What is Bus Rapid Transit (BRT)?

LRT on Rubber Tires
• Modern, low floor vehicles
• Multiple door entry
• Advanced fare payment
• Varied runningways
• Stations
• Signal priority/preemption
• Real-time transit info
• High frequency service
• Operates on intervals, not a timetable
• Branded – recognizable and distinct
Why RTS? Why BRT?

- RTS - Improved, accessible, cost-effective transit service
  - Improve bus transit operations
  - Provide an environmentally prudent and sustainable transportation alternative
  - Improve accessibility to employment and services for transit dependent populations
  - Support planned transit-oriented development and redevelopment opportunities

- Bus Rapid Transit (BRT)
  - Uses our rights-of-way more efficiently (maximizes person throughput)
  - Flexibility
  - Reliability
  - Ability to attract “choice” riders
  - Cost effective
Countywide Transit Corridors Functional Master plan

What it does:

- Recommends implementing a 102-mile bus rapid transit (BRT) network comprising 10 corridors and the Corridors Cities Transitway
- Recommendation to create dedicated lanes for bus transit along certain segments
- Recommends locations of proposed stations
- Establishes public rights-of-way to implement the BRT network

What it doesn’t do:

- Does not endorse specific “treatments” to determine whether:
  - A dedicated lane should be in the median or on the curb
  - Right-of-way could accommodate bi-directional BRT, or if single reversible lane could achieve the same objective
  - Dedicated lanes achieved by repurposing are warranted (requires further detailed traffic analysis and ridership forecasts)
- Does not recommend staging or phasing to implement the BRT corridors

This master plan is no different from other road projects recommended in master plans for which alternatives are reviewed and subject to considerable community feedback
The Master Plan recommends 10 BRT corridors; the initial priority is to conduct three (3) corridor studies:

- MD 355 (both North and South segments)
- US 29
- MD 586 (Veirs Mill Road)
# BRT Corridors

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Corridor Size (directional miles)</th>
<th># of Stations</th>
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<tbody>
<tr>
<td>MD 355 North</td>
<td>14.1</td>
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<tr>
<td>MD 355 South</td>
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<td>Veirs Mill Road</td>
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<td>New Hampshire Avenue</td>
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<td>12</td>
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<td>Randolph Road</td>
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<td>University Boulevard</td>
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<td>North Bethesda Transitway</td>
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<td>Georgia Ave North</td>
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<tr>
<td>Georgia Ave. South</td>
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Source: Montgomery County Countywide Transit Corridor Functional Master Plan
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
Corridor Advisory Committees (CACs)

- Approximately 150 total CAC members
- CACs meet regularly with the project team to review information, ask questions and provide feedback.
- Feedback is reviewed by the project team and meeting summaries are published on the project website.
- CACs are **advisory committees** and not decision-making committees.
- Part of a broader community engagement process.
MD 586 (Veirs Mill Road) BRT Corridor Planning Study
Veirs Mill Rd. (MD 586) BRT Corridor Planning Study
Project History

- Existing Conditions and Data Collection (Summer 2012)
- Purpose and Need (Fall 2012)
- Preliminary Alternatives Development (Fall 2012 – Fall 2013)
- Public Workshop (Fall 2013)
- Public Workshop/Hearing
- Draft Corridor Study Report
- Refinement and Evaluation of ARDS
- Alternatives Retained for Detailed Study (ARDS) (Spring 2014)
- Selection of a Locally Preferred Alternative (LPA)
- Final Corridor Study Report

We are here
Alternatives Retained for Detailed Study (ARDs)

**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)
Refinement and Evaluation of ARDS

- **Detailed Engineering**
  - Develop alignments
  - Stormwater management analysis
  - Utility investigation
  - Cost estimates
  - Quantify property impacts

- **Environmental studies**
  - Natural environmental
  - Hazardous materials
  - Community
  - Indirect and cumulative effects
  - Air and noise analysis

- **Traffic analysis**

- **Ridership forecasts**
Project Schedule

- Draft Corridor Study Report: May 2016
- Public Workshop/Hearing: June 2016
- Selection of a Locally Preferred Alternative: August 2016
- Final Corridor Study Report: December 2016
MD 586 – Public Outreach

- Purpose and Need Open House – May 2012
- Alternatives Public Workshop – November 2013
- Corridor Advisory Committee (CAC)
  - Conducted four CAC Meetings:
    - Meeting #1 – February 2015
    - Meeting #2 – March 2015
    - Meeting #3 – May 2015
    - Meeting #4 – September 2015
    - Meeting #5 – To be scheduled (Fall 2015)
- Public Workshop/Hearing – June 2016
- Project Website:
  http://apps.roads.maryland.gov/WebProjectLifeCycle/ProjectInformation.aspx?projectno=MO2441115
US 29 BRT Corridor Planning Study
US 29 BRT Corridor Planning Study
US 29 - Work Performed To Date

- **Engineering**
  - Laid out Master Plan at a conceptual level to assess feasibility of recommendations and potential impacts to property and resources
  - Investigated additional conceptual alternatives

- **Environmental**
  - Conducted preliminary environmental inventory of natural, cultural, and socio-economic resources
  - Prepared Preliminary Draft Environmental Assessment Form (EAF)

- **Traffic**
  - Completed existing traffic counts
  - Completed Existing and Future 2040 No-Build Analysis

- **Service Planning**
  - Began service planning work

- **Ridership**
  - Developed MWCOG model for ridership
  - Completed Existing and Future 2040 No-Build Ridership

- **Documentation**
  - Began Preliminary Pre-Purpose and Need
  - Began Development of Evaluation Criteria
US 29 – Next Steps

- **Engineering**
  - Refine and evaluate alternatives

- **Environmental**
  - Evaluate potential environmental impacts resulting from build alternatives

- **Traffic**
  - Complete 2040 Build Analysis of alternatives
  - Conduct traffic operations safety review of alternatives

- **Ridership**
  - Develop MWCOG model for ridership
  - Prepare 2040 Build Ridership

- **Lane Repurposing**
  - Conduct Person Throughput Analysis

- **Service and Station Planning**
  - Complete service planning work and station location refinements

- **Coordination with Howard County BRT planning efforts**

- **Estimates**
  - Develop order-of-magnitude cost estimates
  - Develop right-of-way estimates

- **Documentation**
  - Finalize evaluation criteria
  - Prepare Recommendations Report
US 29 – Public Outreach

- Corridor Advisory Committee (CAC) – North and South Groups
  - Conducted four sets of CAC Meetings:
    - Meeting # 1 - February 2015
    - Meeting # 2 – April 2015
    - Meeting # 3 – June 2015
    - Meeting # 4 – August / September 2015
    - Meeting # 5 – To be Scheduled (Fall 2015)

- Next Public Meetings - Spring 2016

- Project Website
  - SHA – apps.roads.maryland.gov/WebProjectLifeCycle/ProjectHome.aspx

*The Project Team is committed to meeting with Community Groups and Elected Officials upon request*
MD 355 BRT Corridor Planning Study
MD 355 BRT Corridor Planning Study
MD 355 – Work Performed to Date

**Engineering**
- Laid out Master Plan at a conceptual level to assess feasibility of recommendations and impacts
- Investigated additional conceptual alternatives

**Environmental**
- Conducted preliminary environmental inventory of natural and socio-economic resources
- Prepared Draft Environmental Assessment Form (EAF)

**Traffic**
- Completed existing traffic counts
- Completed Existing and Future 2040 No-Build Operational Analysis

**Service Planning**
- Began service planning work

**Ridership**
- Developed MWCOCG model for ridership
- Developed Existing and Future 2040 No-Build Ridership

**Municipal Engagement**
- Coordinated with Rockville and Gaithersburg BRT planning efforts

**Documentation**
- Began Preliminary Pre-Purpose and Need
- Began Development of Evaluation Criteria
MD 355 – Next Steps

- **Engineering**
  - Refine and evaluate alternatives

- **Environmental**
  - Evaluate potential environmental impacts

- **Traffic**
  - Complete 2040 Build Analysis of alternatives
  - Conduct traffic operations safety review of alternatives

- **Lane Repurposing**
  - Conduct person throughput analysis

- **Ridership**
  - Complete 2040 Build Ridership for alternatives

- **Service and Station Planning**
  - Complete service planning work and station location refinements

- **Public Involvement**
  - Conduct additional CAC Meetings
  - Conduct Public Meetings

- **Municipal Engagement**
  - Continue coordination with Rockville and Gaithersburg BRT planning efforts

- **Estimates**
  - Develop construction and operations cost estimates
  - Develop right-of-way cost estimate

- **Documentation**
  - Prepare Corridor Study Report
MD 355 – Public Involvement

- Corridor Advisory Committee (CAC)
  - Conducted four CAC Meetings:
    - Meeting # 1 - February 2015
    - Meeting # 2 – April 2015
    - Meeting # 3 – June 2015
    - Meeting # 4 – August / September 2015
    - Meeting # 5 – To be Scheduled (Fall 2015)

- Next Public Meetings – Spring 2016

- Project Website
  - SHA – apps.roads.maryland.gov/WebProjectLifeCycle/ProjectHome.aspx

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# Montgomery County BRT Projects – Funding Status

<table>
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<th>Project</th>
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* = UNFUNDED Phase

a = PARTIALLY FUNDED Phase
Thank you

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Montgomery County Department of Transportation
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