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

1. Existing Conditions and Data Collection
2. Purpose and Need
3. Preliminary Alternatives Development
4. Public Workshop
5. Refinement and Evaluation of ARDS
6. Alternatives Retained for Detailed Study (ARDS)
7. Final Corridor Study Report
8. Selection of a Locally Preferred Alternative (LPA)
9. Draft Corridor Study Report
10. Public Workshop/Hearing
11. 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)
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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)

<table>
<thead>
<tr>
<th>MD 586 Segment</th>
<th>ADT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2011 Existing</td>
</tr>
<tr>
<td>MD 355 to MD 28</td>
<td>28,800</td>
</tr>
<tr>
<td>MD 28 to Twinbrook Pkwy</td>
<td>33,925</td>
</tr>
<tr>
<td>Twinbrook Pkwy to Aspen Hill Road</td>
<td>47,525</td>
</tr>
<tr>
<td>Aspen Hill Road to Randolph Road</td>
<td>35,100</td>
</tr>
<tr>
<td>Randolph Road to MD 185</td>
<td>37,400</td>
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<tr>
<td>MD 185 to MD 193</td>
<td>36,350</td>
</tr>
<tr>
<td>MD 193 to MD 97</td>
<td>24,050</td>
</tr>
</tbody>
</table>

Key Point: By 2040, traffic is projected to increase over 40% in some segments
Level of Service (LOS)

<table>
<thead>
<tr>
<th>Level</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Excellent</td>
</tr>
<tr>
<td>B</td>
<td>Good</td>
</tr>
<tr>
<td>C</td>
<td>Average</td>
</tr>
<tr>
<td>D</td>
<td>Acceptable</td>
</tr>
<tr>
<td>E</td>
<td>Congested</td>
</tr>
<tr>
<td>F</td>
<td>Severely Congested</td>
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</table>
### Traffic: Roadway LOS

<table>
<thead>
<tr>
<th>Arterial LOS - MD 586 Eastbound</th>
<th>AM Peak</th>
<th>PM Peak</th>
<th>AM Peak</th>
<th>PM Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
<td>2040 No-Build</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MD 355 to MD 28</td>
<td>E</td>
<td>E</td>
<td>F</td>
<td>F</td>
</tr>
<tr>
<td>MD 28 to Twinbrook Pkwy</td>
<td>C</td>
<td>E</td>
<td>F</td>
<td>F</td>
</tr>
<tr>
<td>Twinbrook Pkwy to Aspen Hill Rd</td>
<td>B</td>
<td>C</td>
<td>D</td>
<td>F</td>
</tr>
<tr>
<td>Aspen Hill Rd to Randolph Rd</td>
<td>C</td>
<td>C</td>
<td>F</td>
<td>F</td>
</tr>
<tr>
<td>Randolph Rd to MD 185</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>MD 185 to MD 193</td>
<td>B</td>
<td>C</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>MD 193 to MD 97</td>
<td>D</td>
<td>E</td>
<td>D</td>
<td>E</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Arterial LOS - MD 586 Westbound</th>
<th>AM Peak</th>
<th>PM Peak</th>
<th>AM Peak</th>
<th>PM Peak</th>
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</thead>
<tbody>
<tr>
<td>Existing</td>
<td>2040 No-Build</td>
<td></td>
<td></td>
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<tr>
<td>MD 97 to MD 193</td>
<td>C</td>
<td>C</td>
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<td>D</td>
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<tr>
<td>MD 193 to MD 185</td>
<td>C</td>
<td>C</td>
<td>D</td>
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<td>D</td>
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<td>C</td>
<td>D</td>
<td>E</td>
<td>F</td>
</tr>
<tr>
<td>MD 28 to MD 355</td>
<td>D</td>
<td>C</td>
<td>D</td>
<td>C</td>
</tr>
</tbody>
</table>

- **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-NCPCC 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: