



Montgomery County Rapid Transit System Overview

9/3/14

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Typical Elements of a Bus Rapid Transit (BRT) System

- **Dedicated Lanes or Busways**
- **Off Board Fare Collection**
- **Specialized Vehicles**
- **Greater Distance Between Stops**
- **Integration With Other Public Transport**
- **Level Boarding**
- **Transit Signal Priority**
- **Real Time Traveler Information Systems**
- **Branding and Marketing**
- **Bikeshare Integration**



How Do We Compare to Other BRT Initiatives in the US

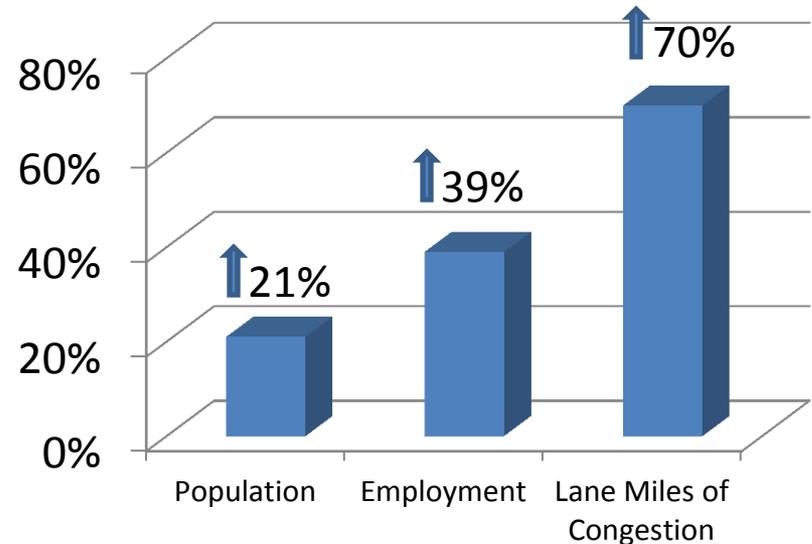
Bus Rapid Transit Around the Country

| System | Start Date | Length (miles) | Avg. Daily Ridership | Stations | Cost millions |
|---|------------|----------------|----------------------|------------|---------------|
| Los Angeles County Metro Orange line | 2005 | 18 | 21,800 | 18 | 349 |
| Los Angeles County Metro Silver Line | 2009 | 26 | 13,765 | 9 | 210 |
| Everett, WA Swift BRT | 2009 | 16.7 | 2,660 | 12 | 29 |
| Eugene, OR Emerald Express Green Line | 2007 | 4 | 4,700 | 10 | 31 |
| Hartford, CT Fastrack | 2014 | 9.4 | 16,000 | 11 | 275 |
| Salt Lake City MAX | 2008 | 10 | 4,100 | 13 | 7 |
| Cleveland, Healthline BRT | 2008 | 9.4 | 14,300 | 42 | 197 |
| Corridor Cities Transitway Phase I | 2020 | 9.5 | 35,000 | 12 | 535 |
| Countywide Transit Corridors FMP | TBD | 80.6 | 174,250 | 115 | TBD |

Why BRT?

- The Washington, D.C. region is rated among the most congested in the nation
- As the County urbanizes, commuter vehicle trips will outpace the growth of transit trips
- BRT is a flexible, high capacity transit option that is competitive with passenger vehicle speeds and costs less than light rail

Montgomery County in 2040



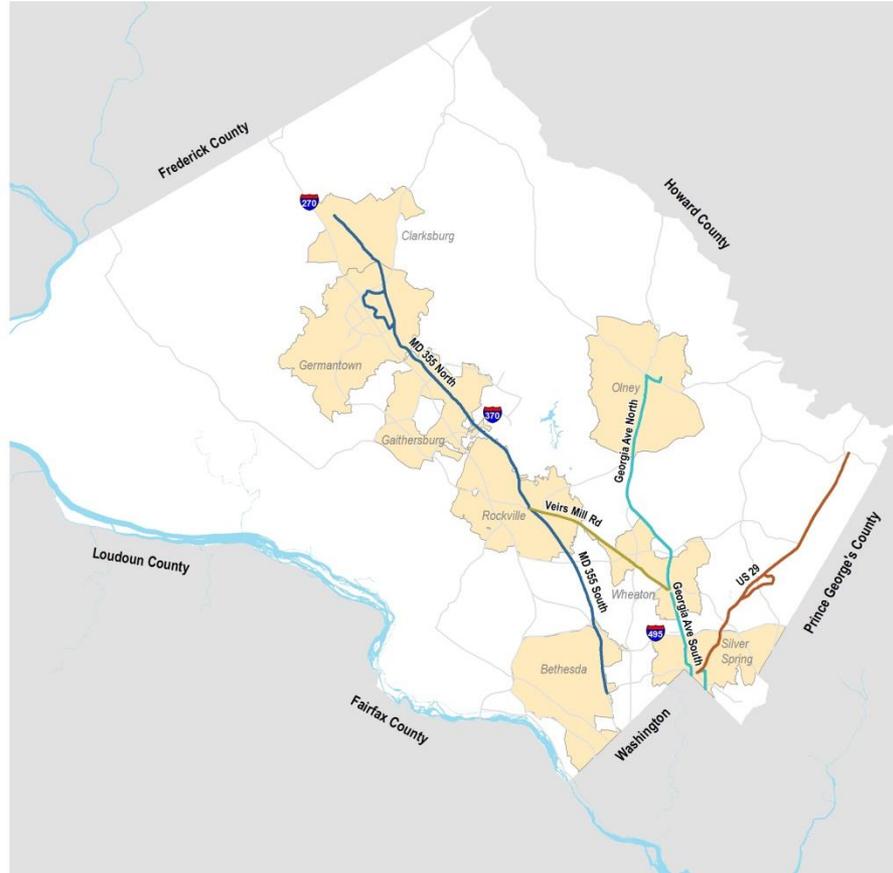
BRT in Montgomery County - Not a New Idea

| Activity | Date |
|---|-------------|
| Georgia Avenue Busway Study | 1999 |
| I-270/US 15 Multi-Modal Corridor Study Draft Environmental Impact Statement | 2002 |
| Veirs Mill Road BRT Study Final Report | 2003 |
| Phase 1 Veirs Mill Road Bus Rapid Transit Facility Planning Report | 2005 |
| Countywide BRT Study | 2011 |
| MDOT preliminary engineering for BRT projects on Veirs Mill Road and Georgia Avenue | 2012 |
| County Executive Transit Task Force Report | 2012 |
| Countywide Transit Corridors Functional Master Plan | 2013 |
| RTS Service Planning and Integration Report / Transit Signal Priority (TSP) Report | 2014 |

Countywide Transit Corridors Functional Master Plan for BRT

- Provides for the creation of an 80 mile, 10 corridor, BRT network (plus the Corridor Cities Transitway)
- Buses would operate in dedicated lanes and mixed traffic
- Plan does not endorse specific bus lane treatments or operational issues
- Bus lane treatments will be selected through the facility planning process.
- Council adopted the Plan on 11/26/13

BRT Corridors



RTS Corridor

- Georgia Ave
- US 29
- MD 355
- Veirs Mill Rd



BRT Corridors (Excluding CCT)

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

RTS Service Planning and System Integration Study

Study Objectives

- Evaluate the Previous Work and Existing Data
- Develop Systematic Linkages
- Develop Service Plan Concepts
- Not Dependent on Specific Infrastructure



RTS Service Planning and System Integration Study

Linked System Overlay Concepts

- Veirs Mill Road (MD 586)
- University Blvd. (MD 193)
- Georgia Avenue, North & South (MD 97)
- New Hampshire Avenue (MD 650)
- US 29
- Randolph Road /North Bethesda Transitway
- Rockville Pike (MD 355) North & South



RTS Service Planning and System Integration Study Connectivity

- Basis for Plans and Concepts
- Focus
 - Activity Centers & Clusters
 - System Transfer Nodes
 - Multimodal Opportunities



RTS Service Planning and System Integration Study

Service Plan Limits

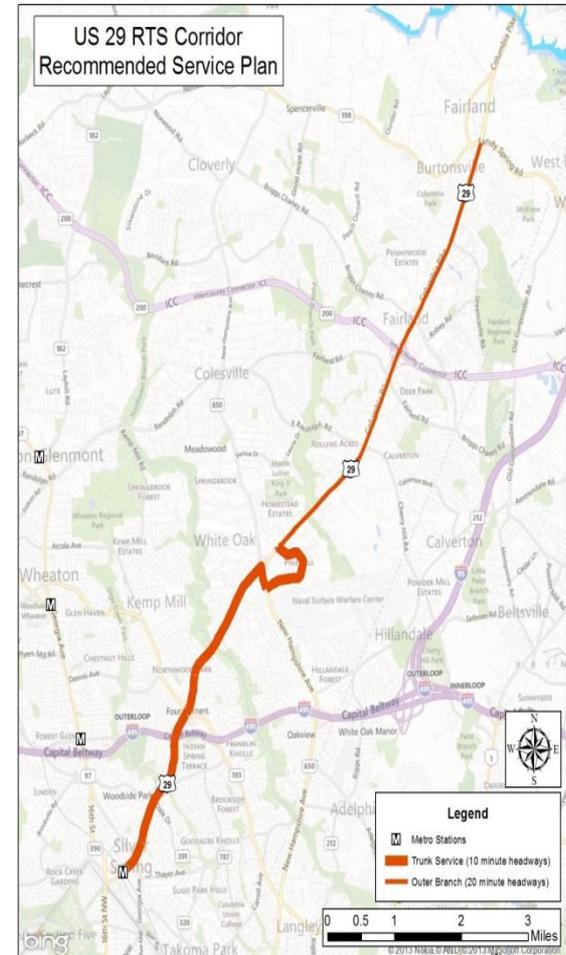
- Plan does NOT:
 - Identify Right of Way (ROW)
 - Prescribe Transitway Treatments
 - Provide Scheduling
 - Derive Detailed Cost Estimation
 - Present Ridership Forecast
 - Address Lane Repurposing Policies



RTS Service Planning and System Integration Study

US 29 Service Plan

- Provide faster transit option along US 29 connecting White Oak and Silver Spring
- Key Connections
 - Burtonsville
 - White Oak
 - Four Corners
 - Silver Spring
- Connecting developing commercial centers & activity centers
- Multimodal transit connection



RTS Funding Update

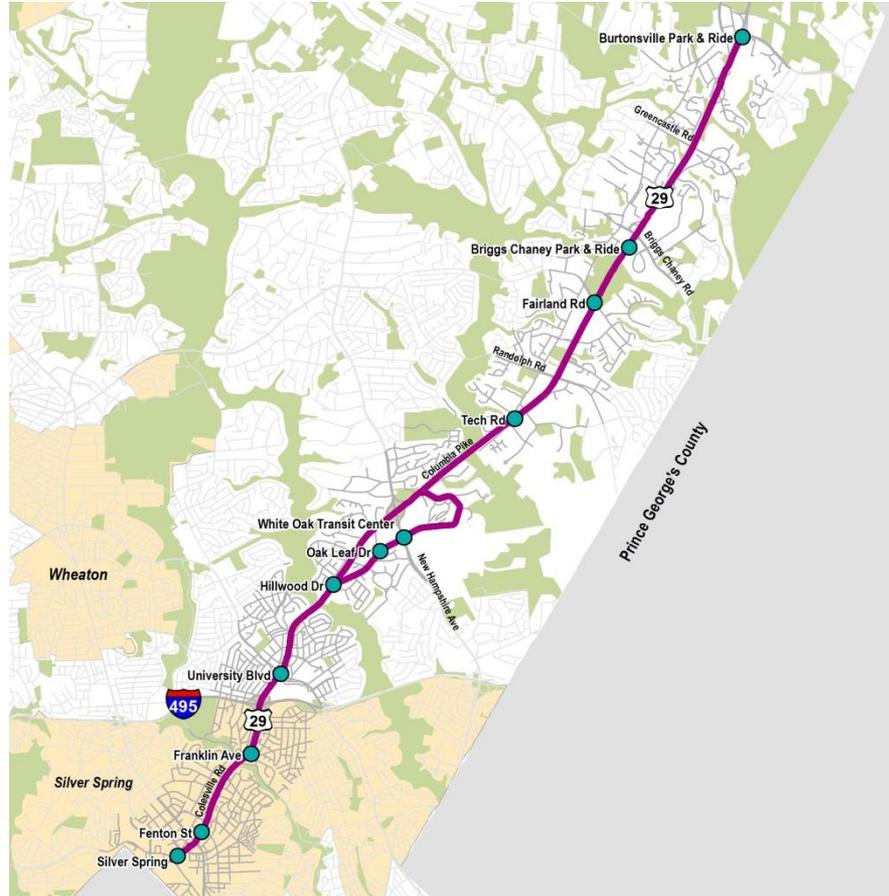
- To date, MCDOT has dedicated \$11 million for BRT corridor studies on Veirs Mill & Georgia Avenue
- MDOT has programmed another \$10M to advance BRT corridor planning on MD355 and US29 (Colesville Road)
- None of the corridors are currently funded for design or construction

Colesville Road (US 29) BRT Corridor Planning Study

- Planning study being led by SHA
- Expected 2+ year project timeframe
- Included tasks:
 - Data collection (ex. Traffic, land use, environmental, etc.)
 - Purpose and Need
 - Preliminary corridor alternative development
 - Development of screening criteria
 - Technology assessment
 - Selection of Locally Preferred Alternative
 - Phasing Plan

Corridor Advisory Committees will be involved throughout the entire study process

Colesville Road (US 29) BRT Corridor Planning Study



RTS Corridor

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

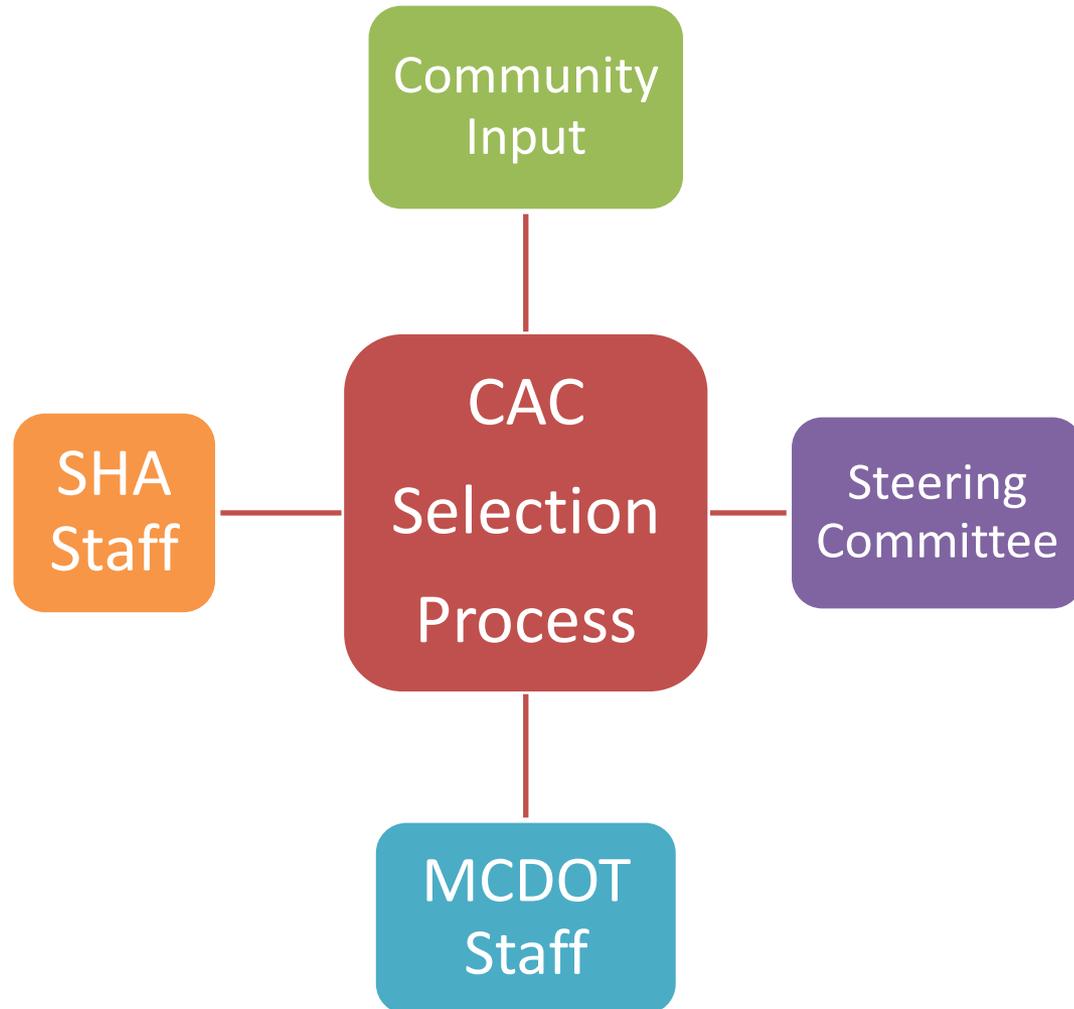


Corridor Advisory Committees (CACs) Council Mandate

“... a citizens’ advisory group comprised of residents, business owners and other relevant stakeholders must be created for each corridor...”



CACs: Development Through Dialogue



Proposed CACs

- **MD 355 North corridor** (*Frederick Road/Hungerford Drive from Clarksburg to Rockville Metrorail station*)
- **MD 355 South corridor** (*Rockville Pike/Wisconsin Avenue from Rockville Metrorail station to Bethesda Metro*)
- **US 29 corridor Section 1** (*Colesville Road from Burtonsville to New Hampshire Avenue*)
- **US 29 corridor Section 2** (*Colesville Road from New Hampshire Avenue to Silver Spring Metro*)
- **MD 97 North corridor Section 1** (*Georgia Avenue from Olney to Connecticut Avenue*)
- **MD 97 North corridor Section 2** (*Georgia Avenue from Connecticut Avenue/Aspen Hill Shopping Center to Wheaton Metro*)
- **MD 586 corridor** (*Veirs Mill Road from Rockville Metro to Wheaton Metro*)

CAC Specifics

- **Mission Statement**
 - Provide input to planning and design
 - Discuss study assumptions and methodologies
 - Fulfill community involvement requirements
 - Provide for interaction, information sharing
 - Address community impacts
 - Build consensus within the community
- **Meeting frequency:** Quarterly
- **Size Goal:** Not to exceed 40 members
- **Make up:** Reflect constituencies / stakeholders of each corridor community

CAC Selection Process

- **Resident and Business/Major Employer Representatives (up to 30)**
 - Each civic organization within 150 feet of main road corridor selects a representative
 - Residents not affiliated may still be selected (by MCDOT)
 - Businesses/major employers whose property touches corridor – selected by Chamber of Commerce
- **At-Large Representatives (up to 10)**
 - Residents not residing along the corridor
 - Property owners/businesses/employers not on the corridor
 - Other interested individuals or groups
 - Selected by MCDOT

Selection Criteria Priorities

- Closer geographic proximity to the corridors
- Potential to experience high degree of impact from project
- Largest subdivision populations or number of employees/congregants/constituents
- Diversity (business size or type, organization mission, etc.)
- Frequent transit users within the corridor
- Frequent road users of the corridor

Formation of Committees

- Nomination form
- General announcements
 - Media sources
 - Regional Service Centers
 - Contact lists
- Targeted mailings
 - All eligible residents
 - All civic presidents in corridor service area
 - All businesses/employers adjacent to corridor roadways

RTS Corridor Advisory Committee Member Nomination Form

NOMINATION FORM

By establishing Rapid Transit System Corridor Advisory Committees (CACs), the Montgomery County Department of Transportation (MCDOT) will provide community stakeholders (area residents, businesses/major employers, religious institutions, community organizations, or other organizations) the opportunity to participate in the process of identifying and selecting Rapid Transit System concepts and how the service will integrate into their communities. The CACs will be an important factor in selecting a Locally-Preferred Alternative for each corridor. MCDOT encourages interested community stakeholders to nominate themselves to serve on a committee in their geographical area of interest.

Selection of resident or business representatives will be made by local civic organizations or chambers of commerce, respectively. Selection of a limited number of at large representatives will be made by MCDOT.

To nominate yourself to serve on an RTS Corridor Advisory Committee, please fill out this self nomination form and submit it by either email, fax or mail. Additional copies of this self nomination form can be found online at <http://www.montgomerycountymd.gov/rts>.

■ **Residents send your completed nomination form to:** your Civic Organization President

■ **Businesses or major employers send completed nomination form to:** your Chamber of Commerce

■ **Other interested parties send your completed nomination form to:** MCDOT Attention Tom Pogue

■ **Questions?:**
Contact: **Tom Pogue**, Community Relations
Phone #: **240-777-7171** Fax #: 240-777-7178
Email: **tom.pogue@montgomerycountymd.gov**
Address: MCDOT Director's Office
Executive Office Building
101 Monroe Street, 10th
Floor Rockville, MD 20850

The deadline for submission is _____, 2014.

Personal Information

Name _____

Address _____

City _____ State _____ ZIP _____

Phone Number _____ Alternate Phone Number _____

E-mail Address

Affiliation: Resident Business Major Employer Religious Institution Community Organization Other Organization Other

If Other, please describe: _____

Affiliation Name and Size, if applicable: (for example: business-# of employees, civic association-# of residents, church-# of congregants, etc.) _____ Size: _____

Title, if applicable: _____

Are you a transit user (bus, rail)?: YES, Regularly YES, Occasionally NO

If yes, which routes?: _____

Are you a road user (motorist)?: YES NO

If yes, which corridor?: (check all that apply) MD 355 Georgia Ave. Veirs Mill Rd. Colesville Rd

CAC Operation and Schedule

- Members will serve without term limits
- Members expected to attend all meetings
- CAC will continue to exist as long as project is funded & active
- Schedule
 - Announce Solicitation for Members: Fall 2014
 - Hold Kick-Off Meeting with all CAC Members: Fall/early Winter 2014
 - Subsequent CAC Meetings: Winter 2014 onward

Questions

Visit us at:

[Montgomerycountymd.gov/rts](https://montgomerycountymd.gov/rts)

Rapid Transit System

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Corridor Advisory Committees

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