

DRAFT: Subject to Change

US 29 South Corridor Advisory Committee Meeting #7

Montgomery County **RAPID TRANSIT**

US 29

Silver Spring Civic Building
Silver Spring, Maryland
July 14, 2016
6:30 p.m. to 9:00 p.m.



Welcome

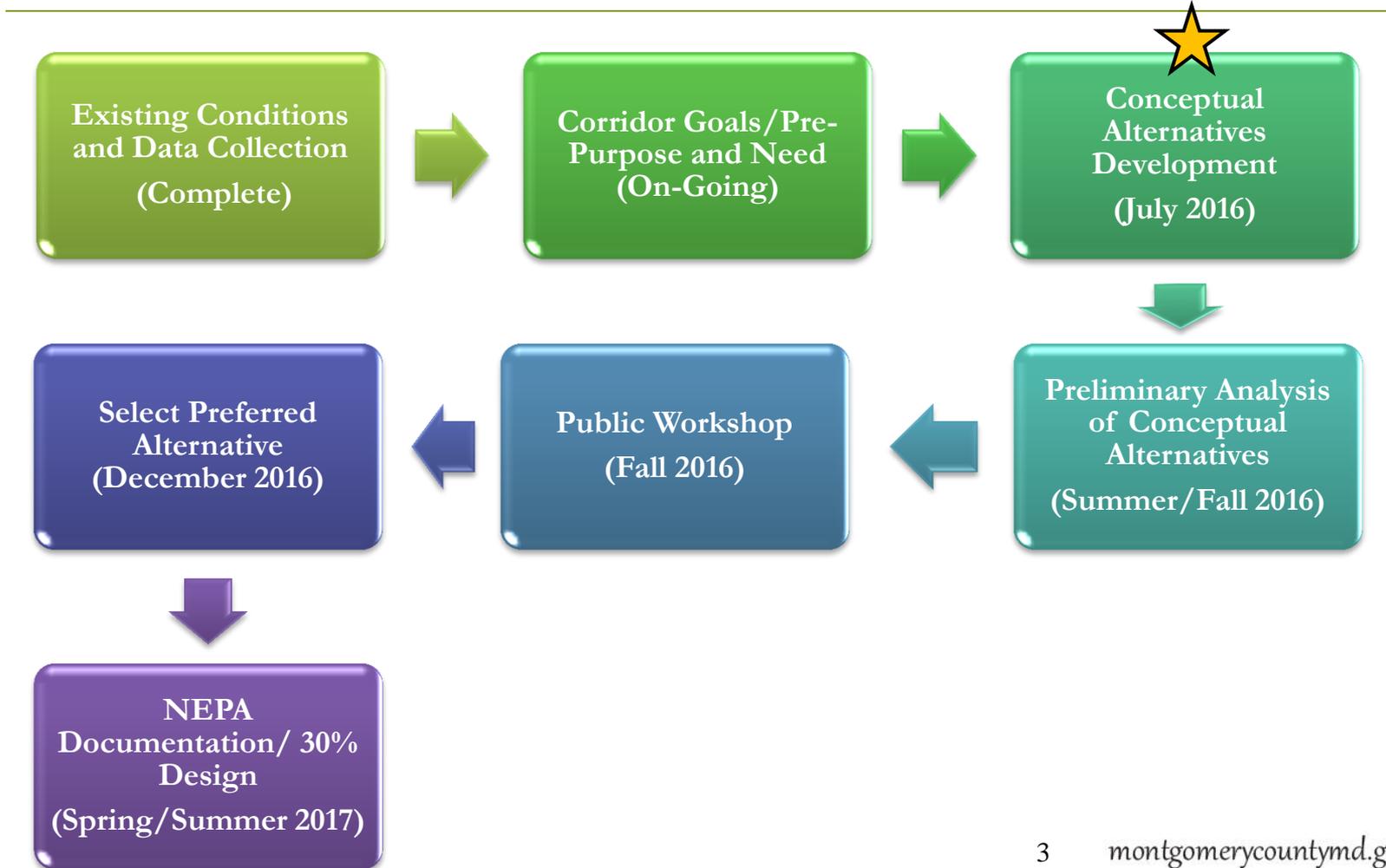
Agenda:

- Schedule Update
- Purpose Statement Update
- Alternatives Screening and Selection Criteria
- Conceptual Alternatives Development
 - Running Way
- Tabletop Discussion

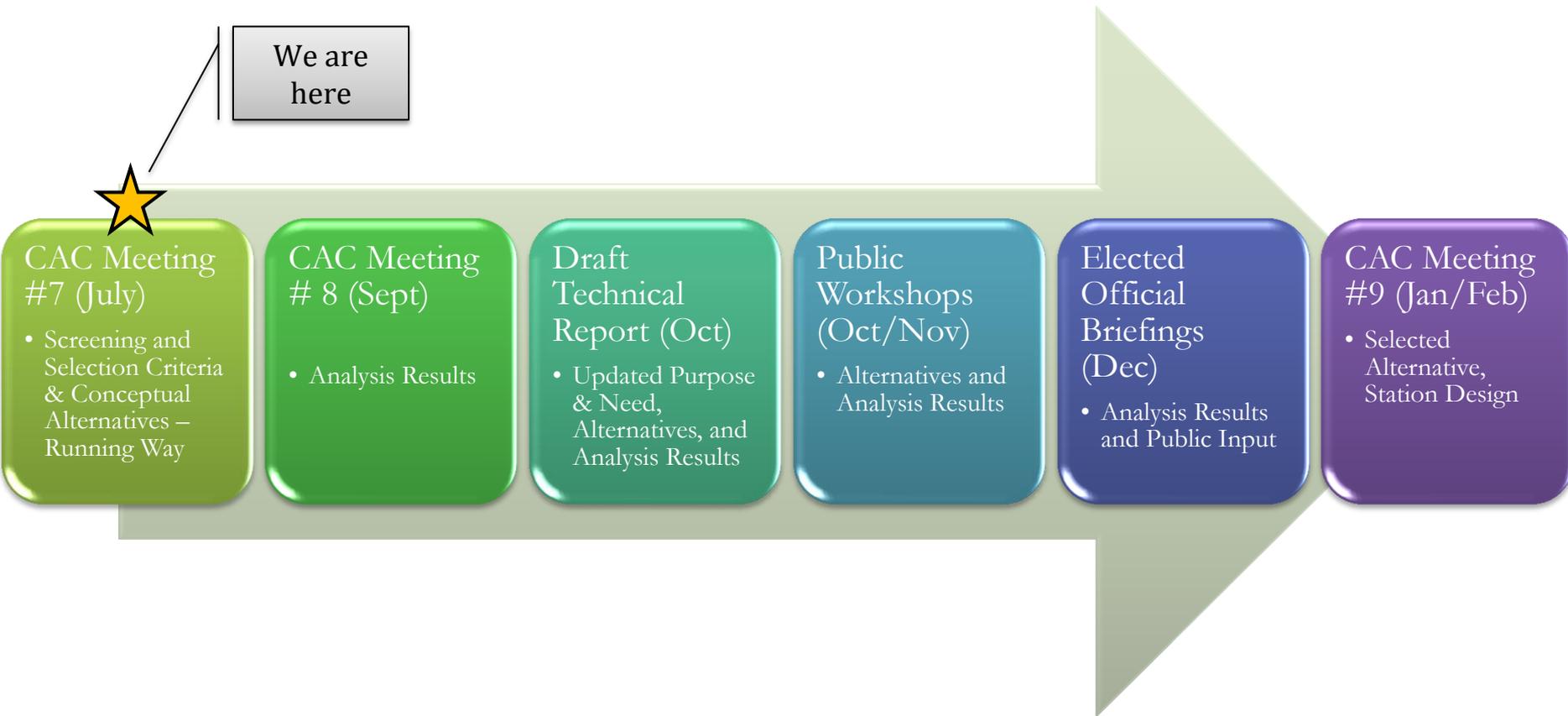
Note: Opportunities for question and answer sessions will be provided at appropriate breaks in the presentation. Please hold questions and comments until specified.

Schedule Update

We are here



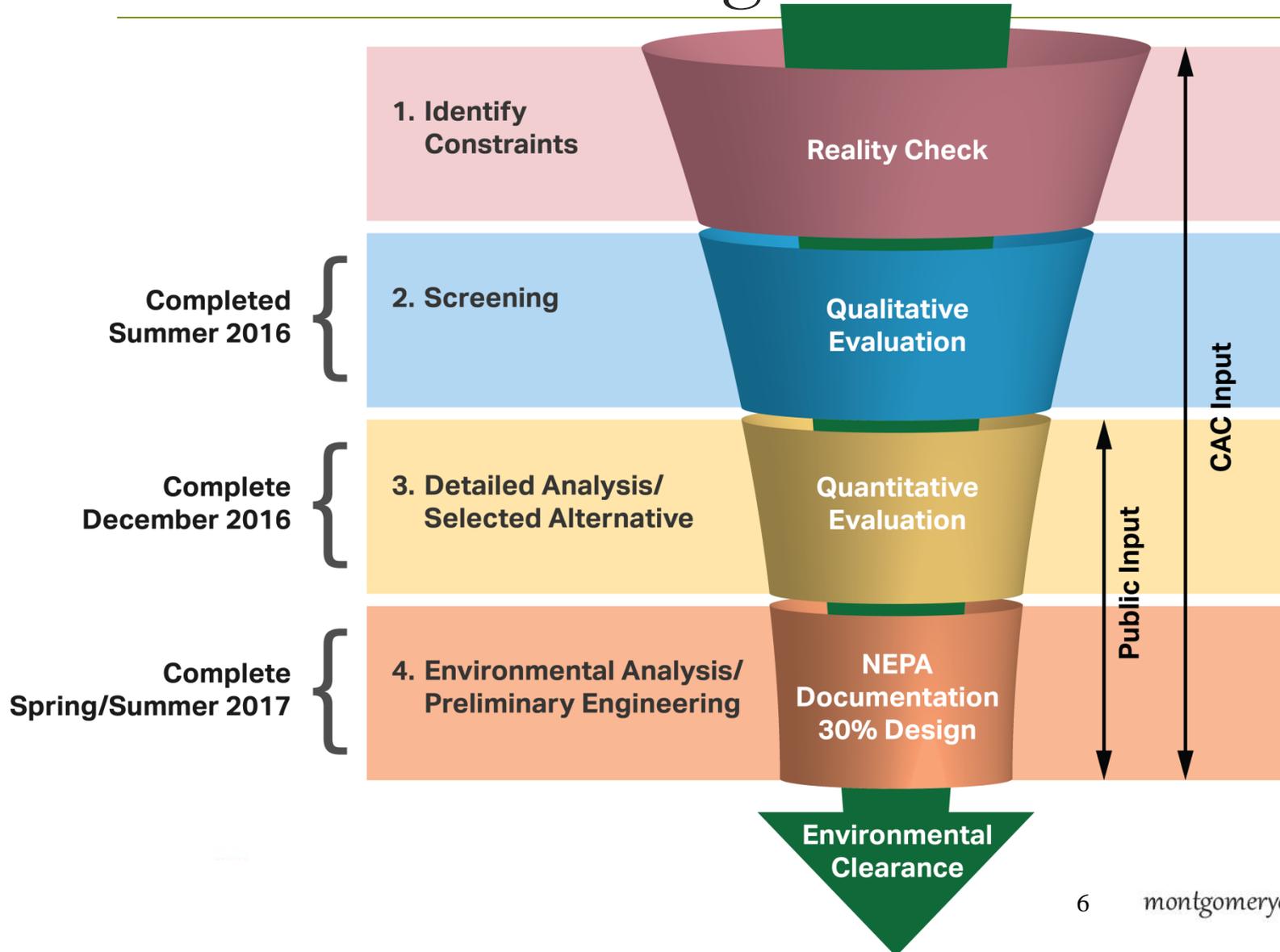
Upcoming Project Milestones



Purpose Statement Update

The purpose of this project is to improve mobility options by accommodating a high frequency, reliable transit service operating within existing right-of-way to the extent practical between the Silver Spring Transit Center and the Burtonsville Park & Ride with service commencing as quickly as possible.

Alternatives Screening and Selection Process



Selection Criteria



Questions?

Agenda:

- ✓ **Schedule Update**
- ✓ **Purpose Statement Update**
- ✓ **Alternatives Screening Criteria**
- Conceptual Alternatives Development
 - Running Way
- Tabletop Discussion



Conceptual Alternatives – Running Way

Background:

- Utilized the Countywide Transit Corridors Functional Master Plan as a starting point
- Developed conceptual alternatives for analysis purposes in addition to the no-build alternative
- Conceptual alternative improvements displayed by segment:
 - South
 - North
 - Central



Conceptual Alternatives

IT IS POSSIBLE THAT THE SELECTED ALTERNATIVE MAY BE A VARIATION OF THE ALTERNATIVES AS CURRENTLY PROPOSED



Conceptual Alternatives

Alternatives Under Consideration:

- **No Build Alternative**
- **Alternative A:**
 - Intermittent Curbside Business Access Transit Lanes (BAT)* in South
 - Bus on Median Shoulder in North
- **Alternative B:**
 - Intermittent Curbside Managed Lanes (HOV2+/BAT)** in South
 - Bus on Outside Shoulder in North

***BAT Lane = BRT buses, local buses, right turning traffic**

****HOV2+/BAT Lane = Vehicles with 2 or more persons, BRT buses, local buses, right turning traffic**

Conceptual Alternatives

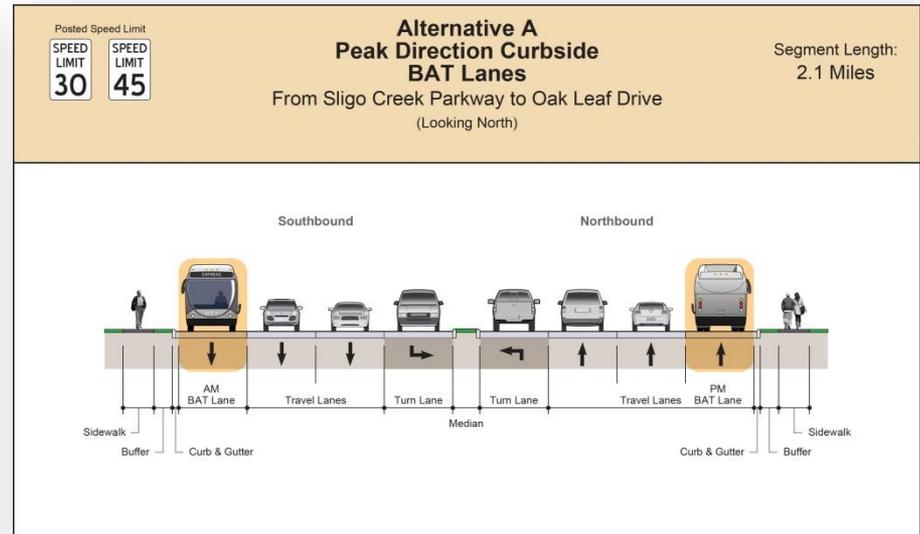
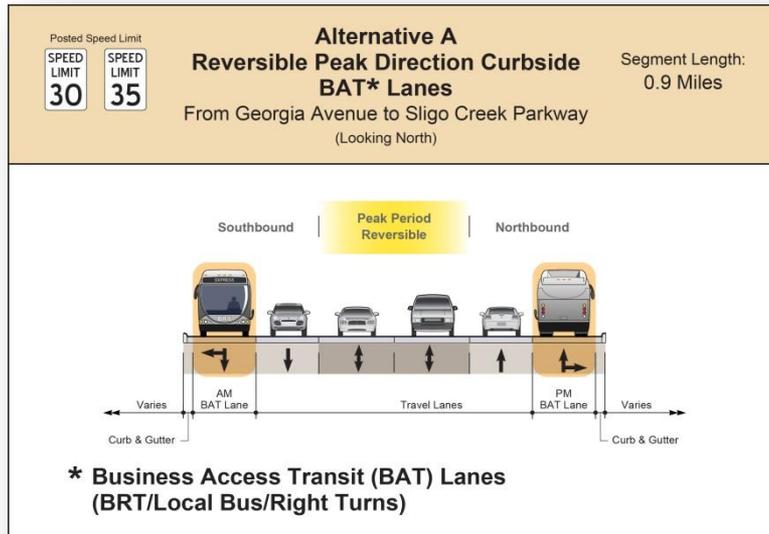
No Build Alternative:

- Includes planned and programmed transit and roadway improvements as currently listed in the Constrained Long-Range Plan

Conceptual Alternatives

Alternative A (South Segment):

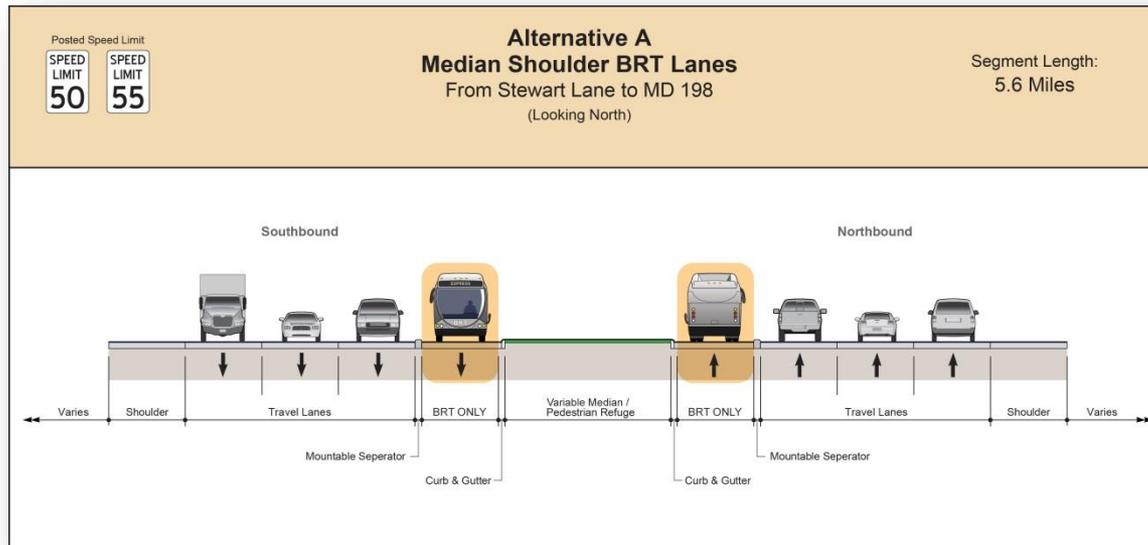
- Georgia Avenue to Sligo Creek Parkway – Peak direction curbside BAT lanes with reversible general traffic lanes with curbside stations.
- Sligo Creek Parkway to Oak Leaf Drive – Peak direction curbside BAT lanes with curbside stations.



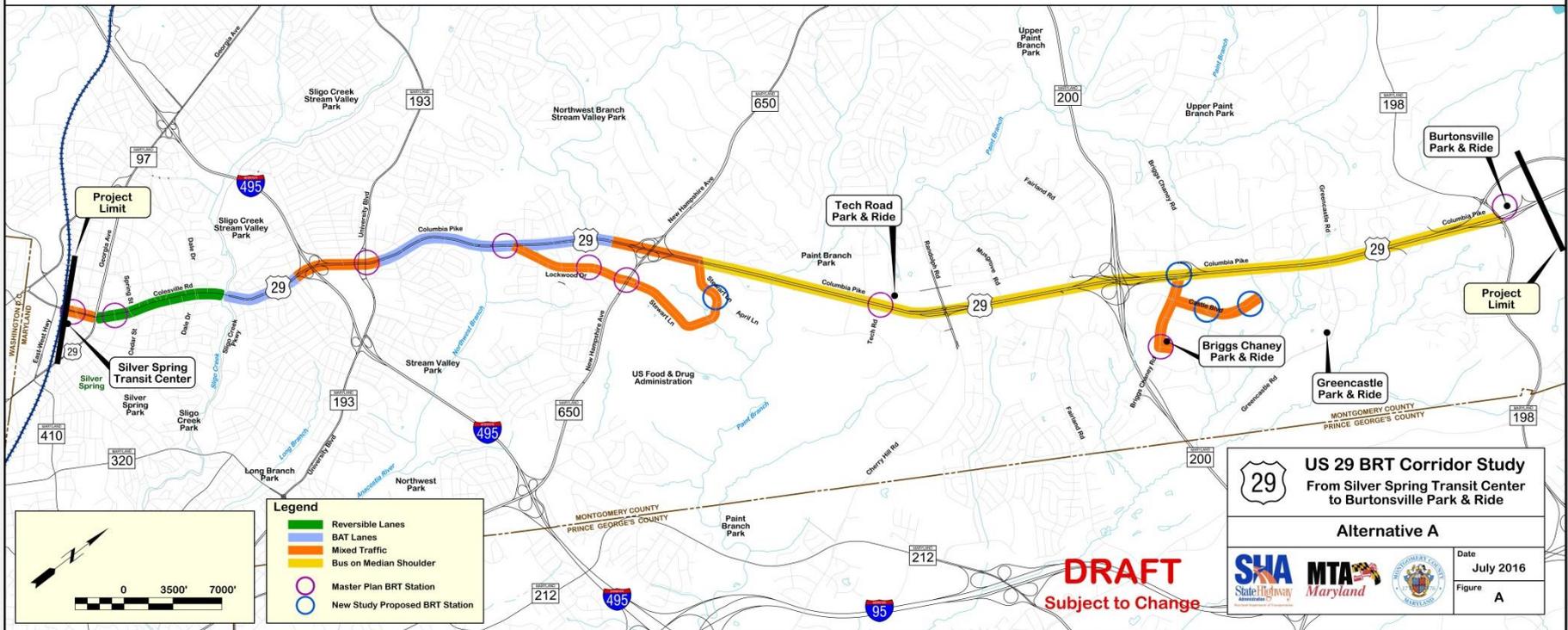
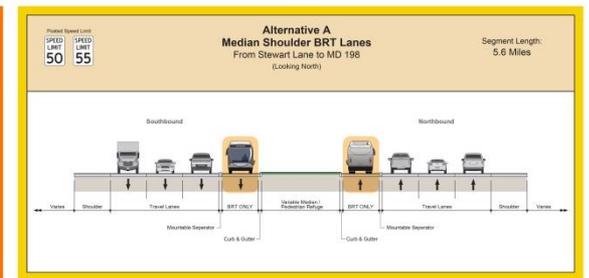
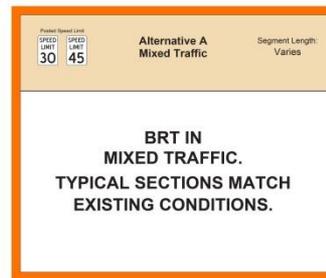
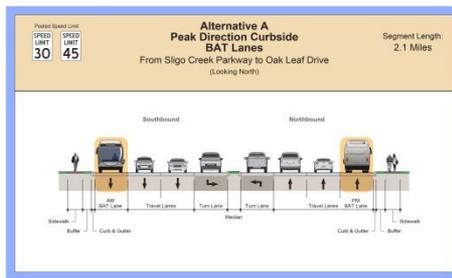
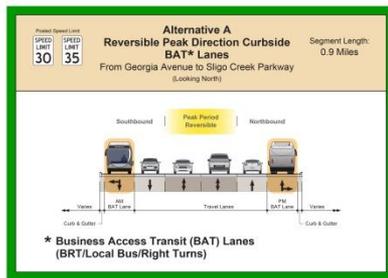
Conceptual Alternatives

Alternative A (Central and North Segments):

- US 29 at Lockwood Drive to Stewart Lane at US 29 – BRT and local buses in mixed traffic with curbside stations.
- Stewart Lane to MD 198 – Median Shoulder BRT Lanes – BRT operates all day on median shoulder lanes with median stations.



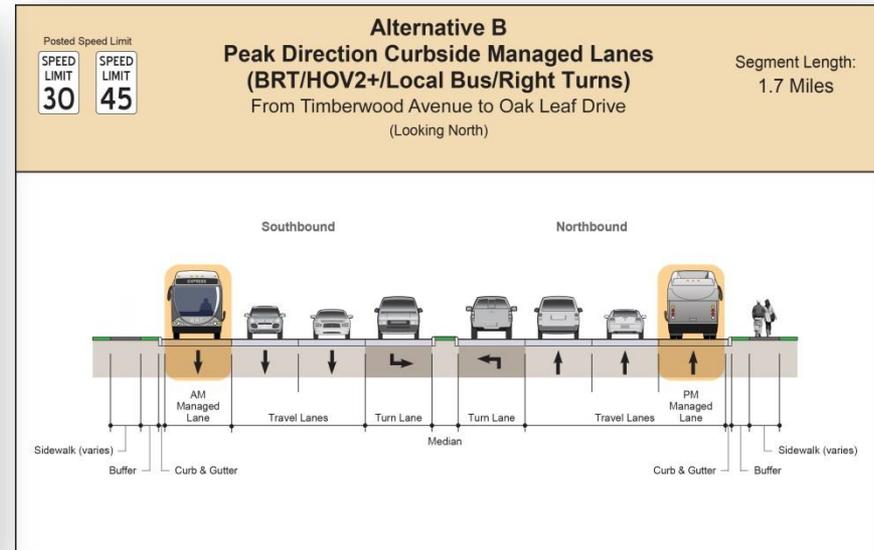
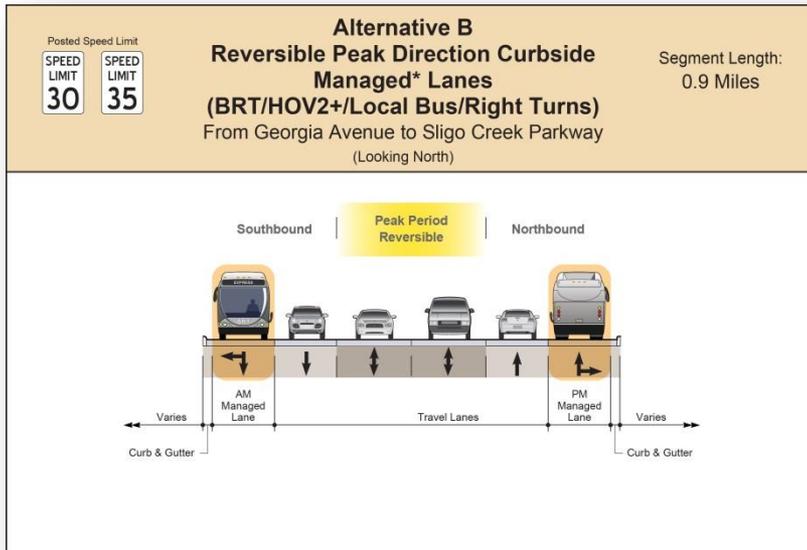
Alternative A



Conceptual Alternatives

Alternative B (South Segment):

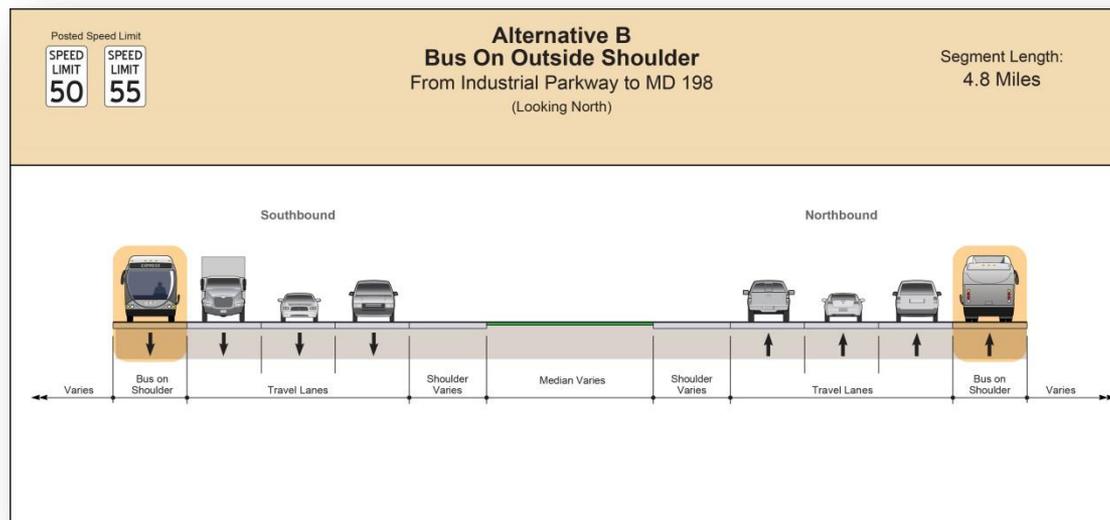
- Georgia Avenue to Sligo Creek Parkway – Peak direction curbside managed lanes with reversible general traffic lanes with curbside stations.
- Sligo Creek Parkway to Oak Leaf Drive – Peak direction curbside managed lanes with curbside stations.



Conceptual Alternatives

Alternative B (Central and North Segments):

- US 29 at Lockwood Drive to Stewart Lane at US 29 – BRT and local buses in mixed traffic with curbside stations.
- Industrial Parkway to MD 198 – Bus on Outside Shoulder – BRT and local buses run on outside shoulder during periods of congestion.



Alternative B

Alternative B
Reversible Peak Direction Curbside Managed* Lanes
(BRT/HOV2+Local Bus/Right Turns)
From Georgia Avenue to Sligo Creek Parkway
(Looking North)

Segment Length: 0.9 Miles

Peak Speed Limit: 30
Speed Limit: 35

* Managed Lanes (BRT/HOV2+Local Bus/Right Turns)

Alternative B
Peak Direction Curbside Managed Lanes
(BRT/HOV2+Local Bus/Right Turns)
From Timberwood Avenue to Oak Leaf Drive
(Looking North)

Segment Length: 1.7 Miles

Peak Speed Limit: 30
Speed Limit: 45

Alternative B
Mixed Traffic

Segment Length: Varies

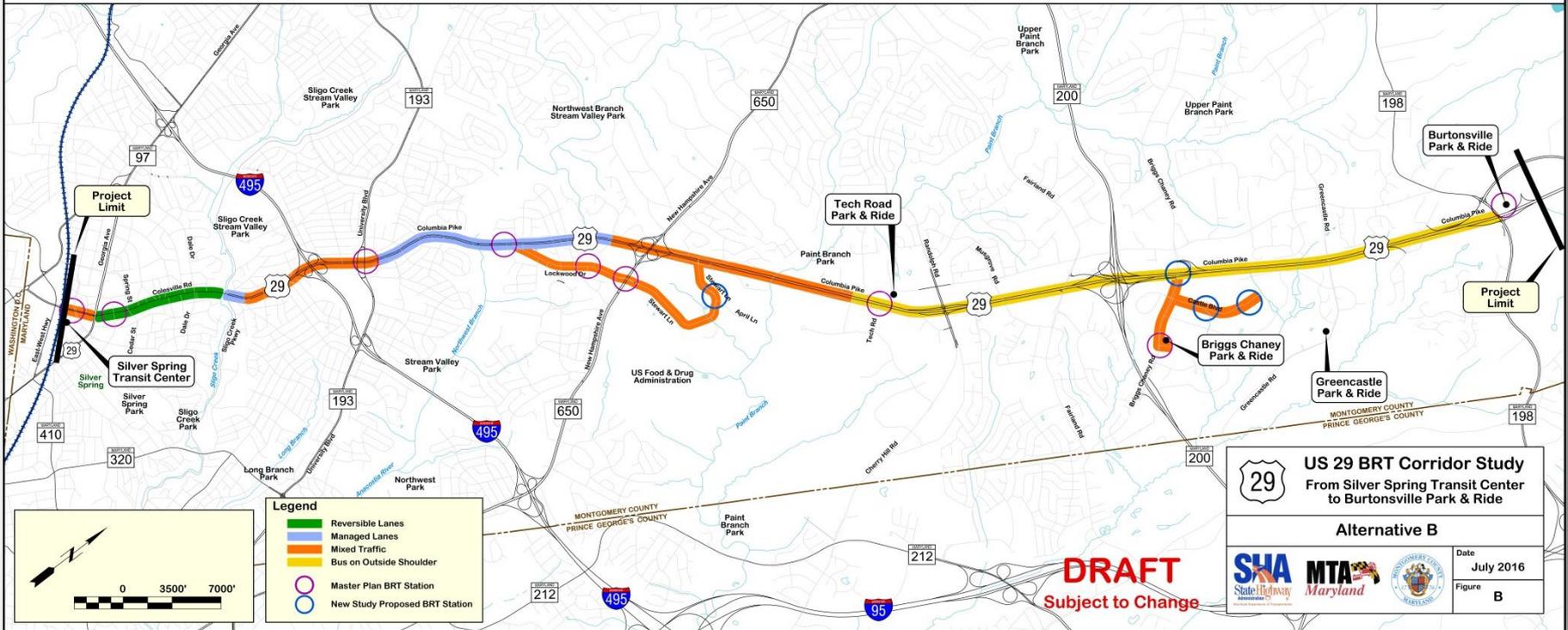
Peak Speed Limit: 30
Speed Limit: 50

BRT IN MIXED TRAFFIC.
TYPICAL SECTIONS MATCH EXISTING CONDITIONS.

Alternative B
Bus On Outside Shoulder
From Industrial Parkway to MD 198
(Looking North)

Segment Length: 4.8 Miles

Peak Speed Limit: 50
Speed Limit: 55



Conceptual Alternatives

Next Steps:

- The next step in the process is to complete the detailed analysis of the conceptual alternatives
- Public input will be requested at the Public Workshops
- The input and results of the detailed analysis on the conceptual alternatives will be evaluated according to the selection criteria
- This information will be used to guide the alternative selection and refinement process

Questions?

Agenda:

- ✓ Schedule Update
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Tabletop Discussion

In an open house format, CAC members will have the opportunity to:

- Discuss the alternatives screening criteria in more detail
- Gain an understanding on the alternatives being proposed
- Review and provide input on the proposed running way options being evaluated for the different sections along the corridor



Questions?

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Adjournment

Thank you for participating!