

# Montgomery County **RAPID TRANSIT**

MD 586

CAC Meeting #2  
March 25, 2015



# Purpose of Tonight's Meeting

- Review Meeting #1
- Discuss upcoming CAC meeting topics
- Review the Project Development Process
- Review the existing conditions
- Brainstorm our “Values and Concerns”
- Review the Purpose and Need
- Have an open discussion

# Upcoming CAC Meetings

- **Anticipated** topics for future CAC meetings:
  - Existing Conditions (today)
  - Purpose and Need (today)
  - Range of Alternatives Previously Developed
  - Alternatives Retained for Detailed Study
  - Station Locations and Concepts
  - Projected Traffic and Ridership
  - Impacts and Costs
  
- These topics are anticipated to be discussed in future stages of the project:
  - Technology requirements
  - BRT vehicles
  - Operation and Maintenance facilities
  - System branding
  
- CAC meetings are expected to be held quarterly

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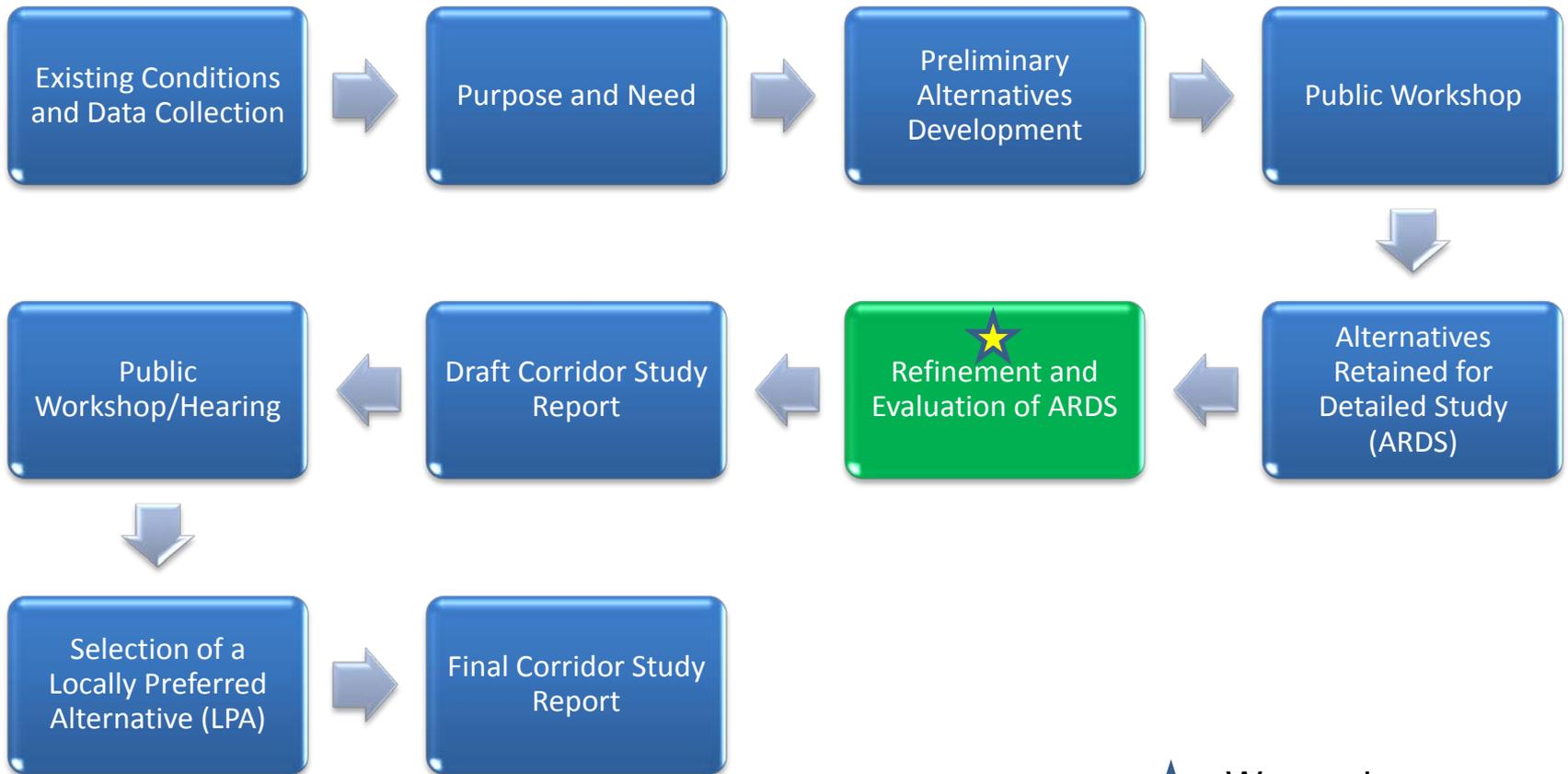
# Project Development Process

- Local Planning Process
- Transit Project Planning Process
- Full Project Development Process
- Countywide Transit Corridors Functional Master Plan
- Veirs Mill Road Corridor Planning Study

# Local Planning Process

- Maryland's 23 counties and the City of Baltimore each develop formal transportation planning documents
- State law requires localities that develop a comprehensive or master plan to have a transportation component that will:
  - Propose the most appropriate pattern and location for the components of the transportation system
  - Include bicycle/pedestrian access to the system
  - Estimate the probable use of any proposed addition to the system
- Within Montgomery County, the City of Rockville is responsible for the development of its own transportation plan

# Transit Project Planning Process



★ We are here

# The Steps to Getting a Project Developed...

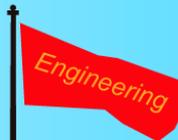


We are here



## Planning

- Project scoping, purpose and need
- Develop alternatives and cost estimates
- Evaluation of socio-economic, cultural and natural environmental impacts
- Environmental documentation
- Record of Decision



## Engineering

- Field surveys
- Geotechnical investigations
- Detailed engineering studies, specifications, and cost estimates



## Right-of-Way

- Right-of-way plats
- Appraisals
- Acquisitions



## Construction

- Construction bids opened and contract awarded
- Construction management and inspection
- Material testing
- Project built

Public Involvement



# Countywide Transit Corridors Functional Master Plan

- The Montgomery County Council approved the *Countywide Transit Corridors Functional Master Plan* in December 2013
- What it does
  - Recommends implementing a 102-mile BRT network comprising 10 corridors and the Corridor Cities Transitway (CCT)
  - Recommends limits of dedicated BRT lanes for each corridor
  - Suggests station locations for each corridor
- What it doesn't do
  - Does not endorse specific ways of how to implement the BRT network
- MD 586 section suggests:
  - 11 station locations
  - Dedicated lanes for the entire study corridor

# Veirs Mill Road Corridor Planning Study

- Data collection and existing conditions (ex. traffic, land use, environmental, etc.) (Summer 2012)
  - Purpose and Need (Fall 2012)
  - Preliminary corridor alternatives development (Fall 2012 – Fall 2013)
  - Ridership analysis (Fall 2012 – Fall 2013)
  - Alternatives Public Workshop (Fall 2013)
  - Alternatives Retained for Detailed Study (ARDS) (Spring 2014)
  - Refinement and evaluation of detailed alternatives (Fall 2014 – Fall 2015)
  - Public workshop (Spring 2016)
  - Selection of Locally Preferred Alternative (LPA) (Summer 2016)
  - Final Corridor Study Report (Fall 2016)
- Tasks
- Completed

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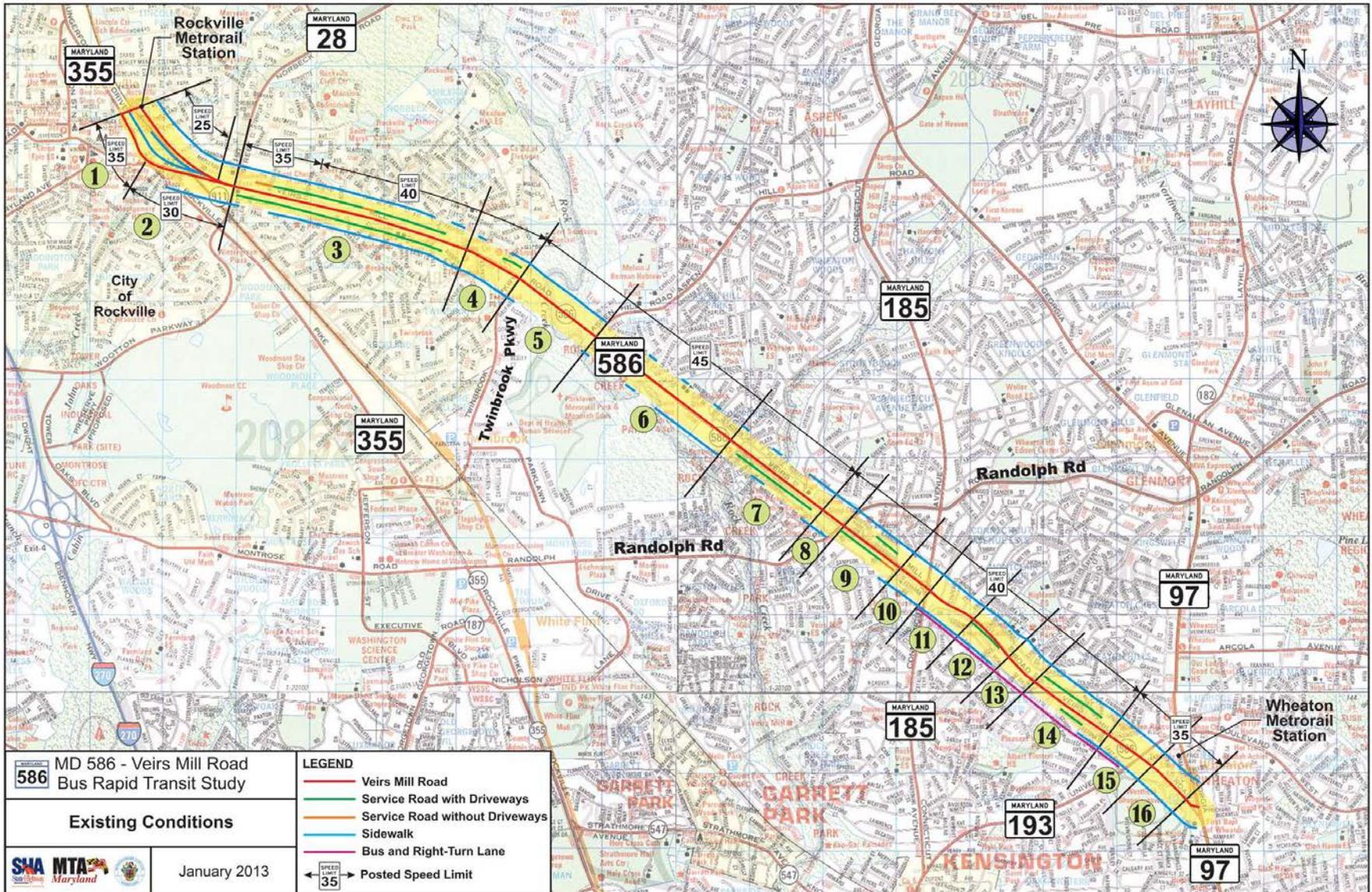
# Existing Conditions Discussion

- Roadway
- Traffic
  - Average Daily Traffic (ADT) volumes
  - Segment LOS
- Transit
  - Bus operations
  - Rail operations
- Environmental Resources
  - Natural
  - Socioeconomic



# Existing Roadway Conditions

- 6.2-mile corridor
- Functional classification: Other Principal Arterial
- Number of lanes: varies from 4 to 6
- Speed limit: varies from 25 mph to 45 mph
- Intersections:
  - 20 signalized
  - 26 unsignalized intersections and numerous driveways
- Sidewalks typically present with some gaps
- No designated bicycle lanes
- Service roads along much of the corridor
- 16 different typical sections



# Typical Section #2 East of MD 28 – Looking West



# Typical Section #3

## East of Broadwood Dr. – Looking East



# Typical Section #6

## West of Robindale Dr. – Looking East



# Typical Section #7 East of Parkland Dr. – Looking East



# Typical Section #9 East of Randolph Rd. – Looking West



# Typical Section #11 West of Claridge Rd. – Looking East

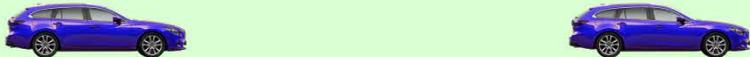


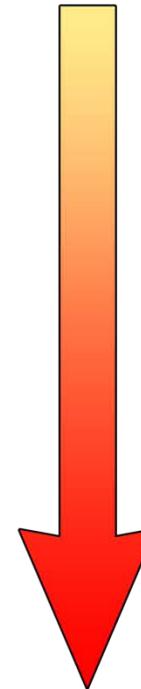
# Traffic: Average Daily Traffic (ADT)

MD 586 Segment	ADT		
	2011 Existing	2040 No-Build	Increase
MD 355 to MD 28	28,800	36,675	27%
MD 28 to Twinbrook Pkwy	33,925	42,300	25%
Twinbrook Pkwy to Aspen Hill Road	47,525	57,775	22%
Aspen Hill Road to Randolph Road	35,100	53,250	52%
Randolph Road to MD 185	37,400	53,900	44%
MD 185 to MD 193	36,350	47,625	31%
MD 193 to MD 97	24,050	32,625	36%

- Key Point: By 2040, traffic is projected to increase over 40% in some segments

# Level of Service (LOS)

<b>A</b>	
<b>B</b>	
<b>C</b>	
<b>D</b>	
<b>E</b>	
<b>F</b>	



**EXCELLENT**

**GOOD**

**AVERAGE**

**ACCEPTABLE**

**CONGESTED**

**SEVERELY CONGESTED**

# Traffic: Roadway LOS

Arterial LOS - MD 586 Eastbound	AM Peak	PM Peak	AM Peak	PM Peak
	Existing		2040 No-Build	
MD 355 to MD 28	E	E	F	F
MD 28 to Twinbrook Pkwy	C	E	F	F
Twinbrook Pkwy to Aspen Hill Rd	B	C	D	F
Aspen Hill Rd to Randolph Rd	C	C	F	F
Randolph Rd to MD 185	C	C	C	C
MD 185 to MD 193	B	C	C	C
MD 193 to MD 97	D	E	D	E

Arterial LOS - MD 586 Westbound	AM Peak	PM Peak	AM Peak	PM Peak
	Existing		2040 No-Build	
MD 97 to MD 193	C	C	D	D
MD 193 to MD 185	C	C	D	D
MD 185 to Randolph Rd	D	C	F	F
Randolph Rd to Aspen Hill Rd	C	D	E	E
Aspen Hill Rd to Twinbrook Pkwy	C	C	E	D
Twinbrook Pkwy to MD 28	C	D	E	F
MD 28 to MD 355	D	C	D	C

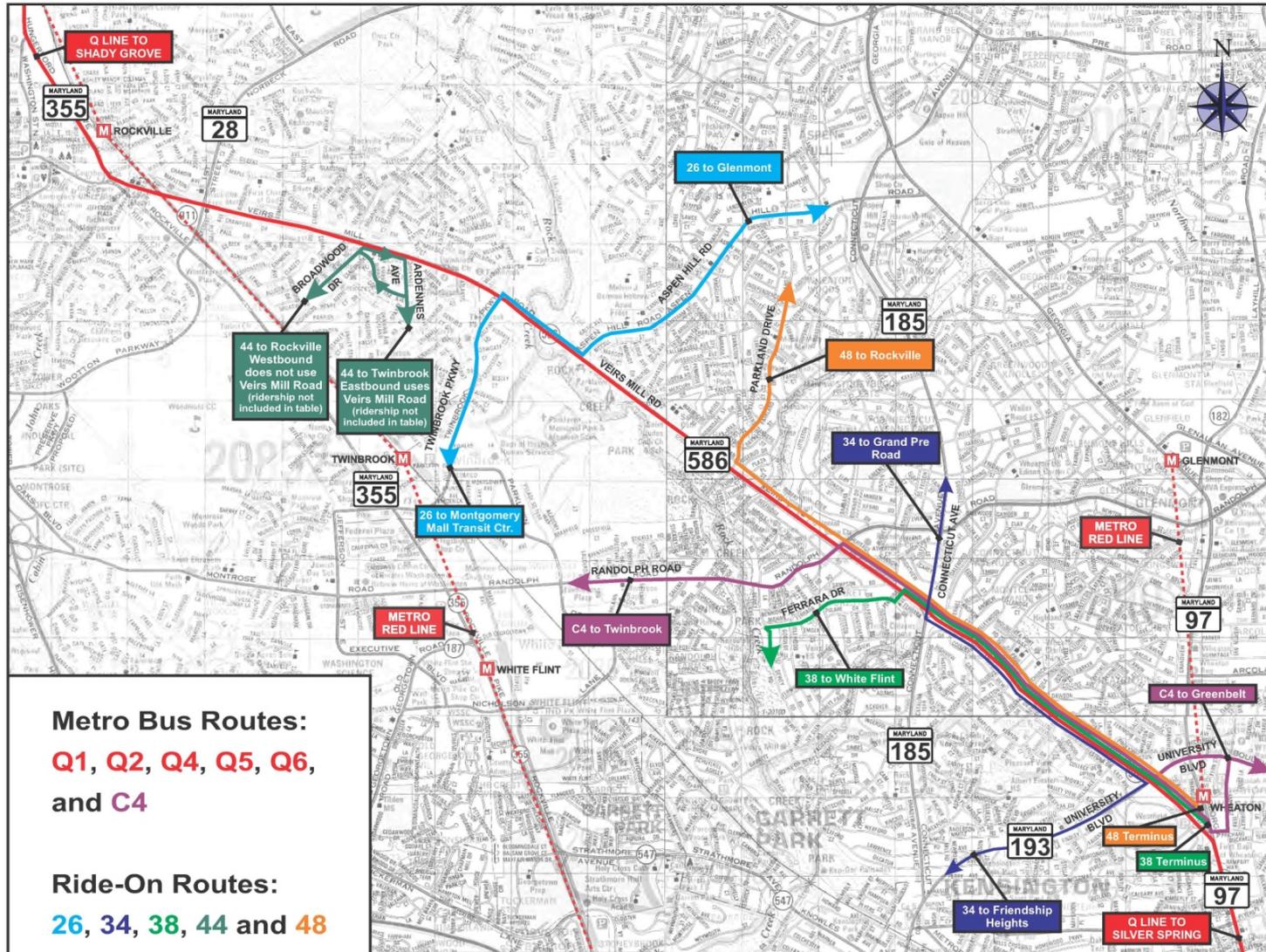
- Key Point: By 2040, several roadway segments are projected to operate at LOS F

# Existing Transit Service

- **WMATA Metrobus**
  - Routes Q1, Q2, Q4, Q5, and Q6 use Veirs Mill road between the Rockville and Wheaton Metrorail Stations
  - Route C4 uses a segment of Veirs Mill Road
  - Approximately 17,200 daily passengers within the study corridor
  
- **Montgomery County Ride On**
  - Routes 26, 34, 38, 44, and 48 each use a segment of Veirs Mill Rd
  - Approximately 5,400 daily passengers within the study corridor
  
- **Rail**
  - WMATA Metrorail – Red Line
  - MARC Brunswick Line
  - Amtrak Capitol Limited Line



## EXISTING TRANSIT SERVICE



**Metro Bus Routes:**  
Q1, Q2, Q4, Q5, Q6,  
and C4

**Ride-On Routes:**  
26, 34, 38, 44 and 48

# Existing Environmental Resources

- Streams
- 100-year floodplains
- Wetlands
- Forests
- Coordination with FWS and DNR indicates no rare, threatened, or endangered species within the study area
- Parks: M-NCPPC Rock Creek Regional Park, Matthew Henson State Park and Trail, Parklawn Local Park
- National Register Listed/Eligible Historic Sites
  - Hammond Wood Historic District
  - St. Mary's Church
  - Rockville Park Historic District



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# Review of Exercises

- Common themes:
  - Destinations: major destinations in the corridor are the Rockville Town Center, the Twinbrook Shopping Center, the mall in Wheaton, and Montgomery College
  - Routes: major travel routes on the corridor with access to businesses, residences, and institutions
  - Existing Bus Service: bus stops are crowded and existing bus service needs to operate more frequently during the rush hours
  - Proposed BRT Service: BRT service should be 7 days a week. BRT could lead to revitalization of the corridor.
  - Pedestrians and Bicycles: connectivity and safety are critical



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# Purpose and Need

- Need = WHAT are the perceived or observed problems?
- Purpose = WHAT will the project accomplish?
- These two building blocks provide support for developing and analyzing alternatives:
  - Conceptual alternatives analysis = options for HOW to fix problem
  - Preferred alternative = the “best” HOW option



# Project Needs

1. System Connectivity
2. Mobility
3. Transit Demand and Attractiveness
4. Livability



# Project Need #1: System Connectivity

- A high quality east-west transit connection is currently lacking between the Rockville and Wheaton Metrorail Stations
- The most heavily traveled and most congested segment of the WMATA Q Line is along Veirs Mill Road between the Rockville and Wheaton Metrorail Stations

# Project Need #2: Mobility

- Veirs Mill Road traffic congestion hinders bus mobility, resulting in unpredictable service and travel times:
  - ADT projected to increase 22% to 52% by 2040
  - 10 of 20 intersections projected for LOS E or F in 2040
  - 4 of 7 arterial segments projected for LOS F in 2040
- Buses often delayed by 15 minutes
- Bus bunching is common
- On-board fare collection also causes delays



# Project Need #3: Transit Demand and Attractiveness

- Transit ridership throughout the corridor is high
- 2030 WMATA bus ridership projections: 45%-58% increase at both ends
- Existing and planned TOD at both ends would increase number of transit commuters
- Bus reliability issues result in unacceptable level of transit service to transit-dependent riders
- Higher quality service is needed to attract new riders

# Project Need #4: Livability

- Transit improvements are needed to:
  - Create a more reliable, integrated, and accessible transportation network
  - Enhance choices for transportation users
  - Provide better access to affordable housing, employment, and other destinations



# Project Purpose

- The purpose of the study is to provide a new high-speed, high-efficiency bus line along Veirs Mill Road between the Rockville Metrorail Station and the Wheaton Metrorail Station that will:
  - Enhance transit connectivity along the corridor and within the regional system
  - Improve bus mobility along the corridor with improved operational efficiency and travel times
  - Address current and future bus ridership demands
  - Integrate service with rail and other bus services
  - Attract new riders who do not use existing bus services
  - Provide safe multi-modal access to transit
  - Support Montgomery County plans to implement Bus Rapid Transit along Veirs Mill Road
  - Support the growth generated from development within the study limits and County

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# Conclusion

Meeting #3: Wednesday May 27, 2015 from 6:30 – 8:30 PM at the EOB

Topic for Meeting #3: Alternatives Overview and Discussion

Reference information can be found on the SHA website:

<http://apps.roads.maryland.gov/WebProjectLifeCycle/ProjectDocuments.aspx?projectno=MO2441115>