

# Montgomery County **RAPID TRANSIT**

MD 586

Veirs Mill Road  
CAC Meeting #4  
September 21, 2015



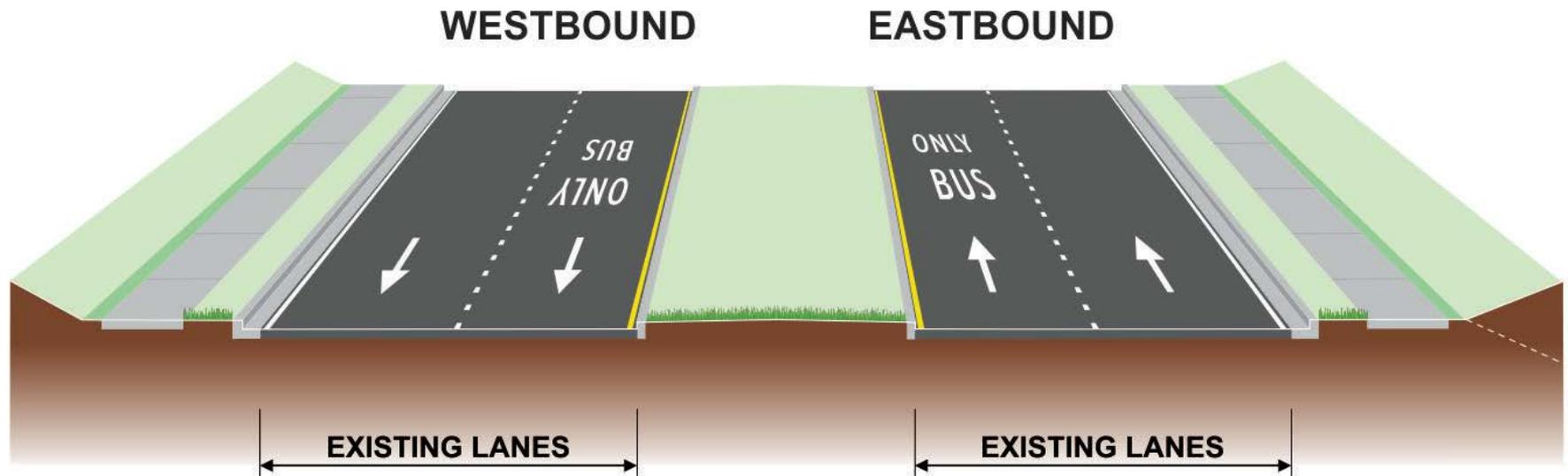
# Purpose of Tonight's Meeting

- Review Meeting #3
- WMATA Q9
- Lane Repurposing Analysis for Alternatives 4A and 4B
- Station Layout Overview

# Lane Repurposing: Alternatives 4A and 4B

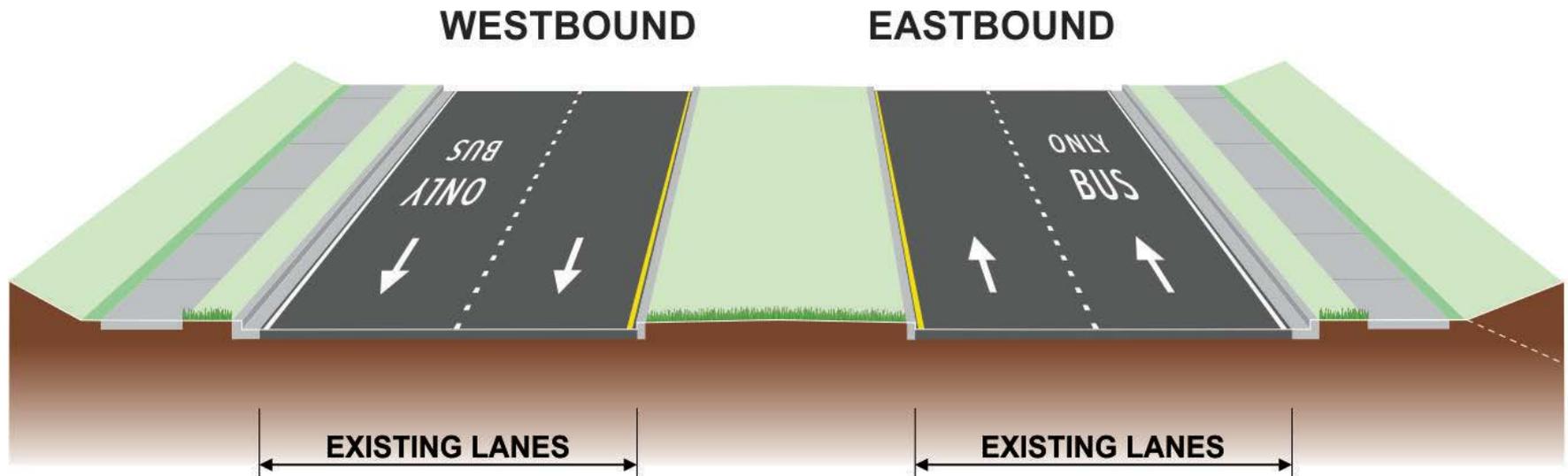
- Service: New BRT service
- Runningway:
  - Provide dedicated lanes by **repurposing existing lanes or shoulders**:
    - Alt. 4A: BRT in median-running lanes
    - Alt. 4B: BRT in curb-running lanes

# Alternative 4A – Median Lanes



- BRT buses would use the “Bus Only” lane
- Local buses would use the curb lane

# Alternative 4B – Curb Lanes



- BRT and local buses would share the curb lane

# Lane Repurposing: Alternatives 4A and 4B

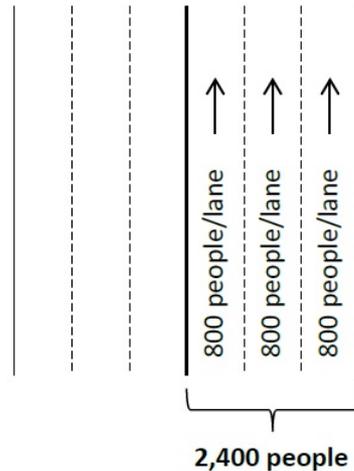
- Provides dedicated lanes for 85% of the corridor
- Preliminary traffic analysis indicated degradation of traffic conditions
- Further analysis was completed to determine merit of these Alternatives
  - Person throughput analysis (moving people, not cars)
  - How would traffic re-route if lanes are repurposed along Veirs Mill Road?



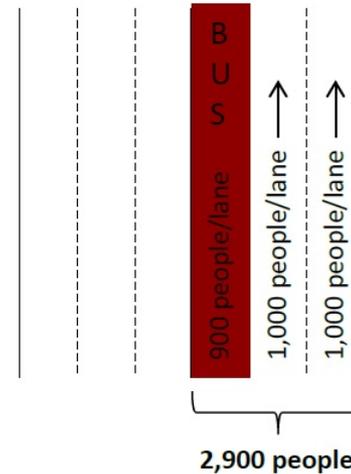
# Lane Repurposing: Methodology

- Analysis based on technical guidance in the Montgomery County Transit Lane Repurposing Study
- Compare the transit ridership to the general purpose lane person throughput for various segments

*No Build Alternative:*  
 3 General Purpose Lanes



*Build Alternative:*  
 2 General Purpose Lanes  
 1 Dedicated Transit Lane



# Lane Repurposing: Conclusions

- 2040 Transit Ridership is not projected to be greater than the general purpose lane person throughput
  - There are no major parallel roadways along MD 586 that could be used as easy diversion routes
  - Alternatives 4A and 4B are not retained for detailed study
- 
- **HOWEVER**, while lane repurposing is not viable along the entire corridor, there could be shorter segments where lane repurposing makes sense. Lane repurposing will be considered in developing the alignments of the Alternatives Retained for Detailed Study (ARDS)

# UPDATED: Alternatives Retained for Detailed Study (ARDS)

- These alternatives were ***retained***:
  - Alternative 1: No-Build
  - Alternative 2: Enhanced bus service with queue jumps
  - Alternative 3: New BRT service in dedicated curb lanes and mixed traffic
  - Alternative 5B: New BRT service in bi-directional median lane (or two median lanes where feasible)
  
- These alternatives were ***not retained***:
  - Alternative 4A: New BRT service in dedicated repurposed median lanes
  - Alternative 4B: New BRT service in dedicated repurposed curb lanes
  - Alternative 4C: New BRT service in dedicated additional median lanes
  - Alternative 4D: New BRT service in dedicated additional curb lanes
  - Alternative 5A: New BRT service in dedicated reversible median lane (mixed traffic in off-peak)
  - Alternative 6: New BRT service in dedicated curb lanes and mixed traffic

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- Station Layout Overview

# STATION LAYOUT OVERVIEW

- Areas around the station
- At the station

# AREAS AROUND THE STATION

# AREAS AROUND THE STATION SYSTEM ELEMENTS TO CONSIDER

- **Curbs and crossings**
- **Lighting**
- **Street furniture**
- **Wayfinding**
- **Artwork**
- **Sustainability**

# CURBS AND CROSSINGS



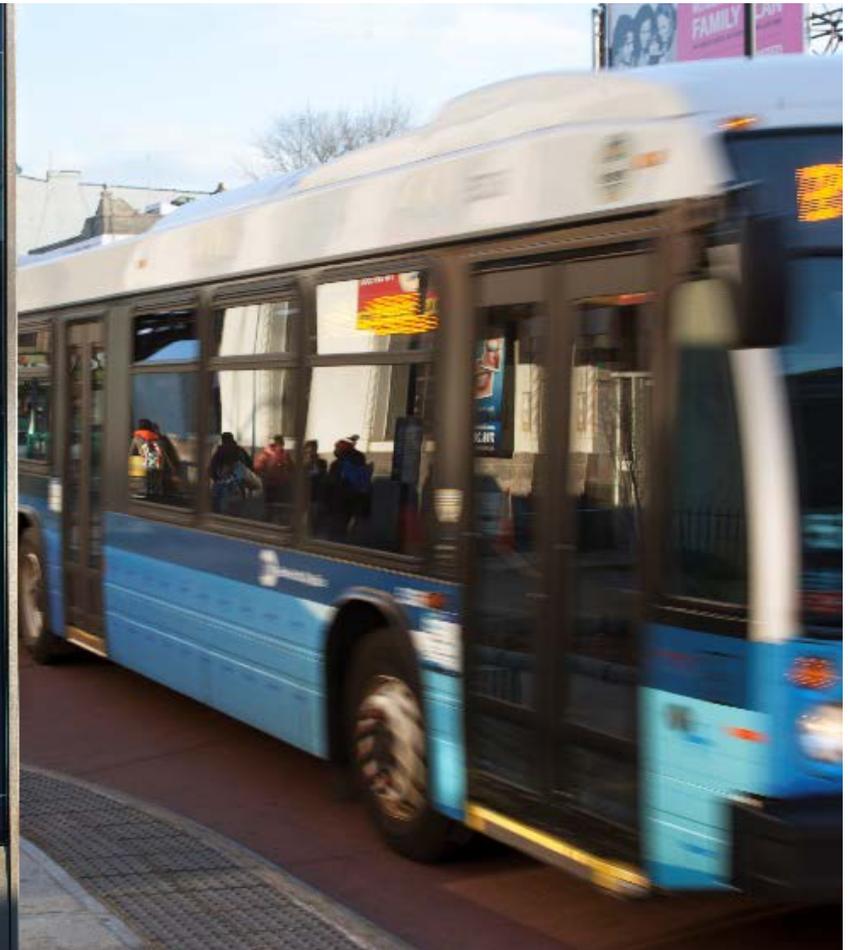
# LIGHTING



# STREET FURNITURE



# WAYFINDING



# ARTWORK



Sunderland, UK



Cleveland, OH



Highlandtown, MD

# SUSTAINABILITY

- Increase green space
  - Green roofs
  - Trees and landscaping
  - Small parks
  - Public art
  
- Utilize clean energy
  - Recycled materials
  - Solar power
  - Regenerative braking technology
  - LED lighting
  
- Integrate stormwater management
  - Bio-swales and slopes
  - Constructed wetlands
  - Porous/pervious pavements



# THE STATION

# PLATFORM TYPES

## ■ Median Side/Center Platform

- Height: 14" height (level with low floor car)
- Length: 120'
- Width: 12'-13'
- Requires bus with left and right side doors

## ■ Curb Lane Side Platform

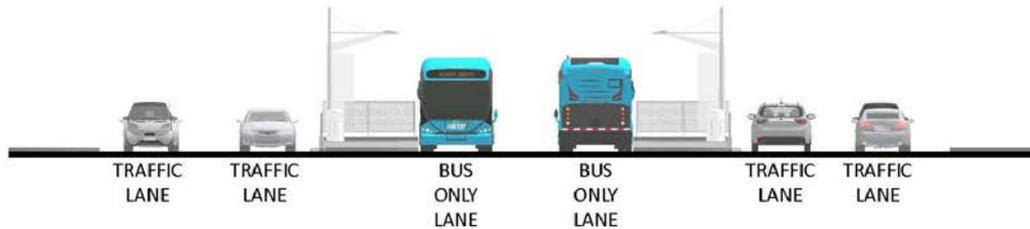
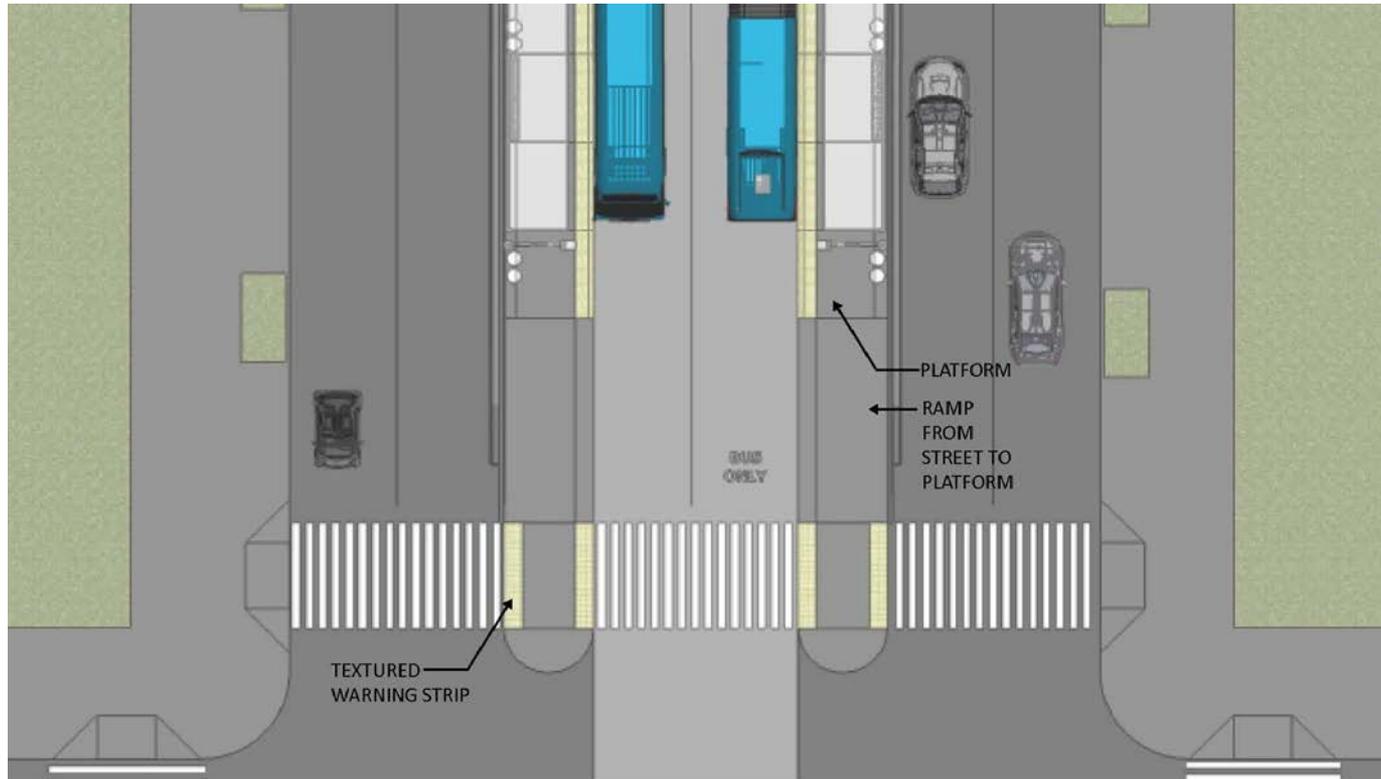
- Height: 14" height (level with low floor car)
- Length: 60' - 120'
- Width: 10'
- Requires bus with right side door; potential to accept local bus

# MEDIAN SIDE PLATFORM

Dedicated bus lanes running in the median.



# MEDIAN SIDE PLATFORM ACCESS

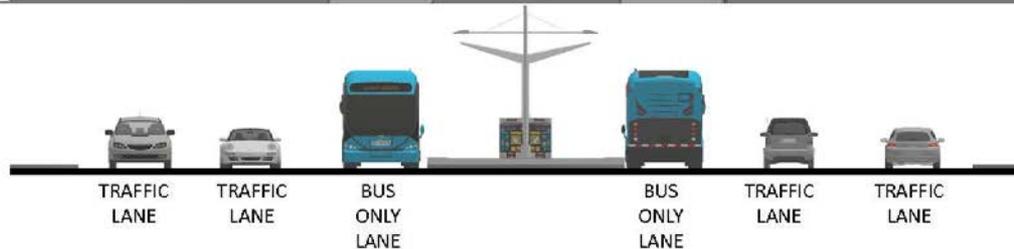
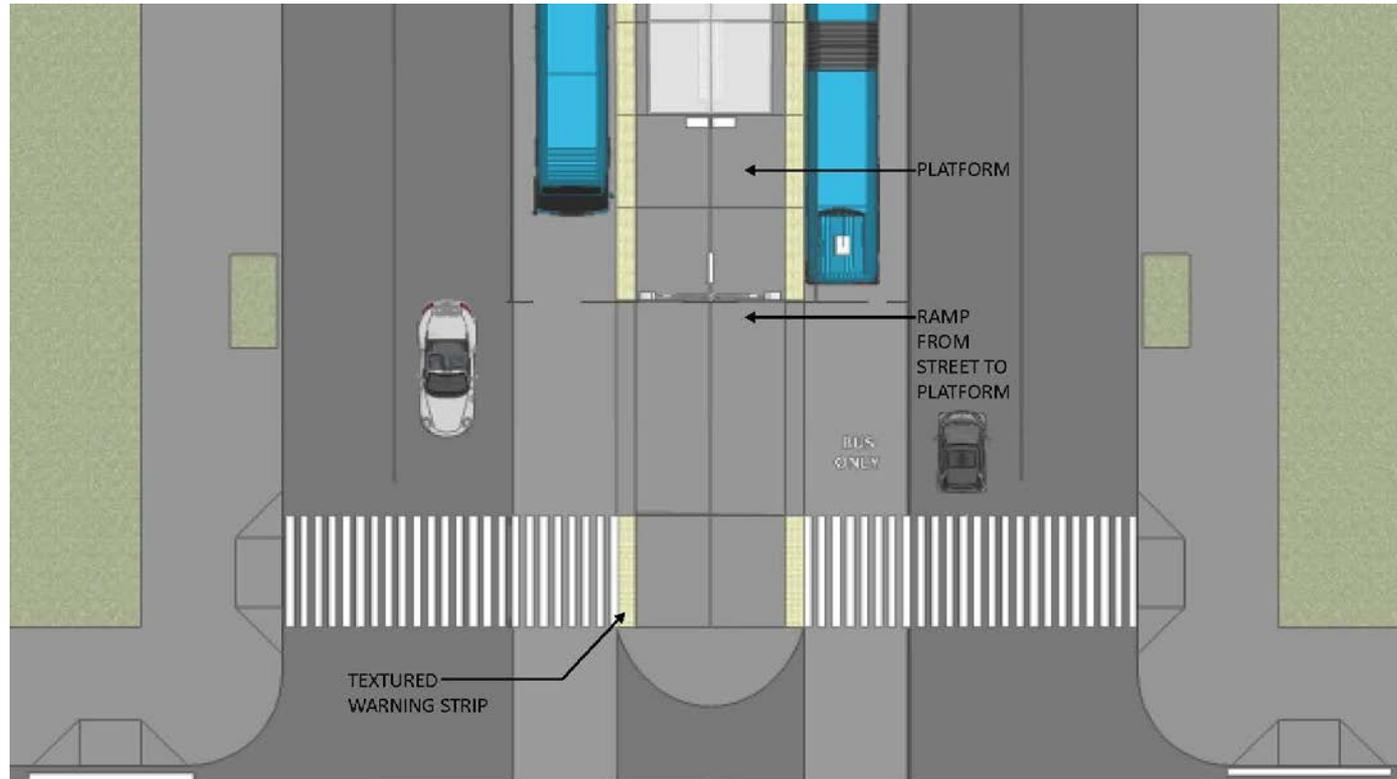


# MEDIAN CENTER PLATFORM

Dedicated bus lanes running in the median.

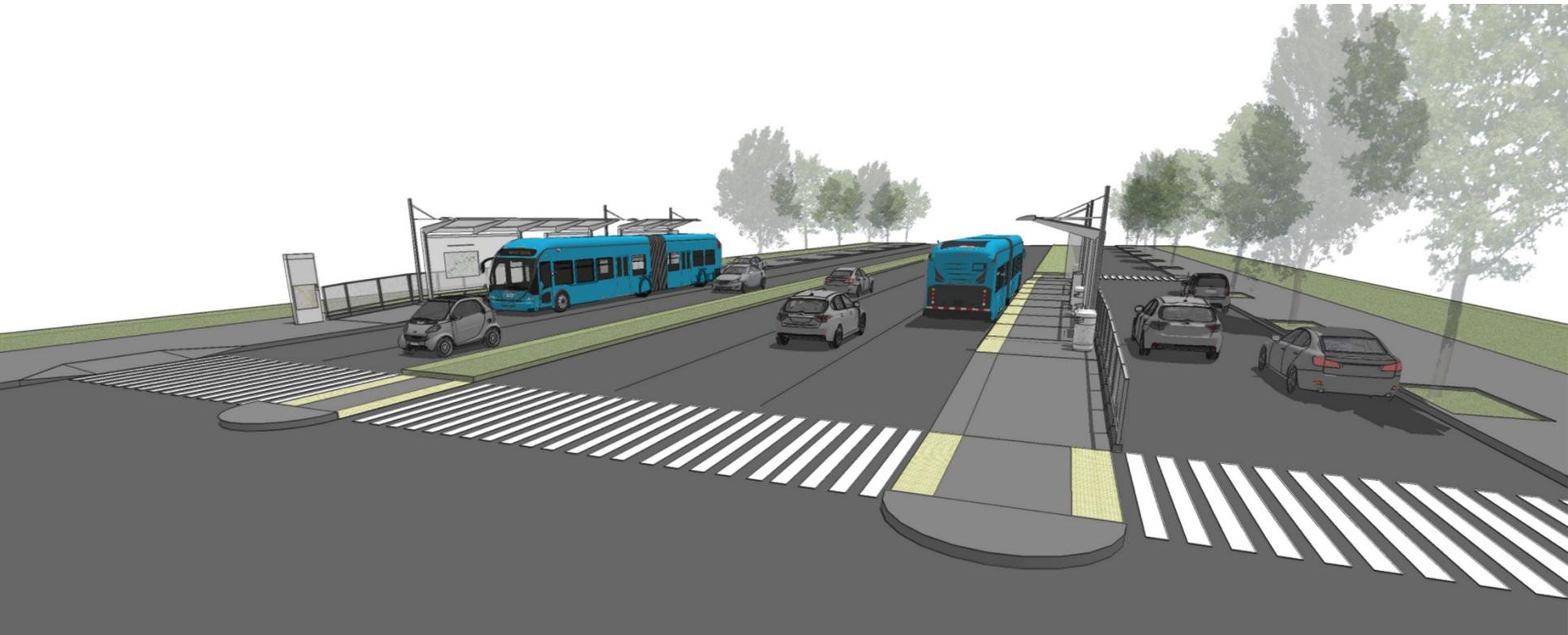


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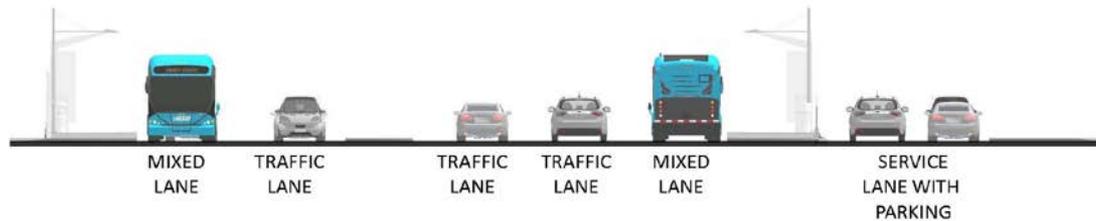
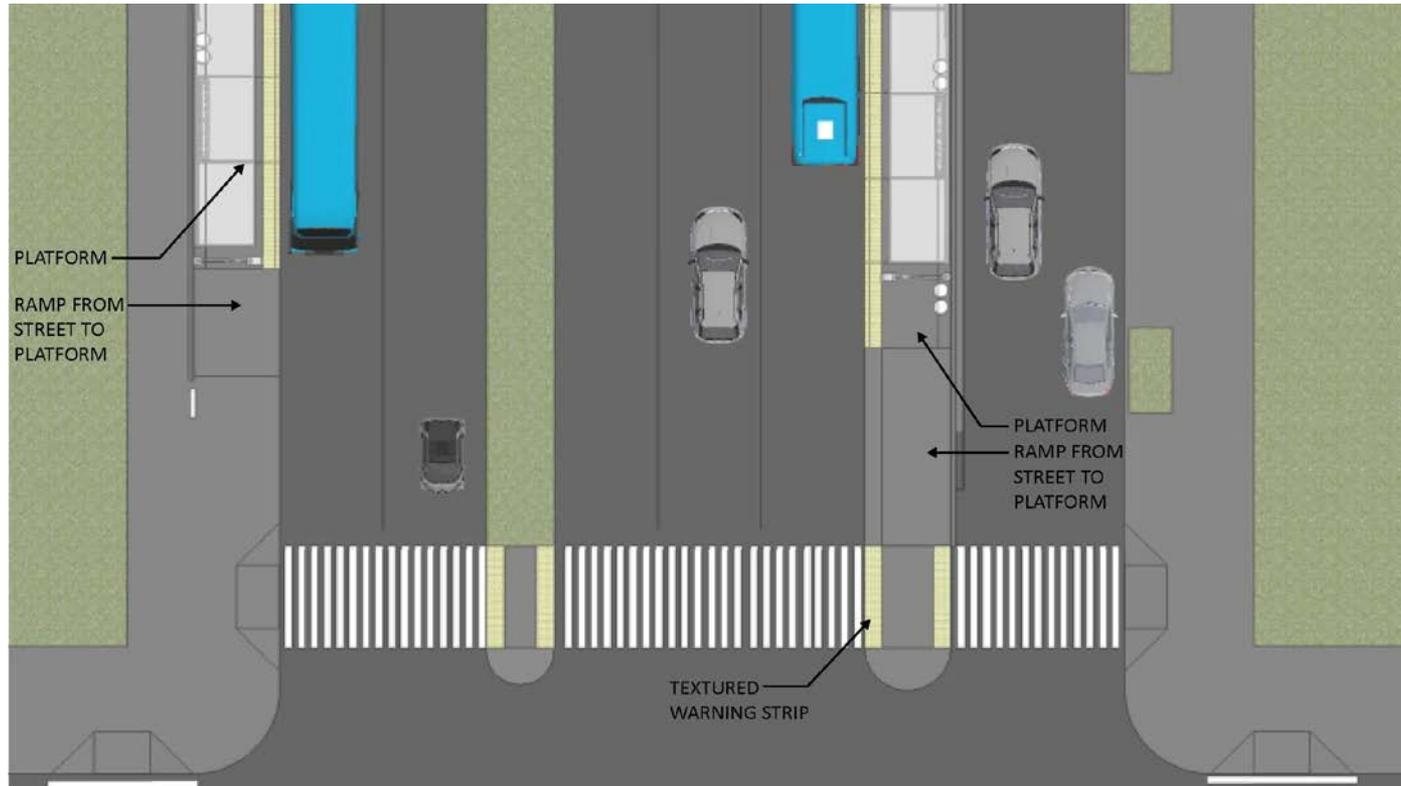


# CURB LANE SIDE PLATFORM

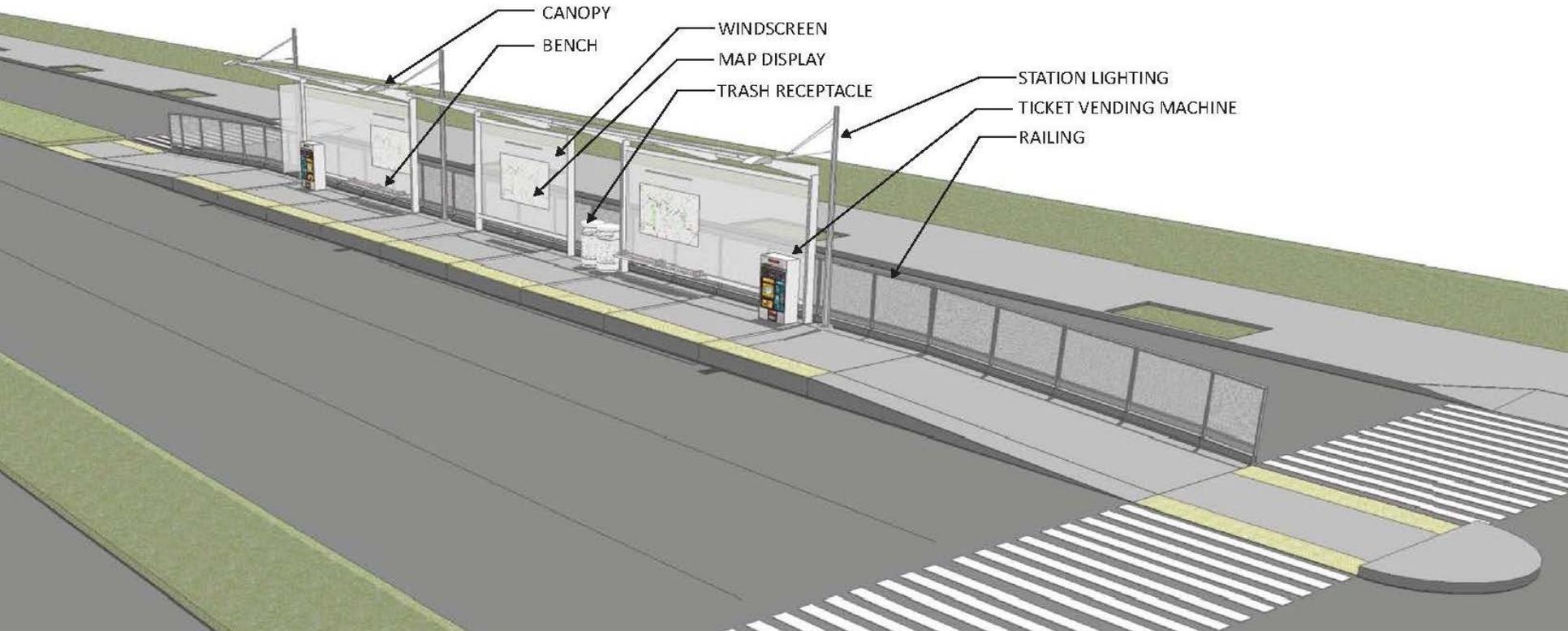
Shared lanes or dedicated bus lanes running along the curb.  
Service lanes run along the main road throughout the corridor.



# CURB LANE SIDE PLATFORM ACCESS



# ELEMENTS ON THE PLATFORM



# AT THE STATION

## SYSTEM ELEMENTS TO CONSIDER

- **Canopy/shelter**
- **Seating**
- **Lighting**
- **Branding**
- **Information signage**
- **Trash/recycling receptacles**
- **Security cameras**
- **Fare machines**
- **Landscaping**
- **Artwork**
- **Surface treatment**
- **Stormwater management/sustainability**

# CANOPY/SHELTER



# SEATING



# LIGHTING



# BRANDING



# INFORMATION SIGNAGE



# TRASH/RECYCLING RECEPTACLES



# SECURITY



# FARE MACHINES



# LANDSCAPING



# ARTWORK



# SURFACE TREATMENT



# STORMWATER MANAGEMENT/ SUSTAINABILITY



QUESTIONS?

# Conclusion

Meeting #5: November (date TBD)

Topic for Meeting #5: Alternatives Retained for Detailed Study (ARDS)  
Presentation and Discussion

Reference information can be found on the SHA website:

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