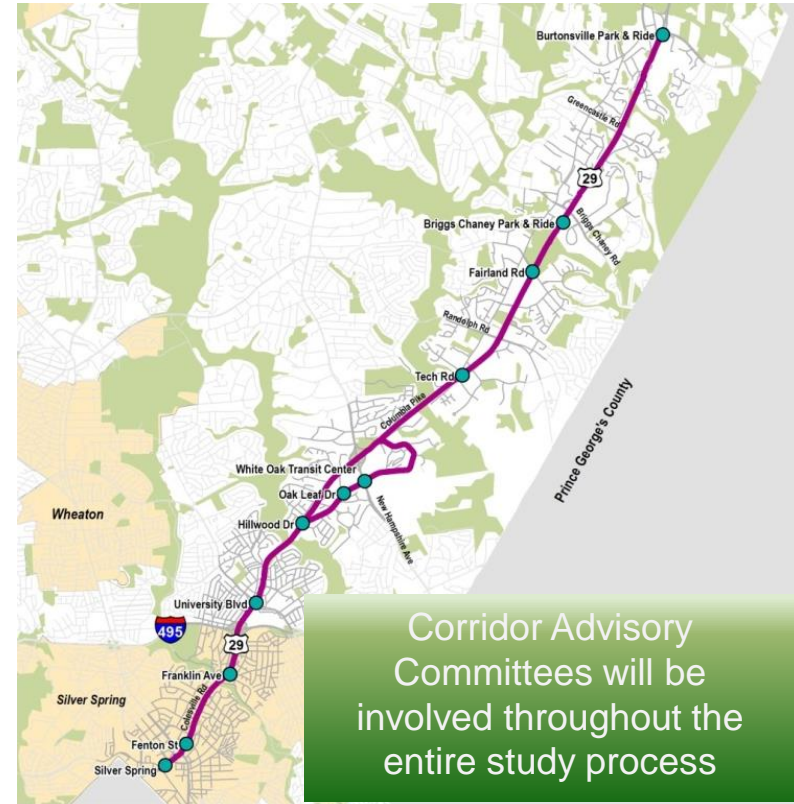
**RTS Corridor**

- MD 355 South Stations
- MD 355 South
- M Metrorail Station
- Metrorail Red Line
- Roadways



# MD 355 & US 29 BRT Corridor Planning Studies

- Included tasks:
  - Data collection (ex. Traffic, land use, environmental, etc.)
  - Purpose and Need
  - Preliminary corridor alternative development (planning level engineering and environmental analysis)
  - Preliminary cost estimates



### RTS Corridor

- US 29
- US 29 Stations
- Roadways Within 1/2-Mile of Corridor
- Roadways



# Corridor Advisory Committees (CACs) Council Mandate

**“A vital facet of facility planning is to receive input and feedback from affected property owners, civic and business groups, and transit riders and road users, ... Accordingly, a citizens’ advisory group comprised of residents, business owners and other relevant stakeholders must be created for each corridor which enters into facility planning to make recommendations to the County on the design, construction and proposed station locations for the transit corridor.”**



# You Have Been Chosen!

- **Approximately 150 total CAC members**
- **The CAC Mission is to:**
  - Give
  - Provide
  - Fulfill
  - Study and discuss
  - Serve
  - Share



# Expectations of CAC Process

- CACs will meet regularly with the project team to review information, ask questions and provide feedback.
- Feedback will be reviewed by the project team and meeting summaries will be published on the project website.
- CACs are **advisory committees** and not decision-making committees.
- Part of a broader community engagement process.





# Thank you

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