

**DRAFT: Subject to Change**

# US 29 North Corridor Advisory Committee Meeting #7

## Montgomery County **RAPID TRANSIT**

US 29

East County Regional Services Center  
Silver Spring, Maryland  
July 20, 2016  
6:30 p.m. to 9:00 p.m.



# Welcome

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## 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

We are here

**CAC Meeting #7 (July)**

- Screening and Selection Criteria & Conceptual Alternatives – Running Way

**CAC Meeting # 8 (Sept)**

- Analysis Results

**Draft Technical Report (Oct)**

- Updated Purpose & Need, Alternatives, and Analysis Results

**Public Workshops (Oct/Nov)**

- Alternatives and Analysis Results

**Elected Official Briefings (Dec)**

- Analysis Results and Public Input

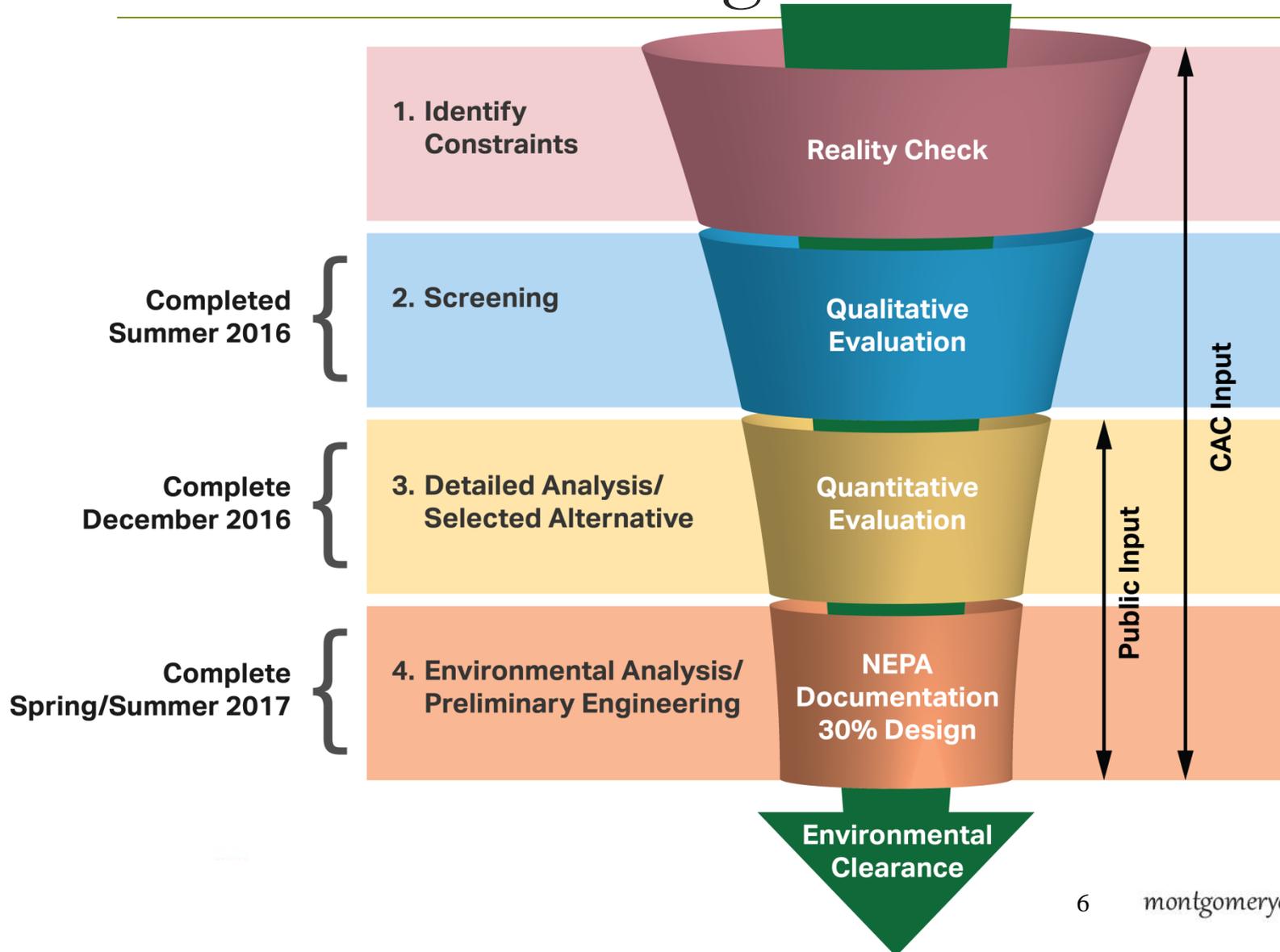
**CAC Meeting #9 (Jan/Feb)**

- Selected Alternative, Station Design

# 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?

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## 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

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



# Conceptual Alternatives

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## 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

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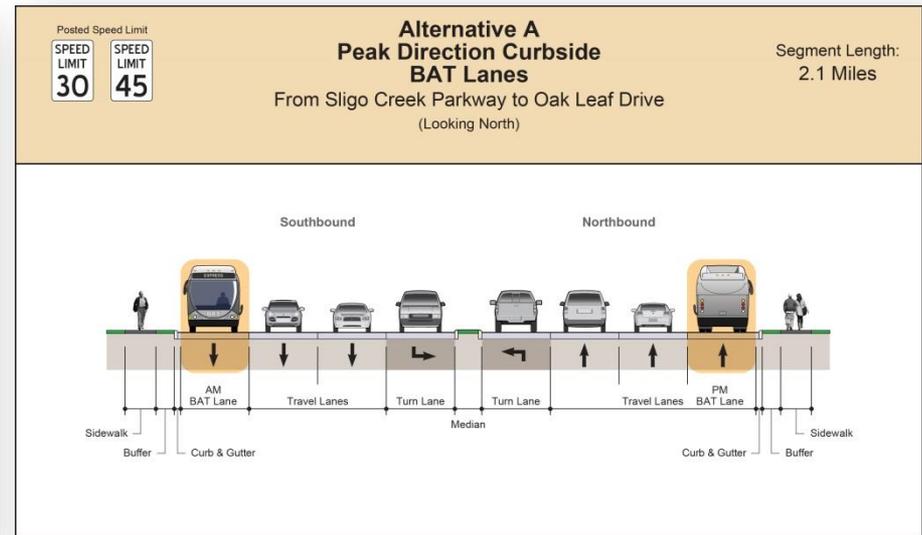
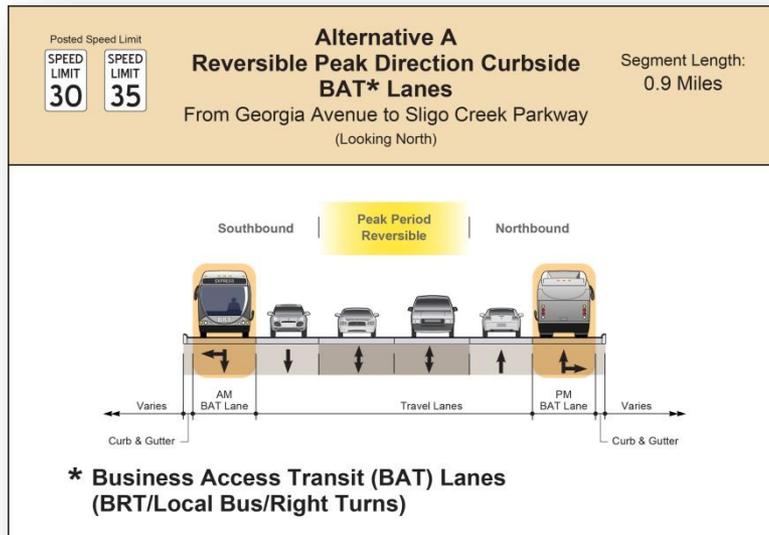
## No Build Alternative:

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

# Conceptual Alternatives

## Alternative A (South Segment):

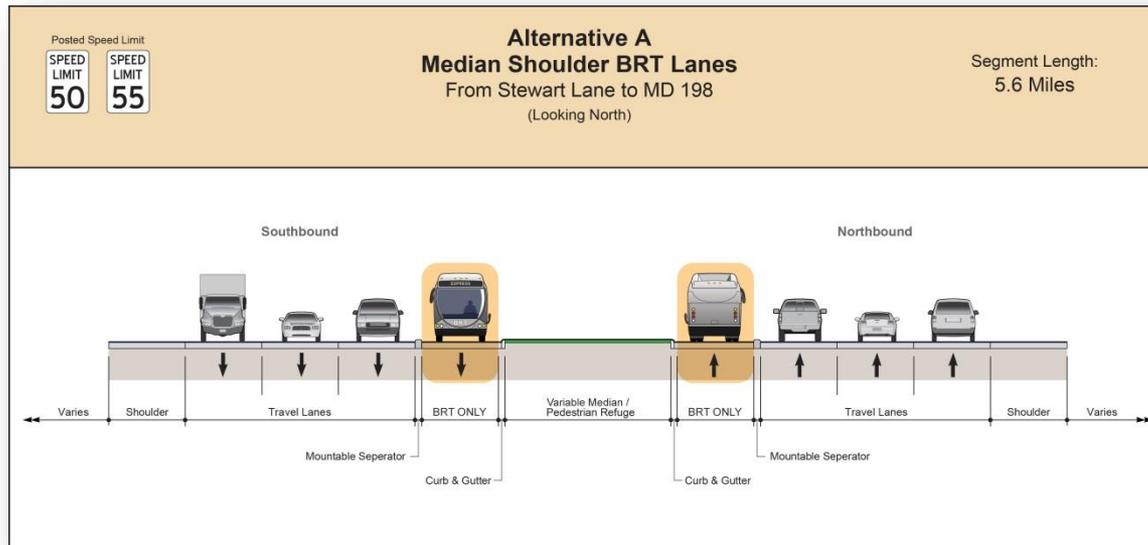
- Georgia Avenue to Sligo Creek Parkway – Peak direction curbside BAT lanes with reversible general traffic lanes with curbside stations.
- Sligo Creek Parkway to Oak Leaf Drive – Peak direction curbside BAT lanes with curbside stations.



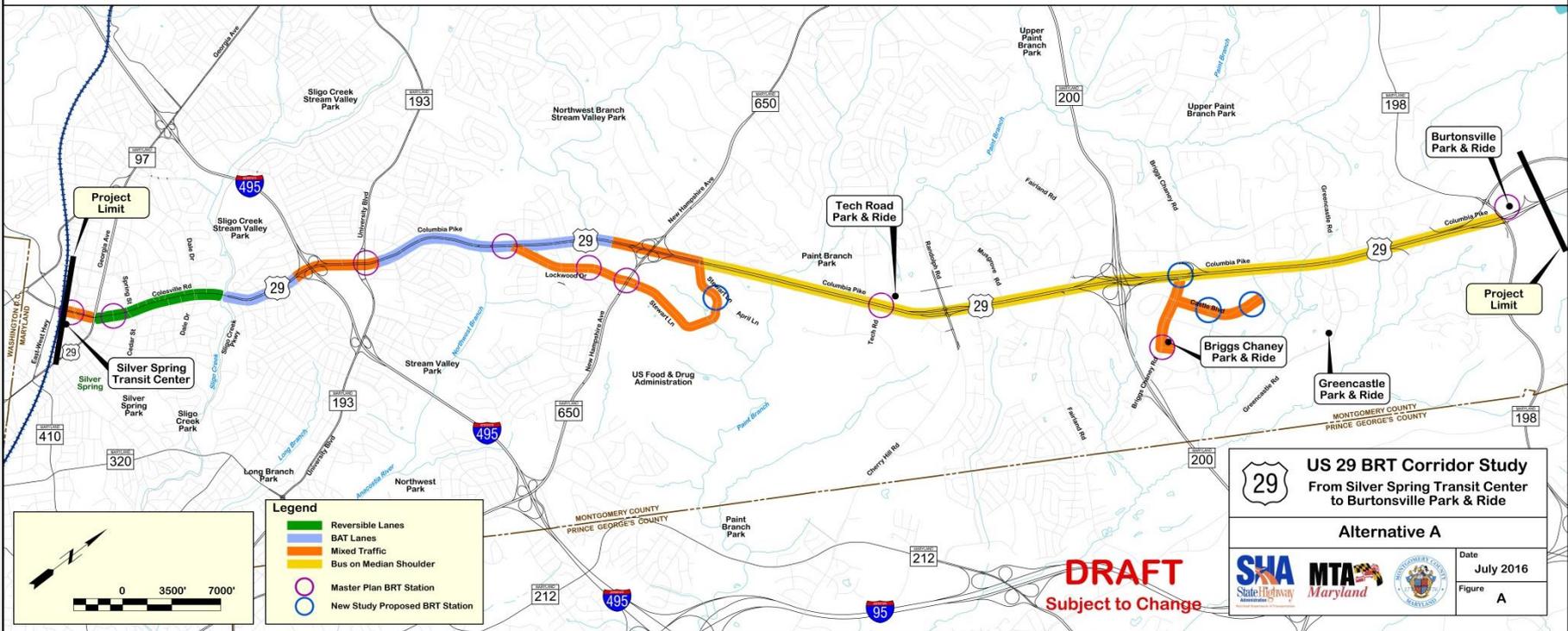
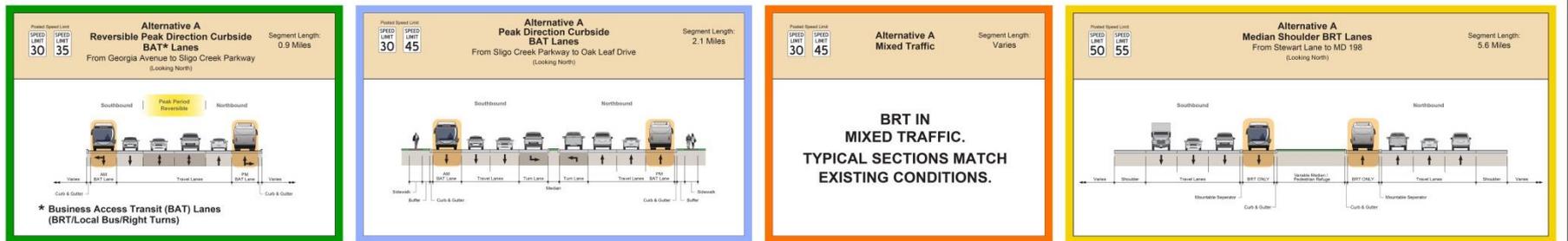
# Conceptual Alternatives

## 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.



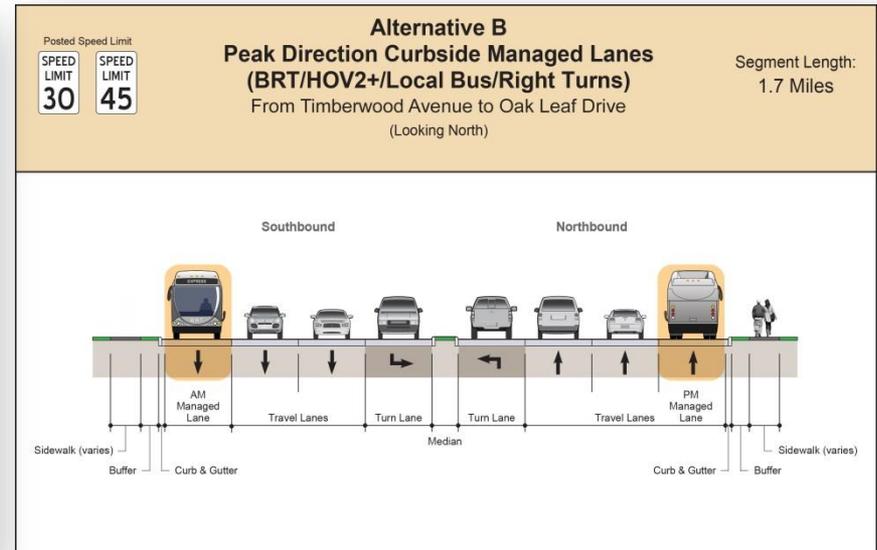
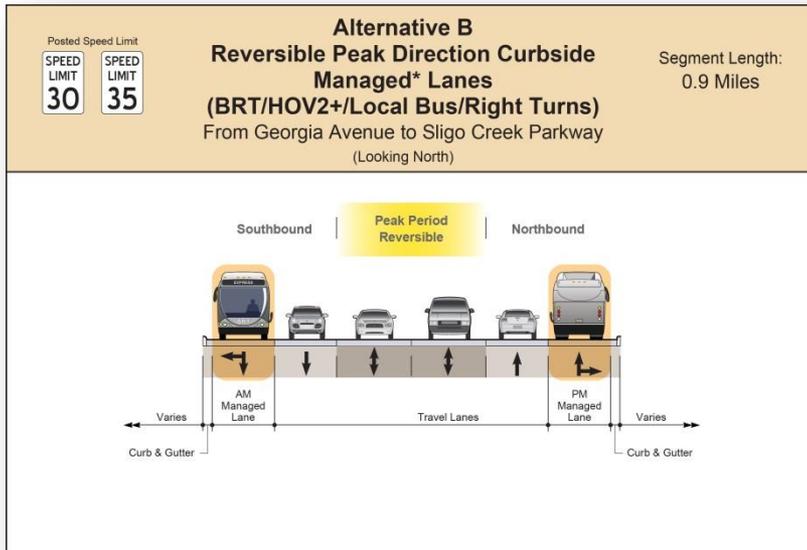
# Alternative A



# Conceptual Alternatives

## Alternative B (South Segment):

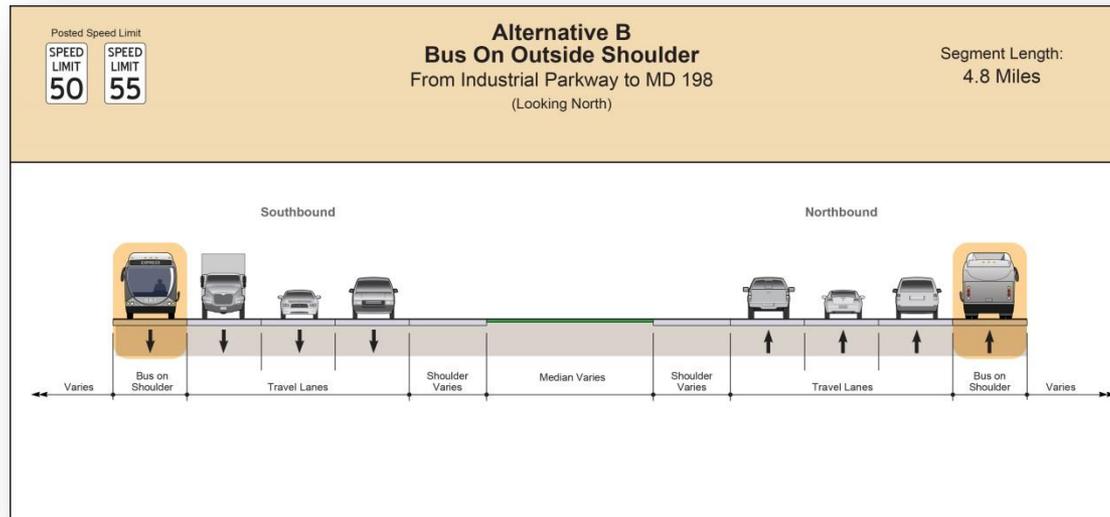
- Georgia Avenue to Sligo Creek Parkway – Peak direction curbside managed lanes with reversible general traffic lanes with curbside stations.
- Sligo Creek Parkway to Oak Leaf Drive – Peak direction curbside managed lanes with curbside stations.



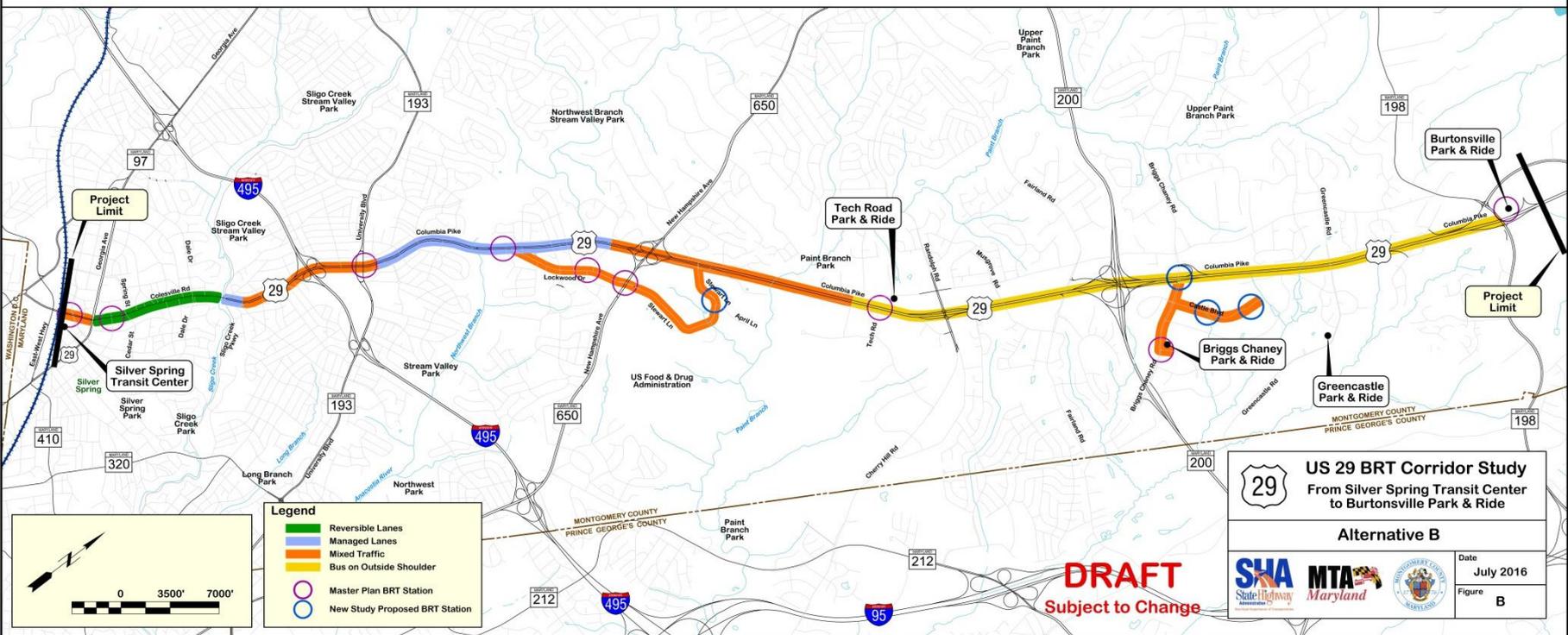
# Conceptual Alternatives

## 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



# Conceptual Alternatives

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## 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?

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# Tabletop Discussion

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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

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Thank you for participating!