



New Hampshire Avenue BRT Planning Study

Corridor Advisory Committee (CAC)

Meeting 5

January 31, 2024

Project Team

Montgomery County Department of Transportation (MCDOT)





- Corey Pitts



Planning Consultant Team

- Jamie Henson
- Tara Hofferth
 - Jon Crisafi
- Jacob Smith
- Charise Geiling

Meeting Expectations

-  We're committed to starting on time and ending on time
-  Meeting facilitator will guide discussion
-  We're creating spaces for all voices to be heard
-  Please raise your hand to indicate you'd like to speak

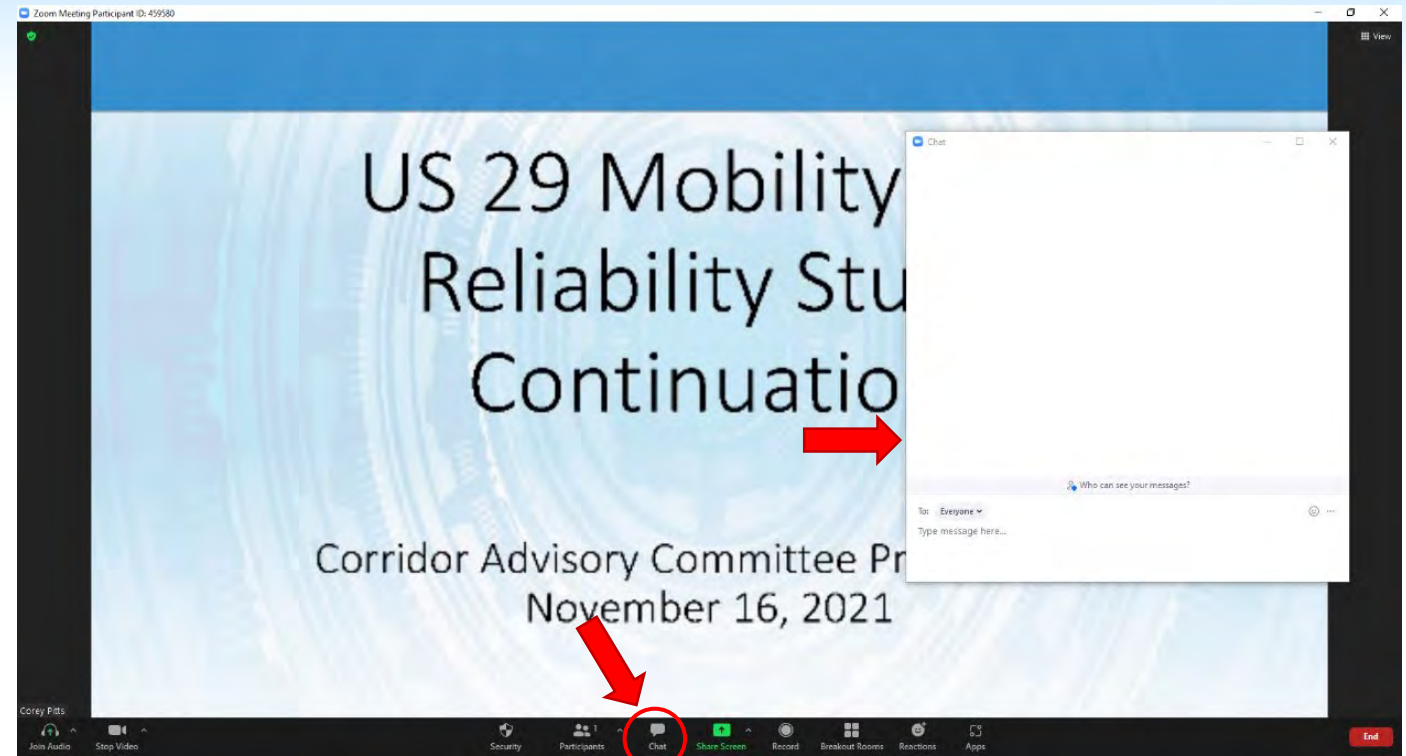
Using Zoom

Ask a question (in text):

- If you have a question during the presentation, please send it via the **chat**.

To send a chat:

- Click “chat” in the bottom menu.
- A new window will appear.
- Type your question and send it.



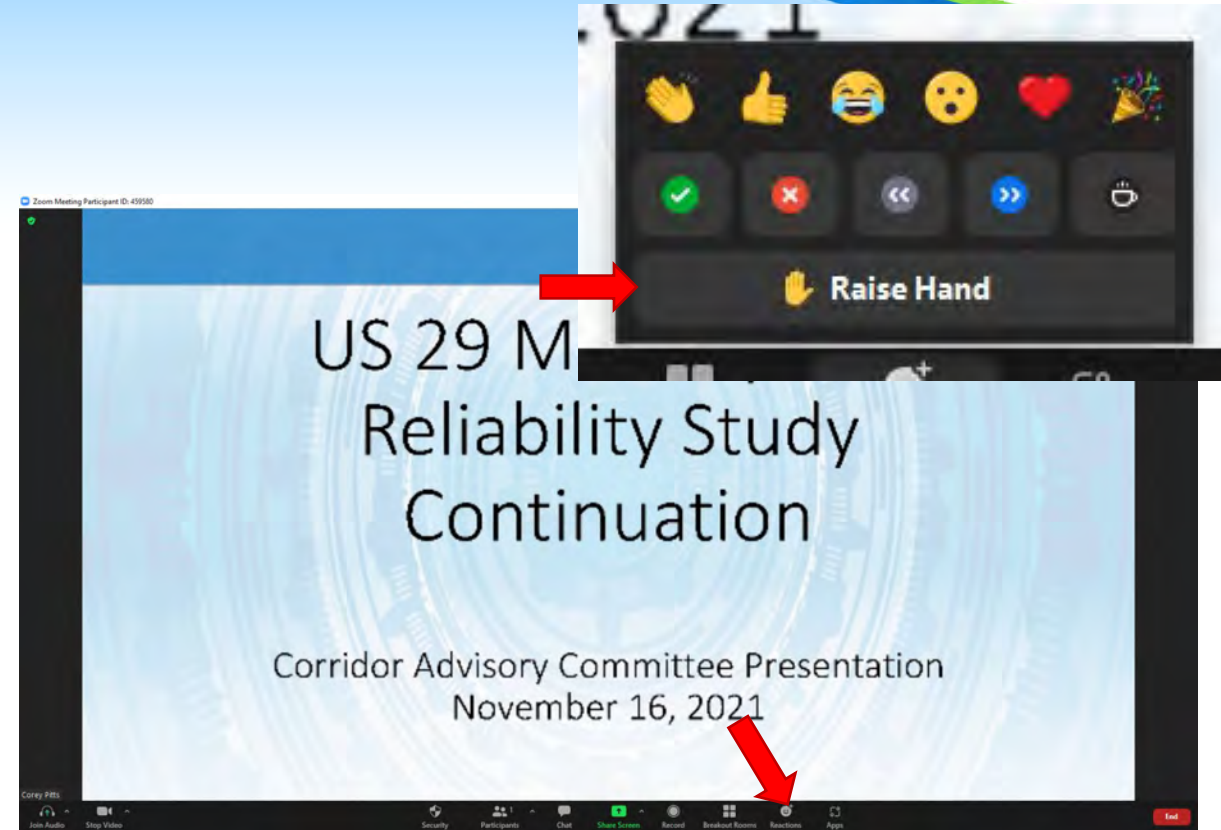
Using Zoom

Raise your hand:

- If you'd like to speak to ask a question or make a comment, please **raise your hand**.

To raise your hand:

- Click "Reactions" in the bottom menu.
- A new window will appear. Click the "Raise Hand" button at the bottom.
- If you've dialed in by phone, dial *9.



CAC Role & Participants

- Provide input, guidance and oversight in accordance with the Master Plan
- Community involvement throughout project
- Information sharing with community
- Build consensus

Residents



Business Stakeholders



Civic / Citizens Associations



Advocacy Groups



Meeting Agenda

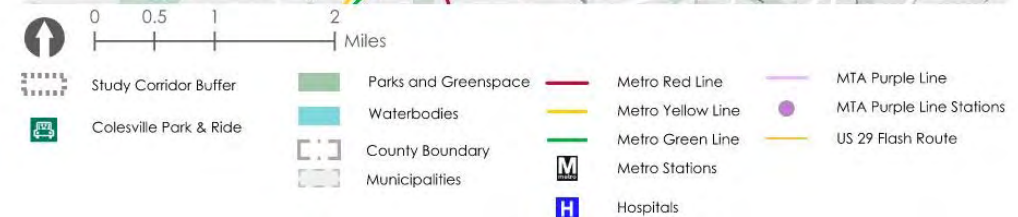
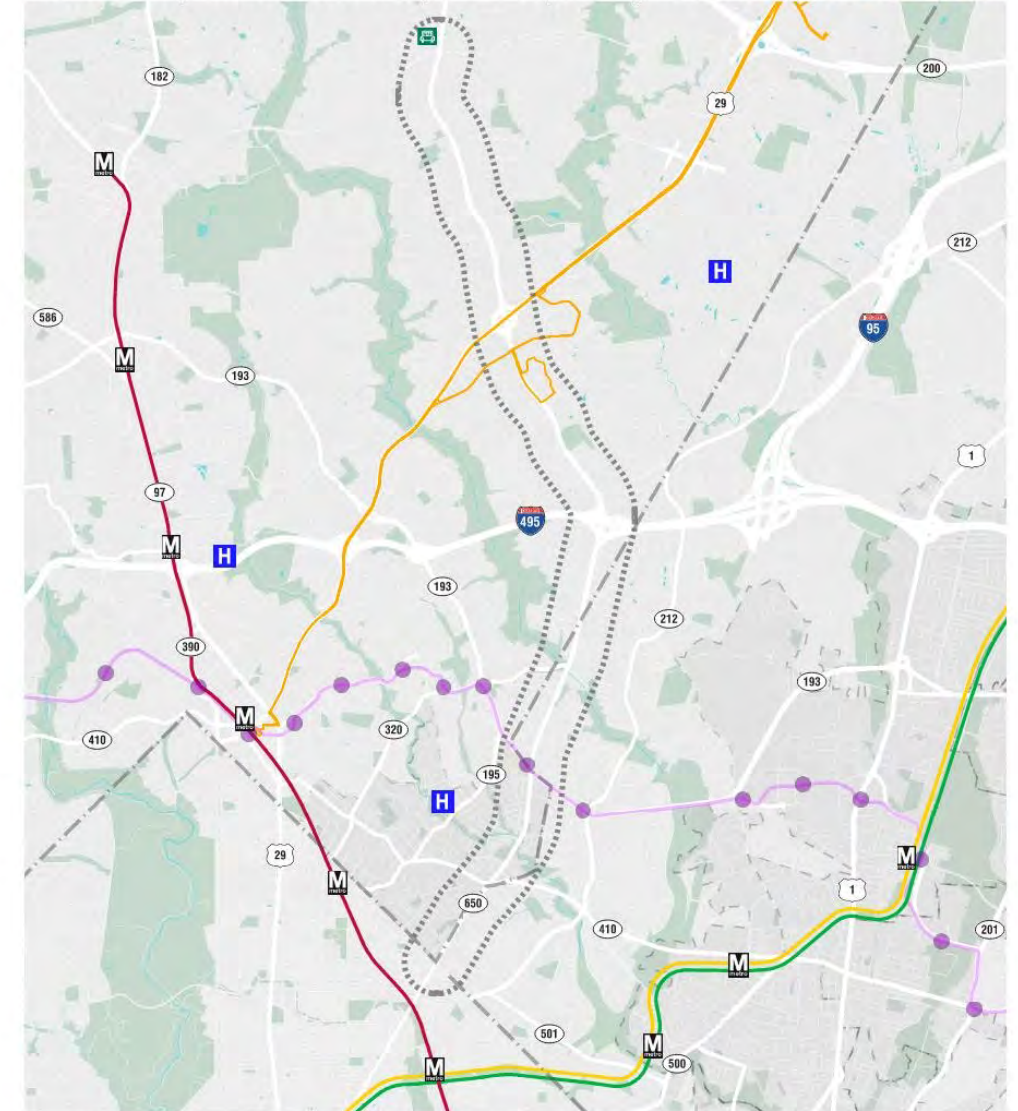
1. Project Recap
2. Alternatives Overview
3. Evaluation Overview
4. FDA Connection
5. Next Steps



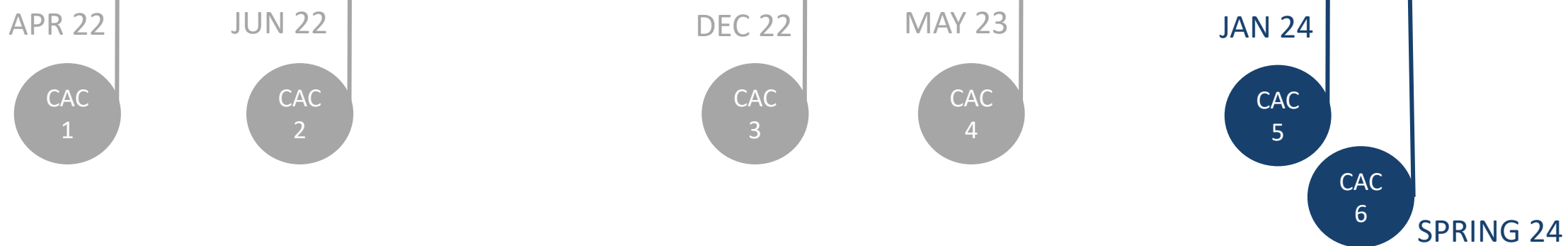
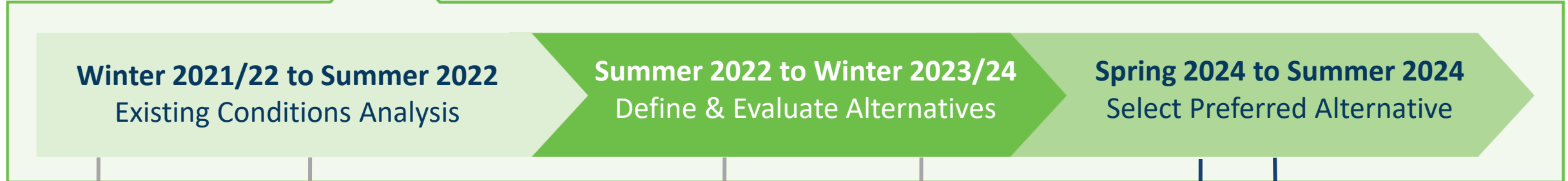
Project Recap

Study Overview

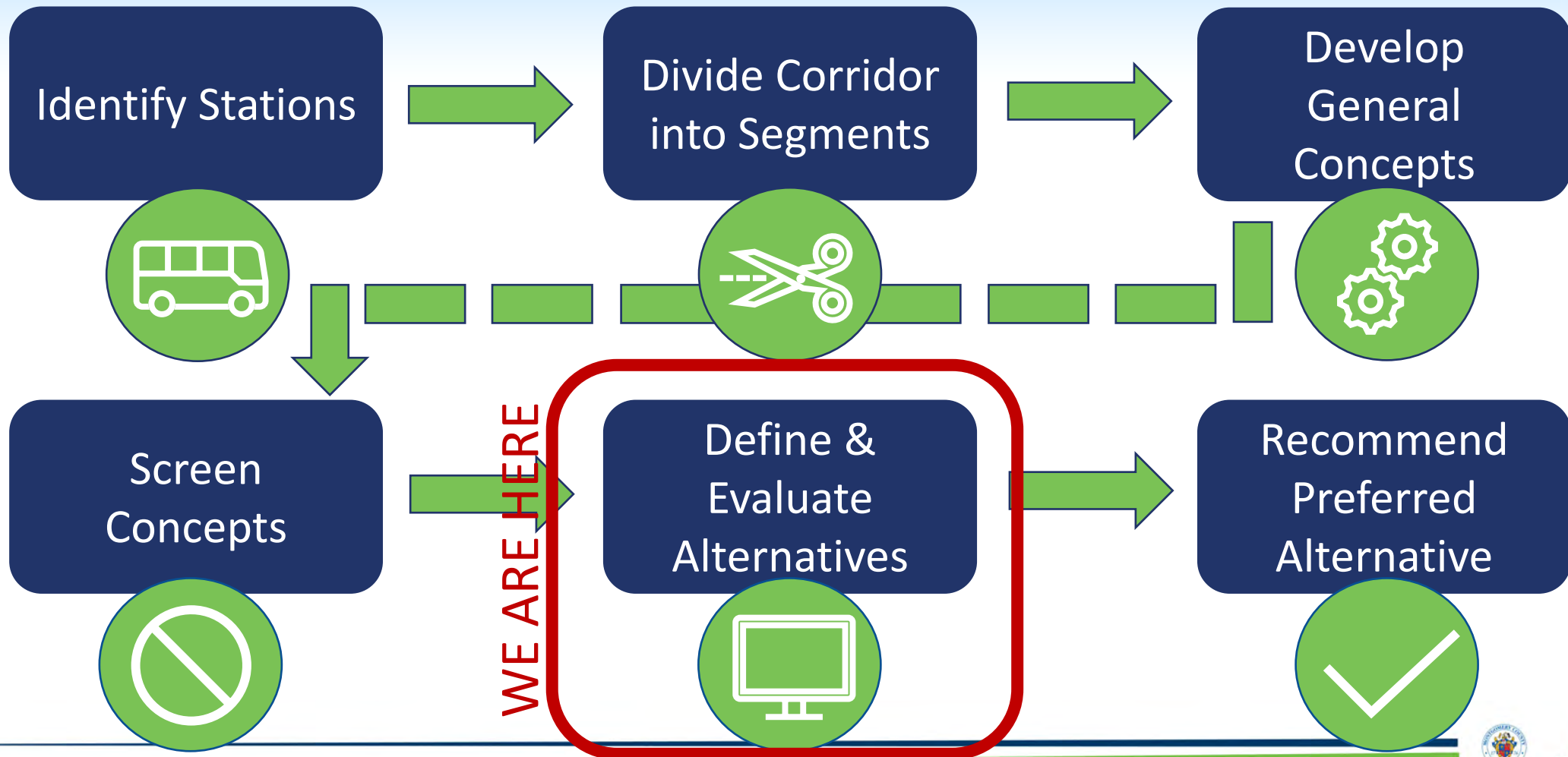
- **Corridor Extents:**
 - **Southern Terminus:** Fort Totten Metrorail Station
 - **Northern Terminus:** Colesville Park and Ride
- **This Study Will...**
 - Define start and end points
 - Identify preliminary station locations
 - Develop and evaluate improvements to bus service
 - Address station accessibility



Meeting Schedule



Approach to Develop Alternatives

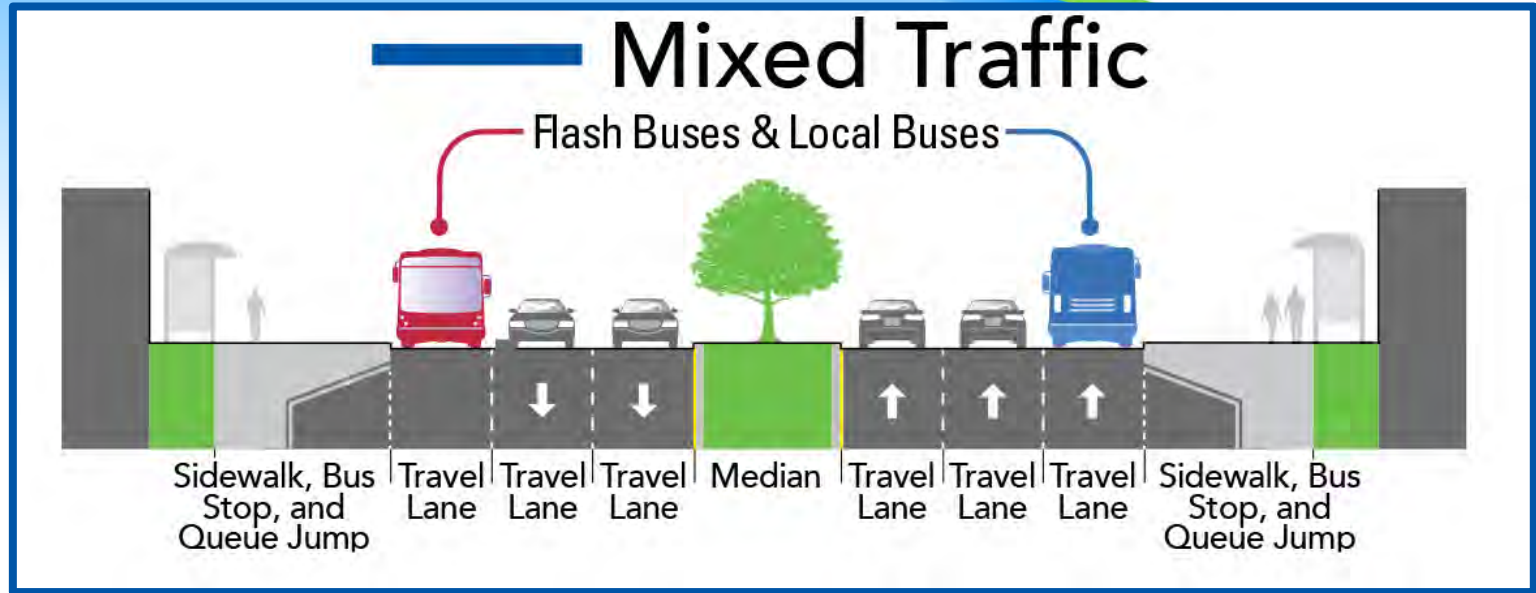


Alternatives Overview

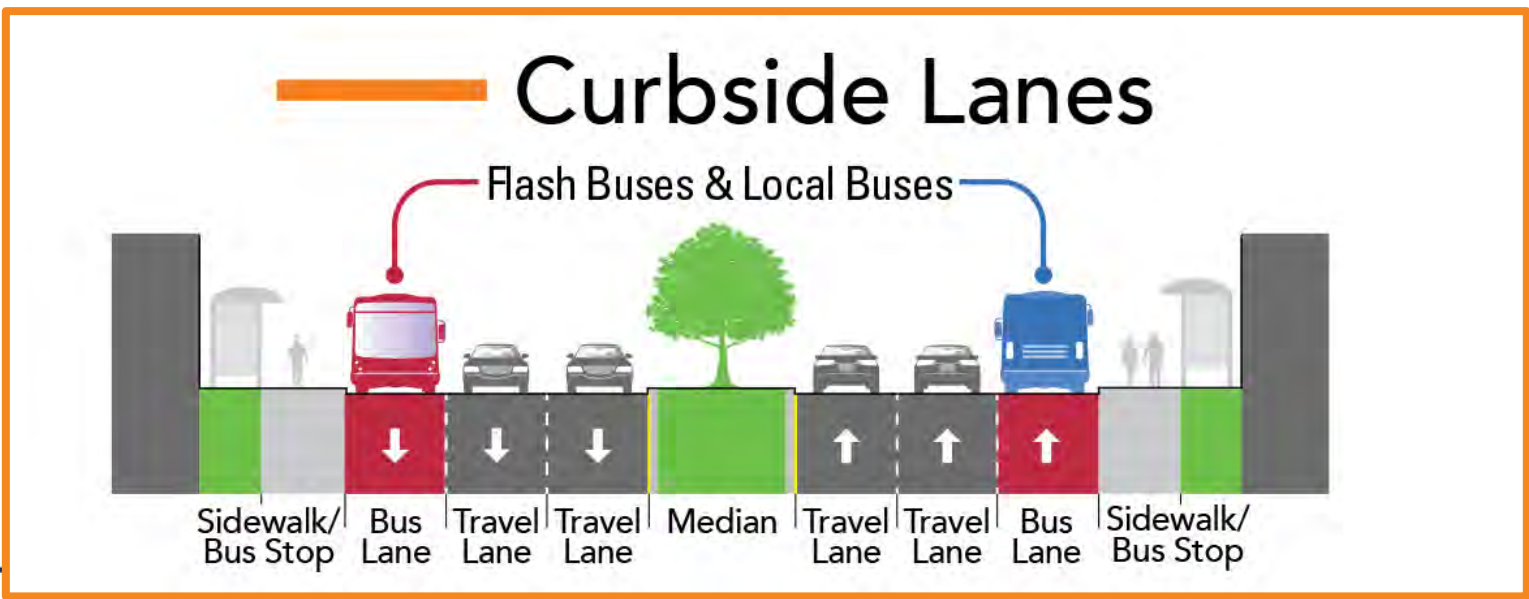
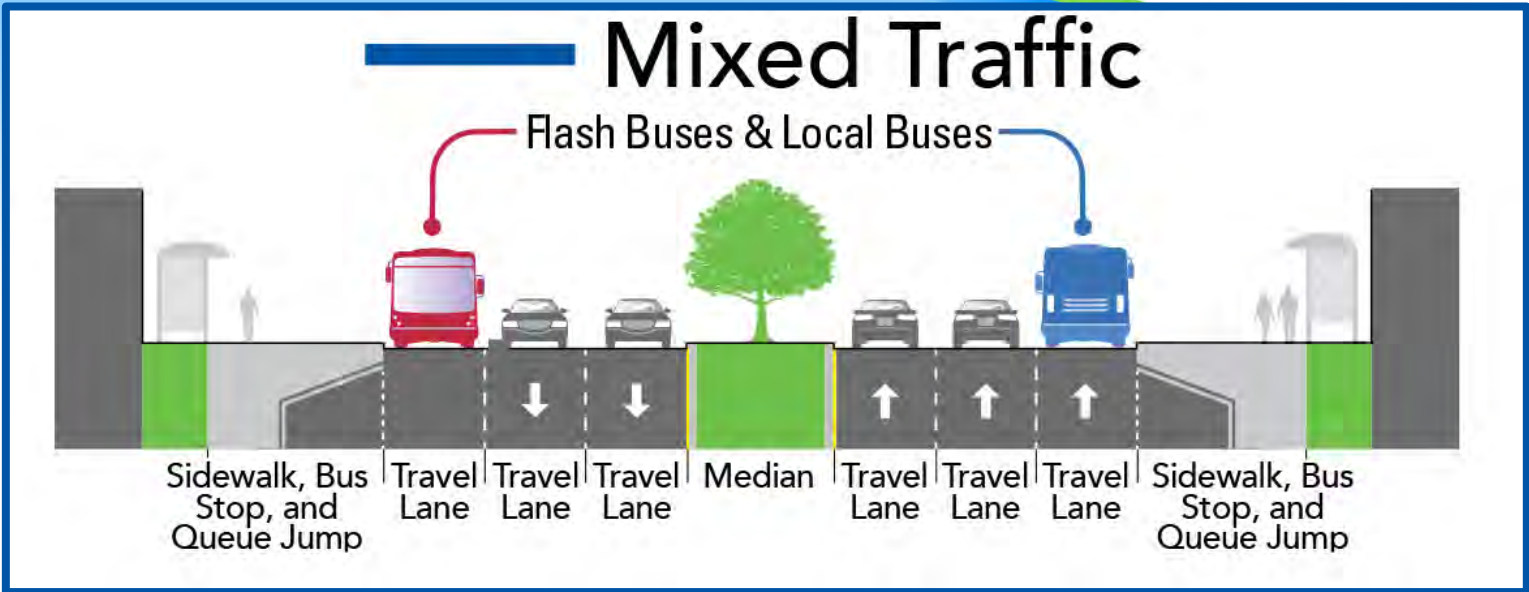
Alternatives



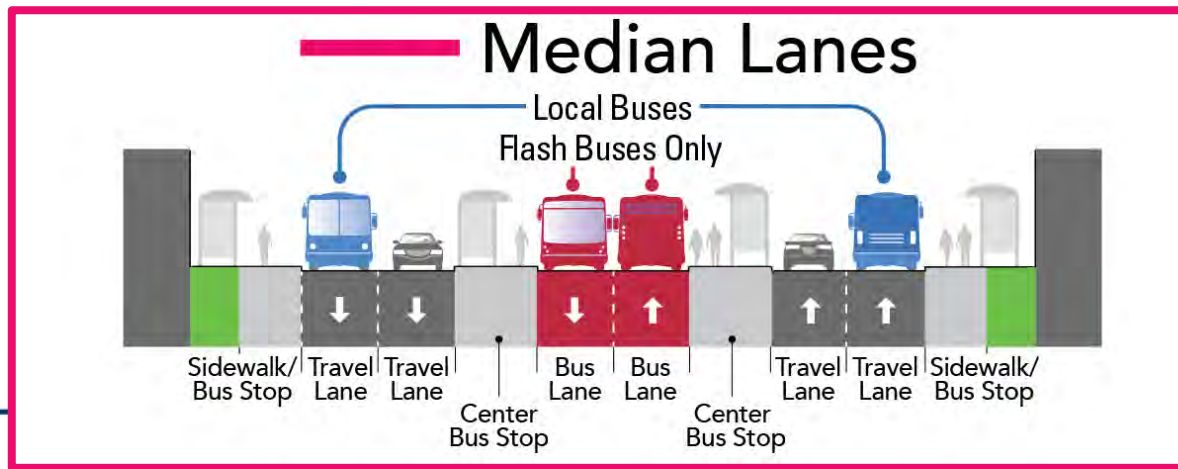
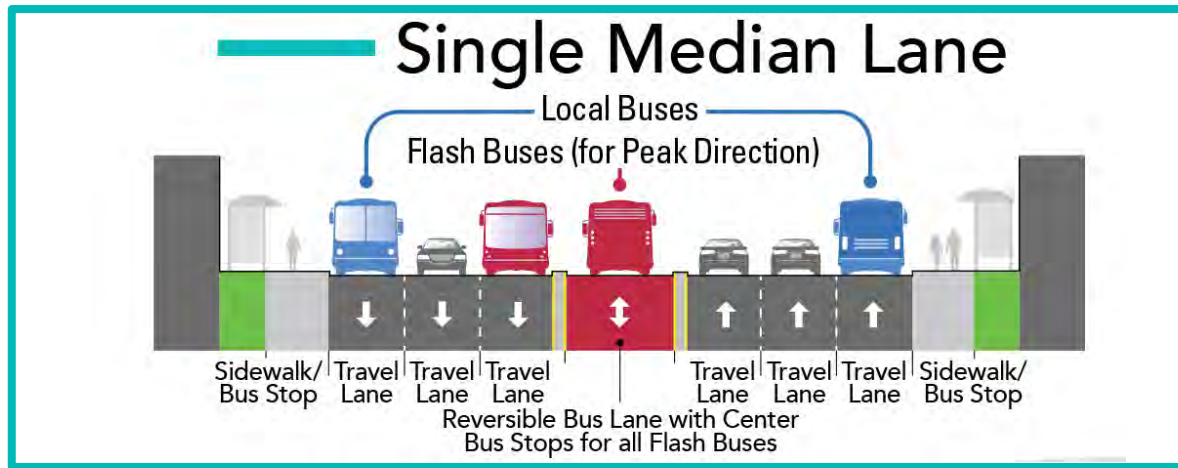
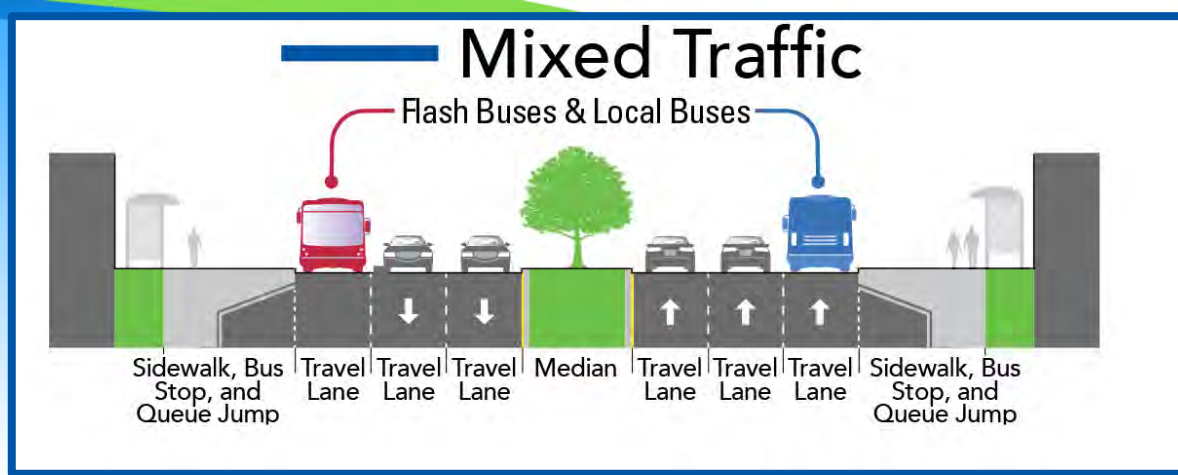
Alternatives



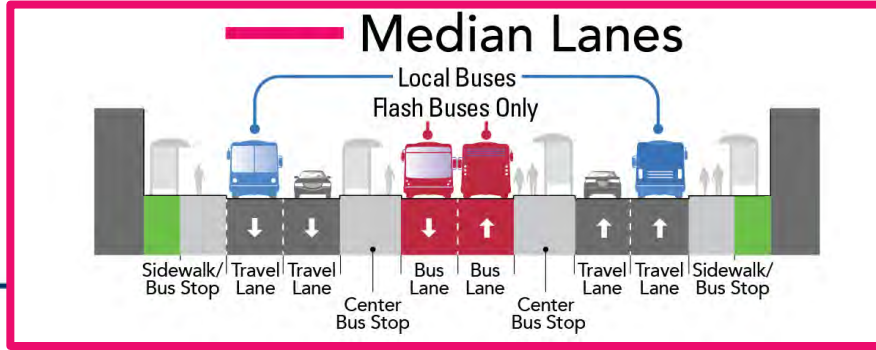
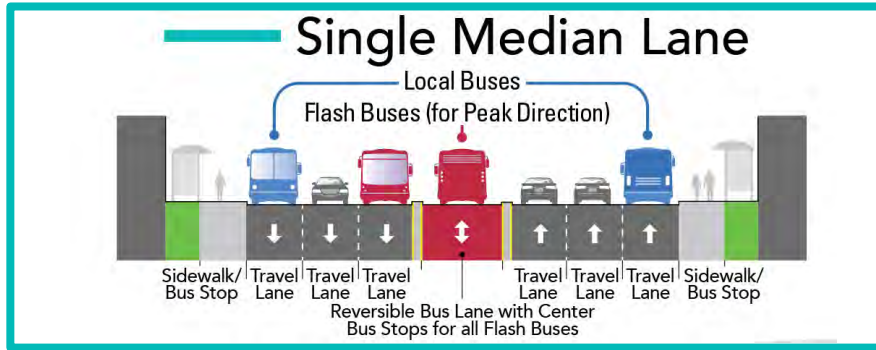
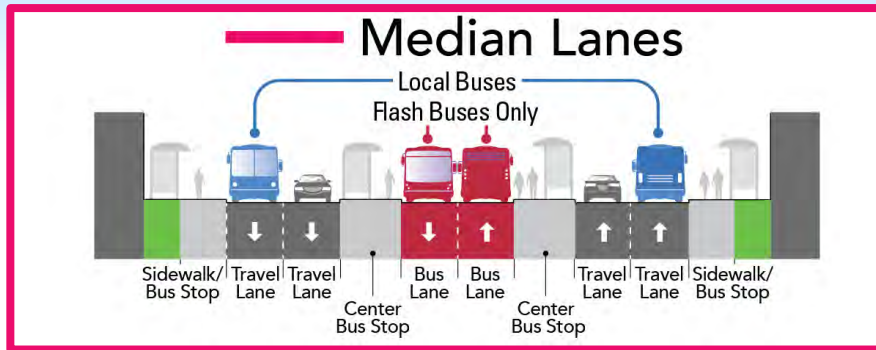
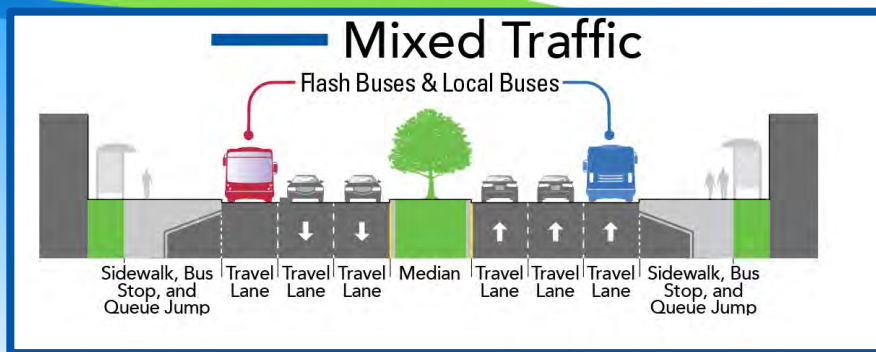
ALTERNATIVE 2



Alternatives



Alternatives



Evaluation Overview

Program Guidance

Program & Project Goals & Objectives

Mobility Choices




Improve access to jobs, activity centers, and community facilities

Sustainable Solutions



Minimize environmental impacts and utilize cost-effective design

Corridor Safety




Improve safety of our streets and the livability and wellness of our communities

Economic Growth



Promote economic development with appealing and functional transit

Quality Service



Provide a fast, reliable, efficient, and connected transit service

Community Equity



Provide improved and accessible transit service for underserved populations

Metrics

- BRT Travel Time
- Local Bus Travel Time
- Vehicle Travel Time
- Right-of-Way Required
- Cost per Mile
- Total Construction Cost
- Construction Duration
- Jobs Accessibility
- Transit Ridership

Will discuss Ridership
at next CAC meeting!

Key Questions

- Do the alternatives improve transit travel time?
- Are there major differences in BRT travel times?
- Are there major differences in K9 travel times?
- Are there major changes to vehicle travel times?
- Are there major differences in cost and implementation?

Corridor Travel Time

Travel Time Approach

- Used a microsimulation tool to analyze traffic between Eastern Avenue and Lockwood Drive
- Developed 2045 traffic volumes
- Included Purple Line
- Assumed all existing transit/bus routes and frequencies are maintained

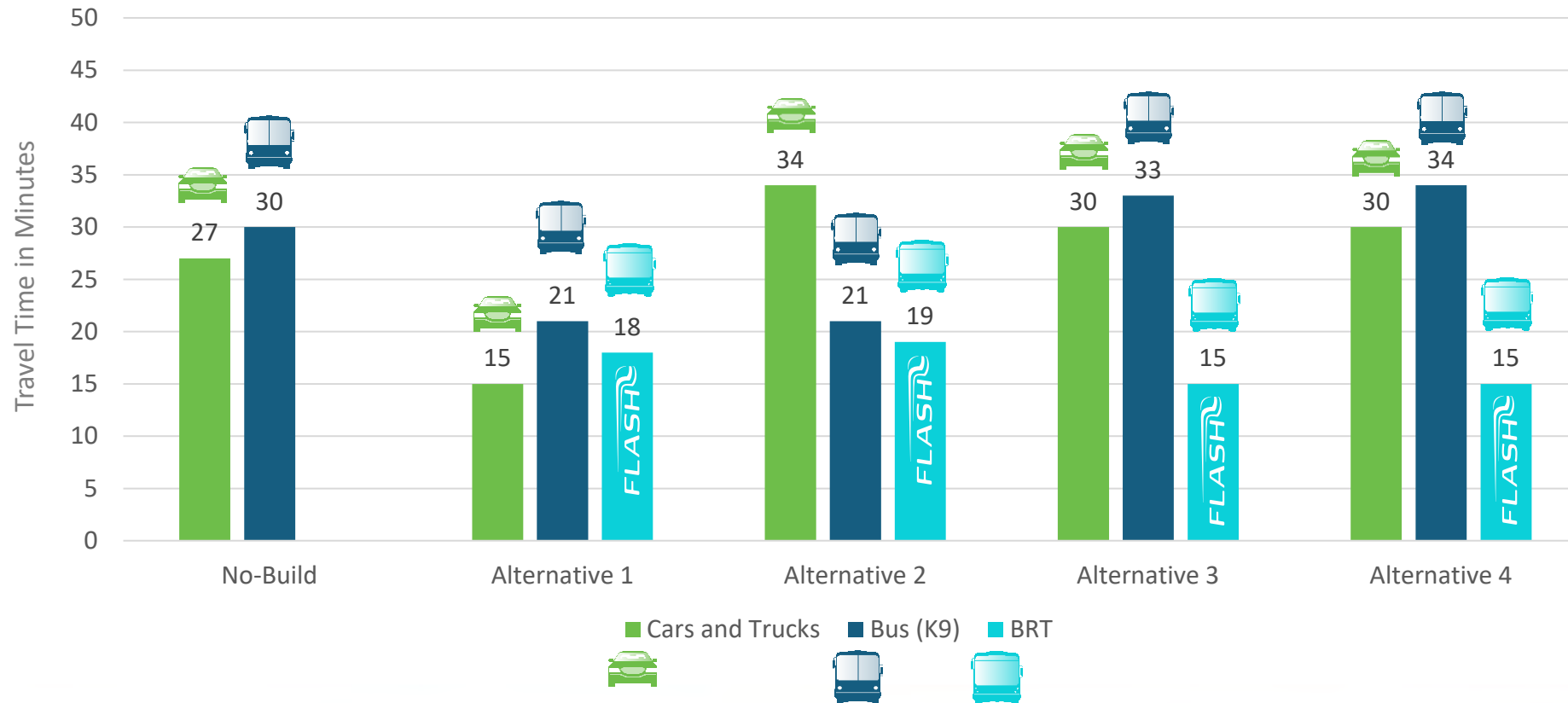
Microsimulation Considerations

- Microsimulation provides a detailed analysis
- Peak travel directions have been prioritized
- K9 is used as a proxy for local service comparisons



Southbound AM Travel Times

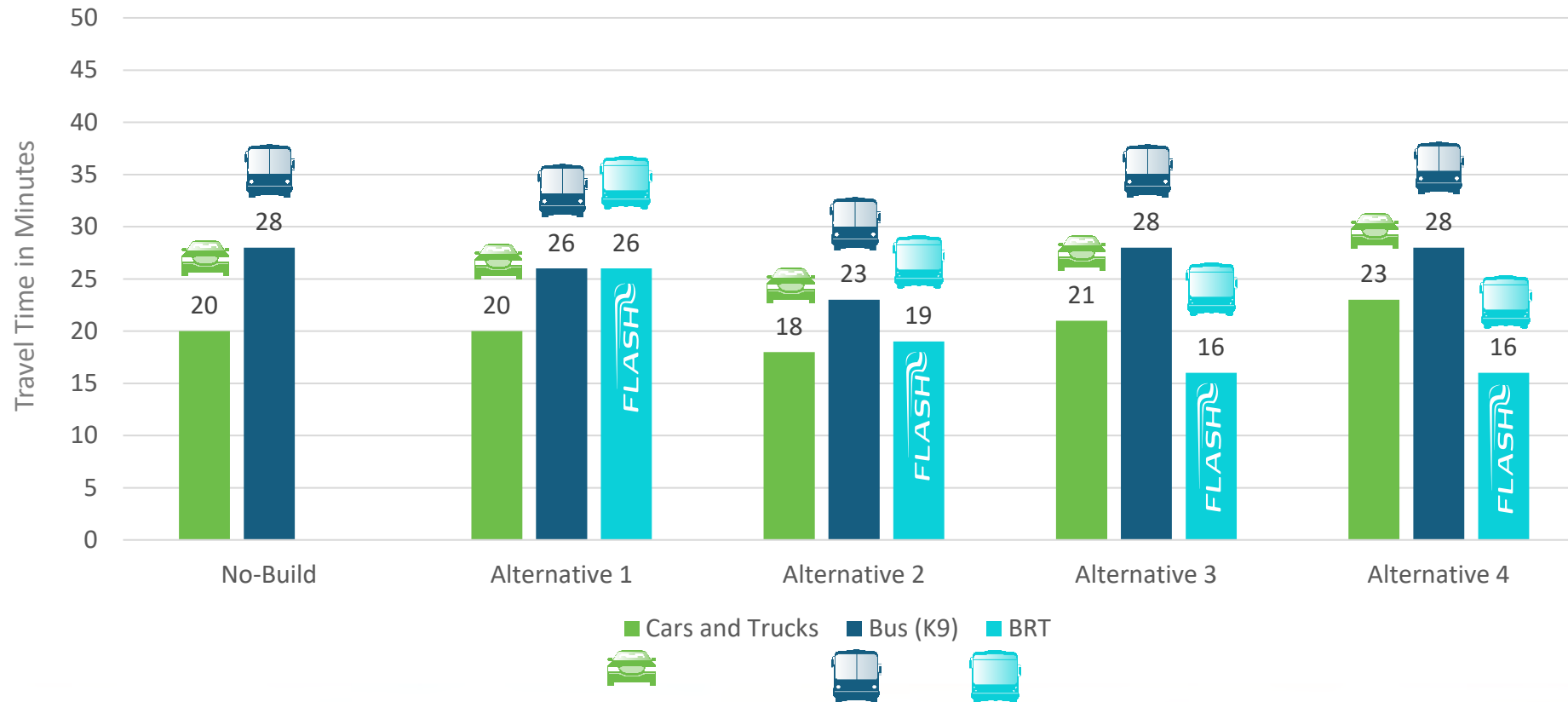
Southbound from Mahan Road to Sheridan Street





Northbound AM Travel Times

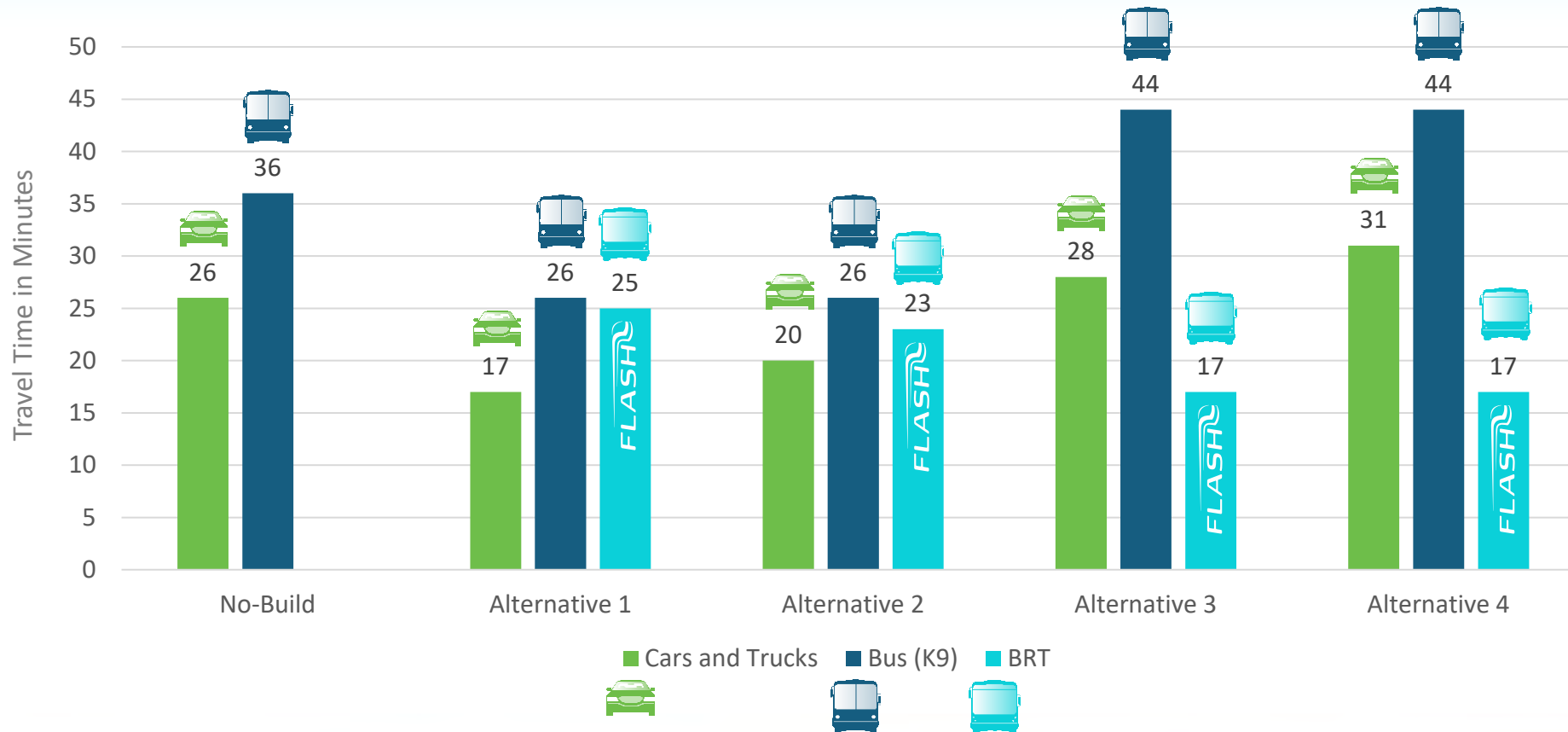
Northbound from Sheridan Street to Mahan Road





Northbound PM Travel Times

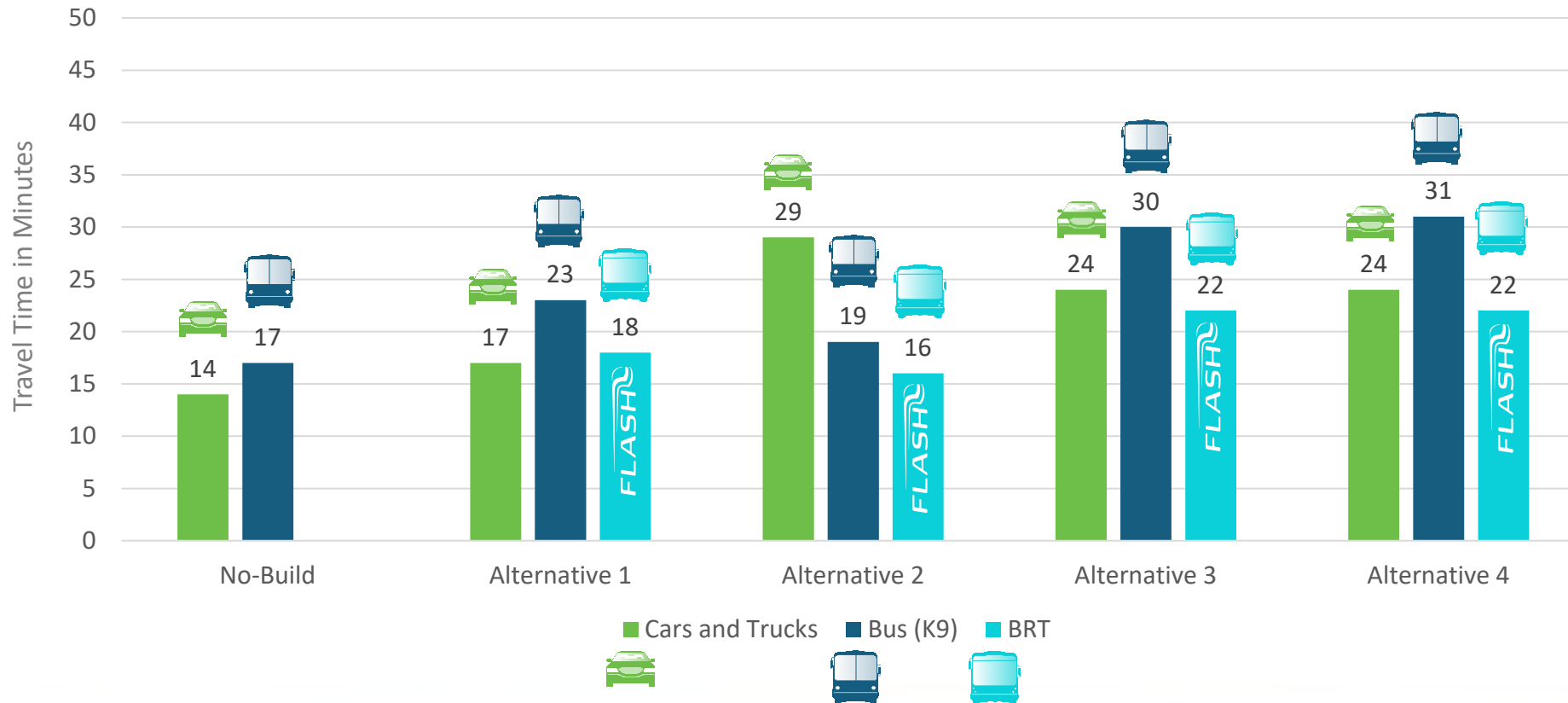
Northbound from Sheridan Street to Mahan Road





Southbound PM Travel Times

Southbound from Mahan Road to Sheridan Street



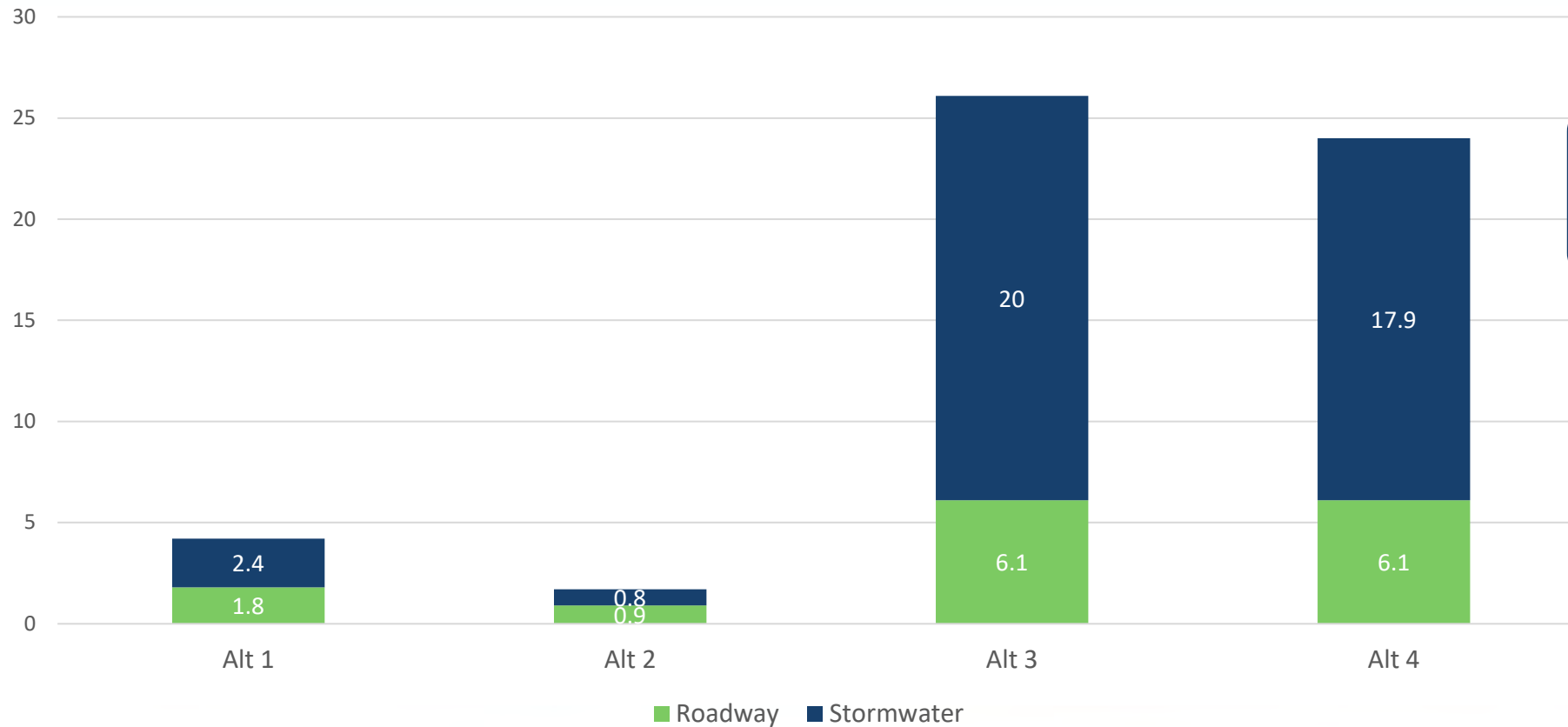
Corridor Travel Time Themes

- BRT improves transit travel times
- BRT is modestly faster in Alternatives 3 & 4 than in Alternatives 1 & 2
- K9 bus service is considerably faster in Alternative 2 as compared to the other Alternatives
- Cars and trucks are moving more slowly in Alternatives 2, 3, & 4

Property Requirements, Cost, Timeline, Jobs Accessibility

Additional Property Required

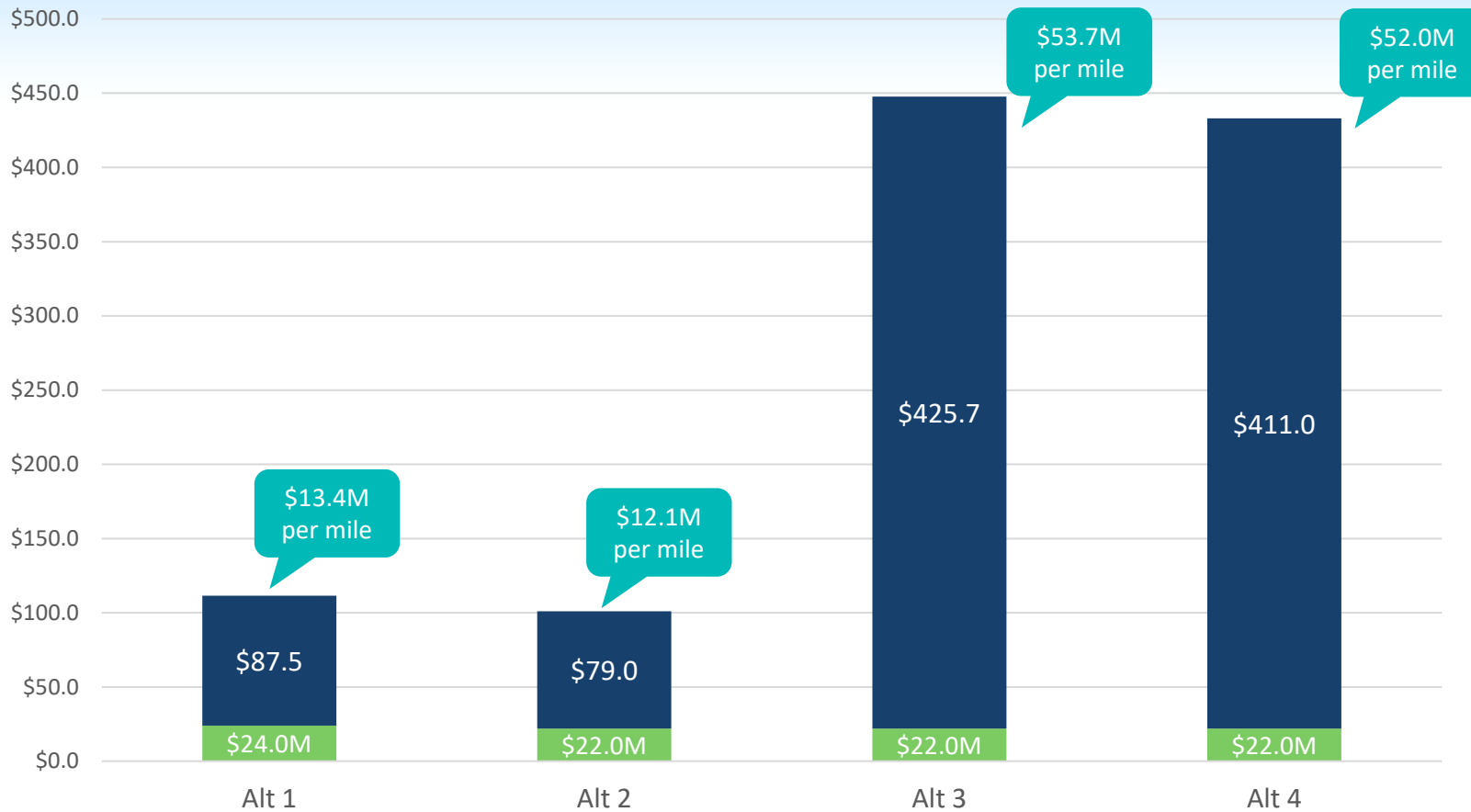
Additional Property Required for Roadway & Stormwater
(in acres)



Stormwater facilities assume worst case scenario

\$ Capital Costs

Total Project Cost (\$ Million)



Costs are in 2023 dollars

■ Rollingstock Cost ■ Roadway Cost

Construction Duration

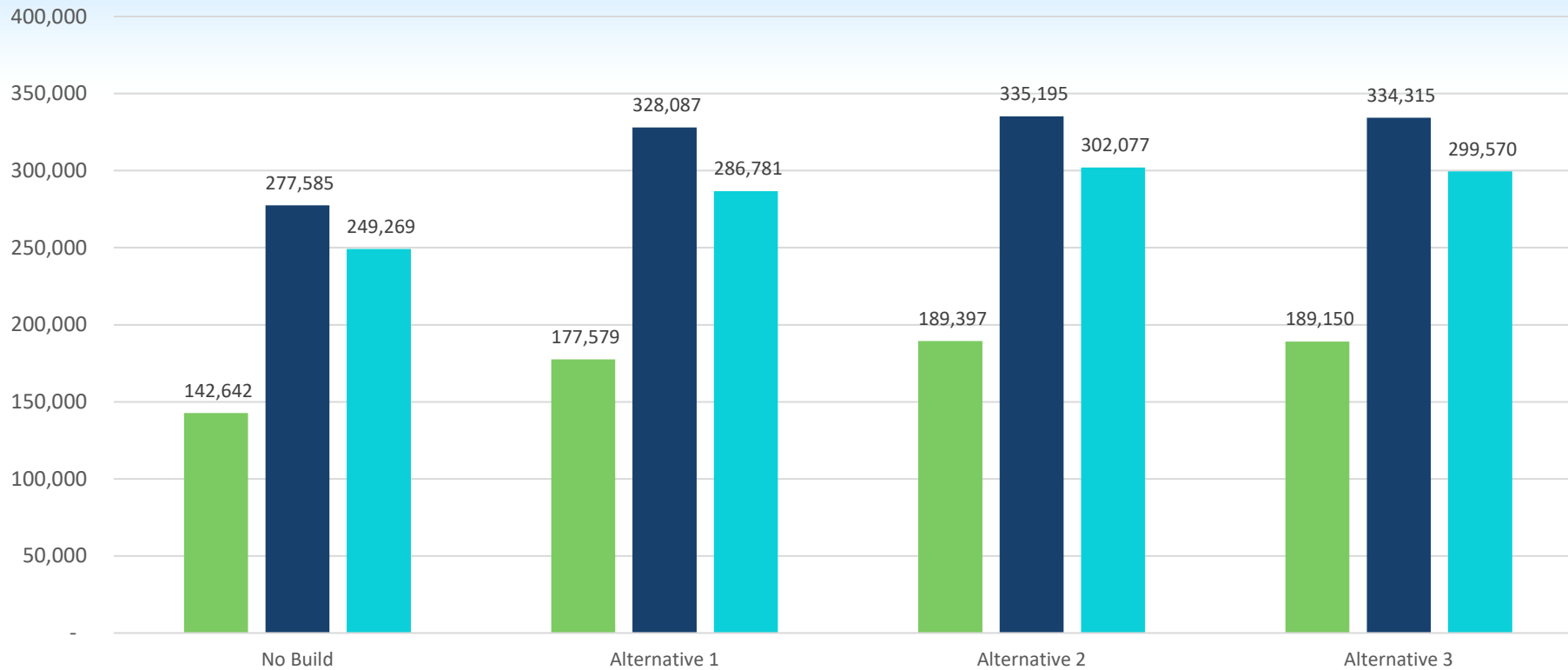
- Alternatives 1 and 2 – about 2 to 3 years
- Alternatives 3 and 4 – about 4 to 5 years
- No funding has been allocated at this time



Transit Accessibility to Jobs

20-33% increase
from No Build

Jobs Accessible



- Number of jobs available within a 45 minute transit travel time
- Number of jobs available within a 60 minute single-transfer transit trip
- Number of potential workers with access to study area jobs within a 60 minute single-transfer transit trip

Metric Themes

- Alternatives 1 & 2 are least costly and result in fewer right-of-way needs
- All Alternatives provide strong access to jobs

FDA Connection

Concerns to Consider

- BRT run time and ridership
- Security concerns
- Potential master plan facility adjustments
- Environmental (NEPA) Process Steps
- FDA shuttling staff to Lockwood Transit Center

Options to Serve the Campus



A) Stop on New Hampshire Avenue

B) Loop into & exit FDA Campus

C) Connect through FDA Campus to Lockwood

Options to Connect the Campus to Lockwood Drive



i) Through Self Storage



ii) Eastern Edge of Self Storage

Develop Concepts

- Develop concepts for two connections
- Consider process steps to advance connections
- Follow-up with FDA on preferences

Moving Toward Completion

Next Steps

- Complete Additional Ridership Analysis
- Begin Hybrid Analysis
- Next CAC in March/April – discuss Transit Ridership
- Pop Ups in March/April
- Locally Preferred Alternative



Questions?

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BRT Implementation Manager

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