Veirs Mill Road
CAC Meeting #5
January 20, 2016
Purpose of Tonight’s Meeting

- BRT Project Management Team Update
- Goals and Objectives Presentation
- Recap of Meeting #4/ Update of WMATA Q9
- Review of Alternatives Retained for Detailed Study (1st of 3 anticipated meetings)
- Questions/ Comments
BRT Project Management Team Update

WELCOME

Jacquelyn “Jackie” Seneschal, MTA Program Director
Laura Barcena, State Highway Administration
Goals and Objectives Presentation

Joana Conklin, Rapid Transit System Development Manager, Montgomery County Department of Transportation Office of the Director
Development of Goals and Objectives

Inputs

- MCDOT
- MNCPPC
- SHA
- RTS Steering Committee
- MTA
- PUBLIC & CAC

Needs → Objectives → Goals → Measures of Effectiveness
Goal

Improve Quality of Transit Service

Objectives

Make Bus Trips Faster

Make Door-to-Door Transit Travel Time Competitive with Door-to-Door Auto Travel

Increase Transit Ridership

Provide an Appealing Transit Service that will Attract New Riders
**Goal**

Develop Transit Services that Enhance Quality of Life

**Objectives**

- Provide Premium Transit Service Convenient to Households and Jobs within the Corridor
- Minimize Private Property Impacts
- Serve Transit Dependent Populations
- Engage Public in Process
Goal

Improve Mobility Opportunities and Choices

Objectives

Serve as Many Travelers as Possible by Efficiently Utilizing the Right-of-Way

Balance Travel Times for Automobile and Transit Users

Enhance Pedestrian and Bicycle Options in the Corridors

Create Direct Transfers Between Premium Bus and Other Modes
Goal

Develop Transit Services that Support Master Planned Development

Objectives

- Improve Alternative Transportation Service to and Between Activity Centers
- Increase Trips by Non-Automobile Modes to Support Development in the Master Plan
- Select station locations that support infill and redevelopment
Goal

Support Sustainable and Cost Effective Transportation Solutions

Objectives

Maintain Environmental Quality

Minimize Cost of Building and Operating Transportation Services
Recap of Meeting #4/ WMATA Q9 Update

- Recap of Meeting #4
  - Typical Station Layout Review
  - WMATA Q9 Presentation

- Update of WMATA Q9 MetroExtra Service Public Hearing Outcome:
  - Julie Hershorn, Assistant Director of Bus Planning, Washington Metropolitan Area Transit Authority
WMATA Q9 MetroExtra Service Public Hearing Outcome

Montgomery County Rapid Transit Corridor Advisory Committee
MD 586 / Veirs Mill Road

January 20, 2016
SOOGO – State of Good Operations

- Strategy for annual improvements to Metrobus service; initiated 2011
- Flexible plans implemented quickly and efficiently, within budgeted resources
  - Increased ridership
  - Increased cost efficiency
  - Improved on-time performance
- Includes extensive outreach to incorporate customer opinions
Current Metrobus Service on MD 586
VEIRS MILL ROAD -- ROUTES Q1, Q2, Q4
Discontinue segment between Wheaton and Silver Spring stations for all times when Metrorail is open, totaling a $1,235,000 Annual Savings

Offer free transfer to rail at Wheaton to complete trip to Silver Spring.

VEIRS MILL ROAD LIMITED LINE, ROUTE Q9
Limited-stop Metro Extra between Rockville and Wheaton stations, every 15 minutes, 7:00 a.m. to 8:00 p.m. Route Q2 service continues to serve all local bus stops
$1,920,000 Annual Addition
SOGO Proposed Metrobus Service on MD 586

Every other C4 trip will operate to Twinbrook from Wheaton station.
Proposed Q9 Stop Locations

- Rockville Metro
- Edmonston Dr
- Atlantic Av / Twinbrook S.C.
- Twinbrook Pkwy
- Parkland Dr
- Randolph Rd
- Connecticut Av
- Newport Mill Rd
- University Blvd
- Wheaton Metro
## Customer Response to Proposals

<table>
<thead>
<tr>
<th>Proposal</th>
<th>No. of responses</th>
<th>Rating</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q Line transfer to Red Line</td>
<td>981</td>
<td>3.46</td>
<td>Second most popular</td>
</tr>
<tr>
<td>Route Q1,2,4 truncation</td>
<td>1,053</td>
<td>2.06</td>
<td>Third from last in popularity</td>
</tr>
</tbody>
</table>
SOOGO Recommendations

• Implement free Q line rail transfer as a pilot program
  – Evaluate usage, bus ridership, costs, fraud, and Title VI impacts
  – If successful, the free transfer pilot will become permanent
  – If not, program will be discontinued

• Do not truncate Q lines at Wheaton
  – Customer opposition was vocal and abundant
  – Without pilot, no data on true number of riders who would transfer

• Do not introduce MetroExtra Q9 service at this time
  – MetroExtra in a compromised fashion could jeopardize the full BRT concept for the corridor
Other Considerations

**MetroExtra Q9 Service**

- If enough resources were available, Q9 would run every 15 minutes, and overlay the 15 minute local service for a combined headway of 7-8 minutes.
- Stand alone Q9, as proposed in SOGO, would provide more capacity, but without the underlying local service, would not fully solve the capacity problem in this corridor.
- Resources inadequate to introduce MetroExtra service at its full complement could degrade both the MetroExtra brand and the existing local service.
- As a precursor to BRT, introducing MetroExtra in a compromised fashion that might not satisfy customers and stakeholders could jeopardize the full BRT concept for the entire corridor.
Review of Alternatives Retained for Detailed Study

- Anticipate 3 meetings to review Alternatives
  - Meeting #5: January 20\(^{th}\): Start Review of Alternatives
  - Meeting #6: February 17\(^{th}\): Continue Review of Alternatives and Station Prototype presentation
  - Meeting #7: Continue Review of Alternatives: Traffic, Ridership, Cost Estimate – TBD; Early Spring
Alternatives Retained for Detailed Study

- Alternative 1: No-Build
- Alternative 2: Enhanced bus service with queue jumps
- Alternative 3: New BRT service in dedicated curb lanes (where feasible)
- Alternative 5B: New BRT service in one bi-directional median lane or two dedicated median lanes
Alternative 1

- No-Build
- Service: existing bus service
- Runningway: existing lanes in mixed traffic

*This typical section is for an existing four-lane section. The number of lanes in Alternative 1 would match the existing conditions.*
Alternative 1

Legend:
- Voirs Mill Road
- Existing Bus in Shared Lanes
- Existing Dedicated Bus Lane

MD 586 - Voirs Mill Road
Bus Rapid Transit Study

Total Project Length along MD 586: 6.2 miles
Total Length of Dedicated Lanes (EB MD 586): 1.4 miles (22%)
Total Length of Dedicated Lanes (WB MD 586): 0.0 miles (0%)
Total Length of Dedicated Lanes (EB & WB MD 586): 1.4 miles (11%)
Alternative 2

- Transportation System Management (TSM)
- Service: Implement WMATA’s proposed Q9 express bus service
- Runningway: Add queue jumps at select intersections; use existing lanes with mixed traffic otherwise
- Add Transit Signal Priority (TSP) to at select locations
  - Extended green light
  - Early green for buses
- Optimize signal timing
- Upgrade existing bus stops
Alternative 2
Alternative 2

Queued Jump Location

<table>
<thead>
<tr>
<th>New Queue Jump Lane with TSP</th>
<th>Existing Right Turn Lane with TSP</th>
</tr>
</thead>
<tbody>
<tr>
<td>WB MD 586 AT MD 28</td>
<td>X</td>
</tr>
<tr>
<td>EB MD 586 AT EDMONTON DR.</td>
<td>X</td>
</tr>
<tr>
<td>EB MD 586 AT TWINBROOK PKWY.</td>
<td>X</td>
</tr>
<tr>
<td>WB MD 586 AT TWINBROOK PKWY.</td>
<td>X</td>
</tr>
<tr>
<td>EB MD 586 AT ASPEN HILL RD.</td>
<td>X</td>
</tr>
<tr>
<td>WB MD 586 AT ASPEN HILL RD.</td>
<td>X</td>
</tr>
<tr>
<td>EB MD 586 AT PARKLAND DR.</td>
<td>X</td>
</tr>
<tr>
<td>WB MD 586 AT PARKLAND DR.</td>
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</tr>
<tr>
<td>WB MD 586 AT GRIDLEY RD.</td>
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</tr>
<tr>
<td>WB MD 586 AT RANDOLPH RD.</td>
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</tr>
<tr>
<td>EB MD 586 AT MD 185</td>
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</tr>
<tr>
<td>WB MD 586 AT MD 185</td>
<td>X</td>
</tr>
<tr>
<td>EB MD 586 AT MD 193</td>
<td>X</td>
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Alternative 3

- Service: New BRT service
- Runningway: Curb-running dedicated lanes where feasible; existing lanes in mixed traffic otherwise
- Provides additional dedicated lanes where there would be minimal impacts on existing properties
- New BRT stations
- Provides bike lanes where feasible
Alternative 3
Alternative 3

- Proposed BRT Service to Montgomery College in Shared Lanes
- Study Limits - Rockville Metrorail Station
- Stonestreet Ave. Alignment
- MD 355 Alignment
- City of Rockville

Queue Jump Location
- New Queue Jump Lane with TSP
- Existing Right Turn Lane with TSP

<table>
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<tr>
<th>WB MD 586 AT MD 28</th>
<th>EB MD 586 AT EDMONSTON DR.</th>
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<td>X</td>
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Map Key:
- Veirs Mill Road
- Proposed BRT in Shared Lanes
- Proposed BRT in Dedicated Lanes
- Potential Queue Jump Location
- Proposed BRT Station

MD 586 - Veirs Mill Road Bus Rapid Transit Study

December 2015

- Total Project Length along MD 586 = 6.2 miles
- Total Length of Dedicated Lanes (EB MD 586) = 4.4 miles (71%)
- Total Length of Dedicated Lanes (WB MD 586) = 4.5 miles (73%)
- Total Length of Dedicated Lanes (EB & WB MD 586) = 5.9 miles (72%)
Alternative 5B – Bi-directional

- Service: New BRT Service
- Runningway: New dedicated BRT lane(s) in median for two-way travel
  - Provide two-way travel in one or two new dedicated lanes
  - One-lane, median-running dedicated lane in both directions – buses pass each other at stations
  - Two dedicated lanes provided where feasible
  - Requires tight BRT operational schedule

- New BRT stations
- Provides bike lanes where feasible
BRT buses would use the median lane(s)

Local buses would use the curb lanes
Alternative 5B

- Proposed BRT Service to Montgomery College in Shared Lanes
- STudy Limits - Rockville Metrorail Station
- Stonestreet Ave. Alignment
- MD 355 Alignment
- City of Rockville

**LEGEND**
- Red: Veirs Mill Road
- Blue: Proposed BRT in Shared Lanes
- Green: Proposed Limits of 1-Lane Bi-directional Dedicated BRT
- Orange: Proposed Limits of 2-Lane Dedicated BRT
- Green Circle: Proposed BRT Station

**MD 586 - Veirs Mill Road Bus Rapid Transit Study**

- Alternative 5B
  - BRT in Bi-directional & Dedicated Lanes

**December 2015**

**Eastbound BRT vehicles transition from dedicated median lane to existing curb-running “Bus and Right Turn Only” lane at Claridge Road**

**Total Project Length along MD 586**: 6.2 miles

- Total Length of Dedicated Lanes (EB MD 586): 5.3 miles (86%)
- Total Length of Dedicated Lanes (WB MD 586): 4.7 miles (76%)
- Total Length of Dedicated Lanes (EB & WB MD 586): 10.0 miles (81%)
Conclusion

Meeting #6: February 17th at the Executive Office Building

Topic for Meeting #6: Alternatives Retained for Detailed Study (ARDs)
Continued Presentation and Discussion and Station Prototype presentation

Reference information can be found on the SHA website: