



US 29 Flash BRT – Phase 2 CAC Meeting

501 January 30, 2025 – Revised for Clarity

Project Team

Montgomery County Department of Transportation (MCDOT)

- Jiaxin Tong
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Planning Consultant Team

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Agenda

- Background
- Project Overview
- BRT Concept Development
- Engagement Opportunities
- Next Steps




Background


Program Overview


Legend

ROUTE IN SERVICE


 **US 29**


ROUTES IN DESIGN


 **MD 355**


 **VEIRS MILL ROAD**


PLANNED ROUTES


 **NORTH BETHESDA**


 **NEW HAMPSHIRE AVE**


 **GEORGIA AVE**


 **RANDOLPH ROAD**


 **UNIVERSITY BLVD**


 **EXTENSION TO HOWARD COUNTY AND MONTGOMERY COLLEGE TAKOMA PARK**


 **IN-SERVICE STOPS**


 **PLANNED STOPS**

 **METRO STATION**

 **PARK AND RIDE**

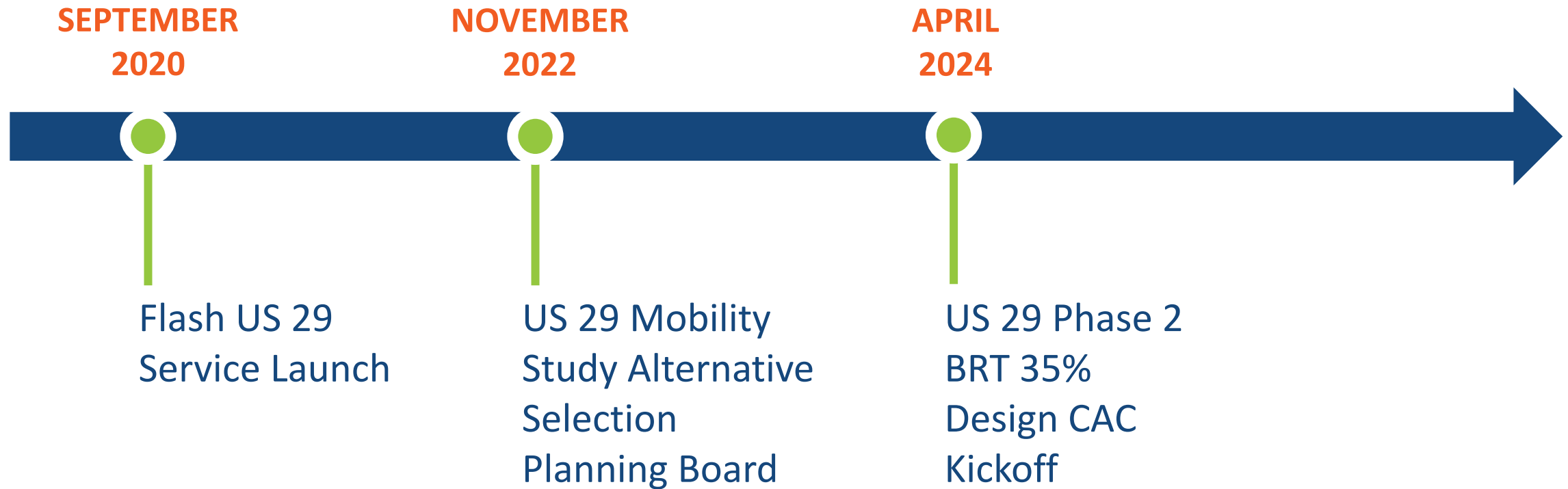
 **MARC STATION**

 **TWO COLORS DENOTES WHERE TWO ROUTES CONNECT**

 **THREE COLORS DENOTES WHERE THREE ROUTES CONNECT**

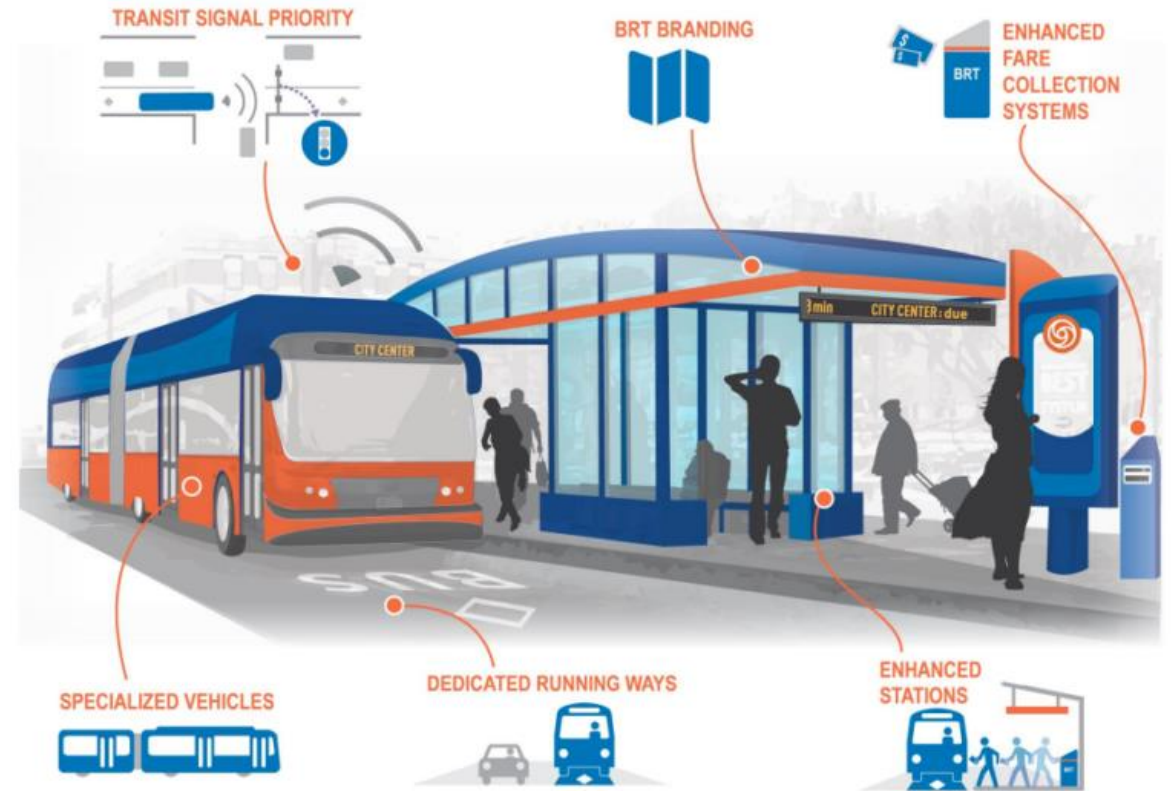


Recap of US 29 Efforts



What is Bus Rapid Transit (BRT)?

A high-capacity bus-based transit system that delivers **fast, reliable, high quality, safe, and cost-effective** services at relatively low cost, metro-level capacities.



Source: Institute for Transportation & Development Policy

Image source: Madison Corridor Bus Rapid Transit, SDOT 2015



CLICK TO PLAY

<https://www.youtube.com/watch?v=4kJu3qndnFs>



Project Overview

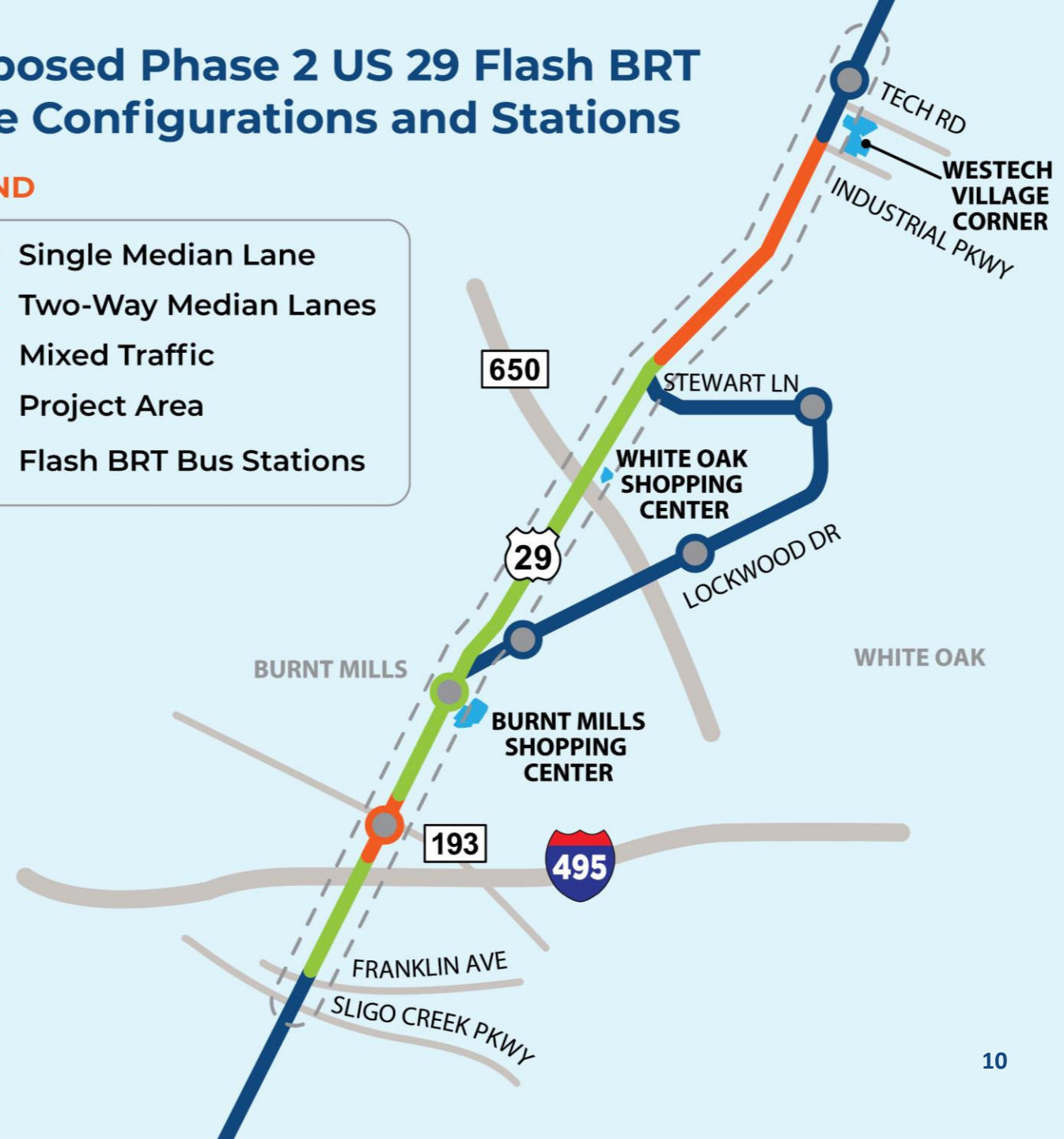
US 29 Flash BRT – Phase 2

- **Corridor Length:** ~5 miles
- **Location:** From Sligo Creek Parkway to Tech Road
- **System:** Median-Running Bus Lanes Hybrid
- **Design Task:** 35% Preliminary Engineering
- **Stations:** Improvements at Four Corners and Burnt Mills

Proposed Phase 2 US 29 Flash BRT Lane Configurations and Stations

LEGEND

- Single Median Lane
- Two-Way Median Lanes
- Mixed Traffic
- Project Area
- Flash BRT Bus Stations



Project Goals



Enhance the US 29 Flash Service



Dedicated Bus Lanes



Improve Corridor Travel Time and Reliability for Buses



Bus Priority at Traffic Signals



Pedestrian and Bicycle Access and Safety Improvements

US 29 BRT Phase 2 – Project Schedule



April 2024 CAC Feedback

- Traffic impact
- Safety and speed
- Bicycle and pedestrian access
- Transit ridership
- Future development

FLASH US29 BRT Phase 2

Legend

- Phase 2 Project Limits
- Civic Organization
- Business



BRT and Bicycle / Pedestrian Improvement Scope

BRT

- BRT Lane Treatments and Station Locations
- New Traffic Signals and Left Turn Restrictions
- 35% Design Plans and Cost Estimate

Bike/Ped

- Feasibility of Corridor Bike/Ped Facilities
- 15% Concept Plans and Cost Estimate

BRT Concept Development

Project Elements of US 29 BRT – Phase 2

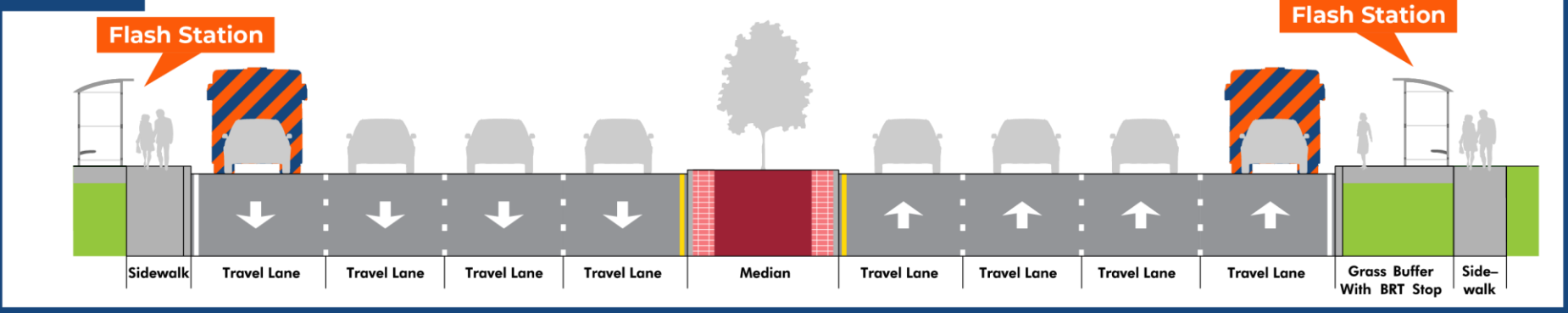
- Median bus lanes
 - One lane in each direction
 - Single median lane that is reversible
- New Traffic Signals
- Adjusted neighborhood access
- New bicycle and pedestrian facilities



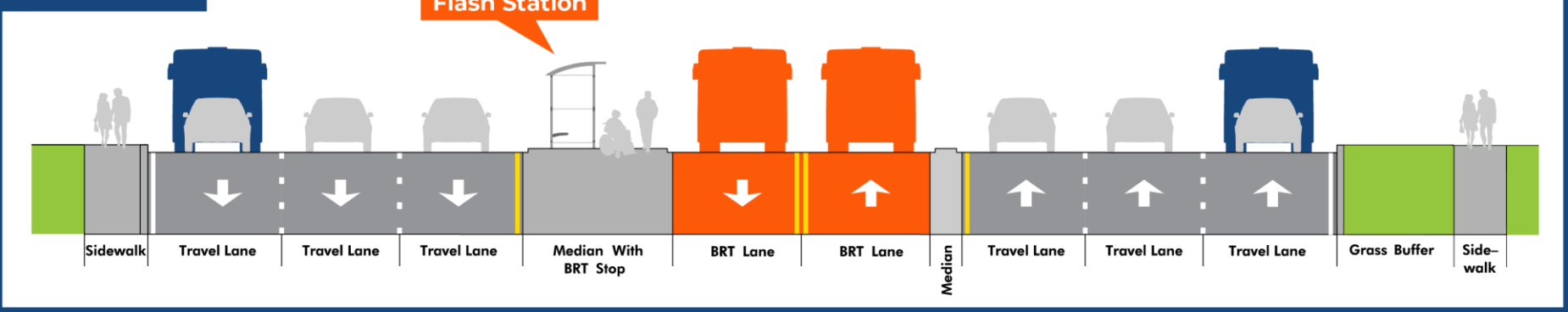
Four Corners



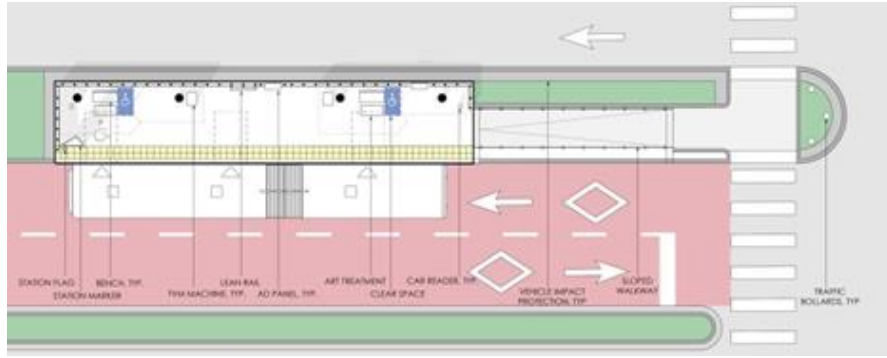
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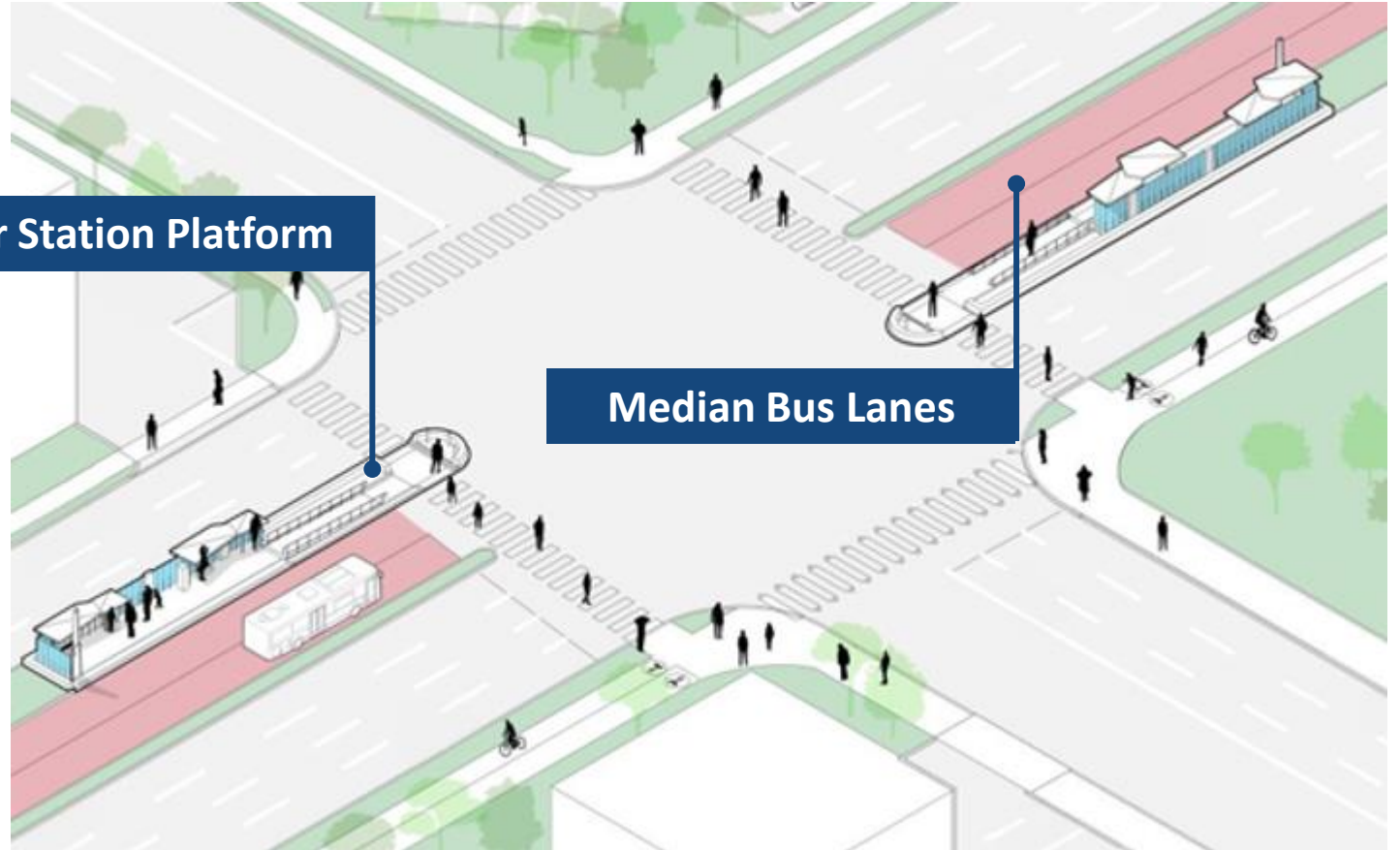
CONCEPTUAL



Four Corners – Busway & Station Examples

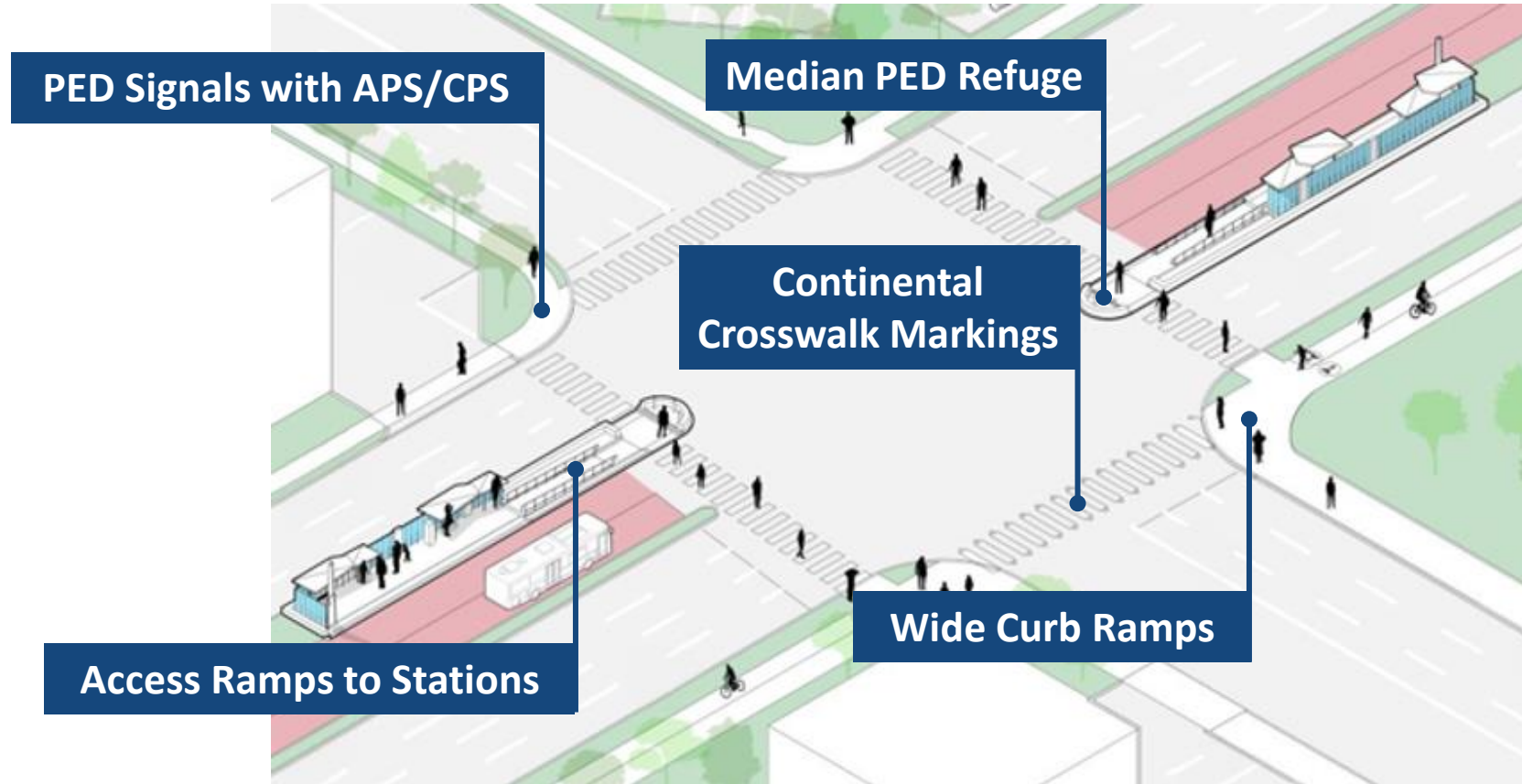


BRT Center Station Platform



Median Bus Lanes

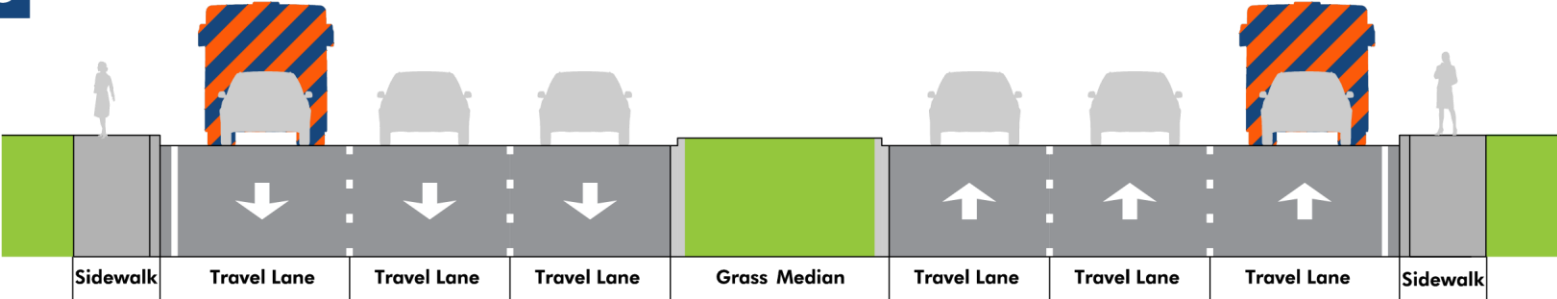
Four Corners – Station Access



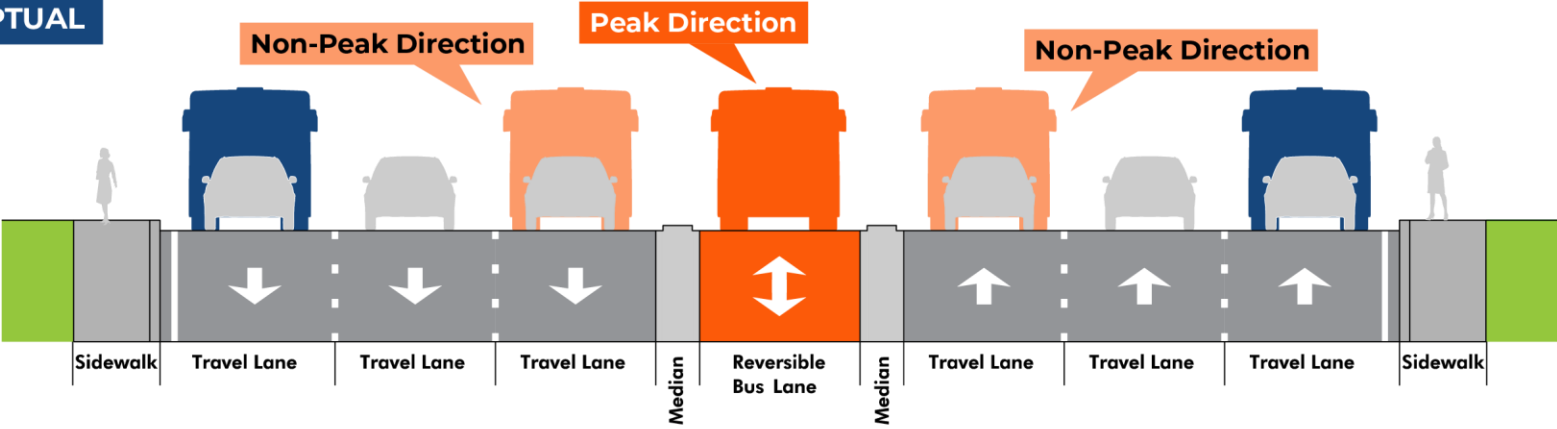
Four Corners to Stewart Lane



EXISTING



CONCEPTUAL



Concept Alternatives – BRT Lane Controls

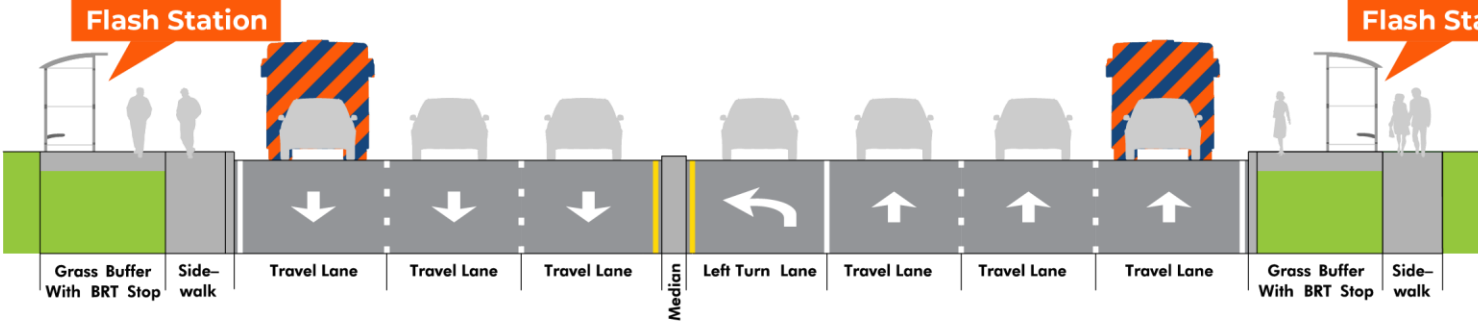
Example – Albuquerque, New Mexico



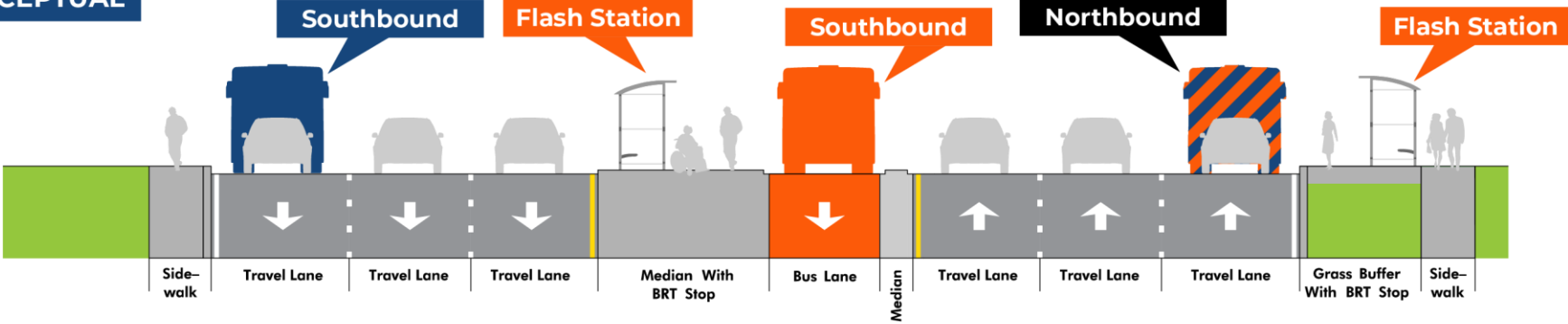
Burnt Mills Shopping Center



EXISTING



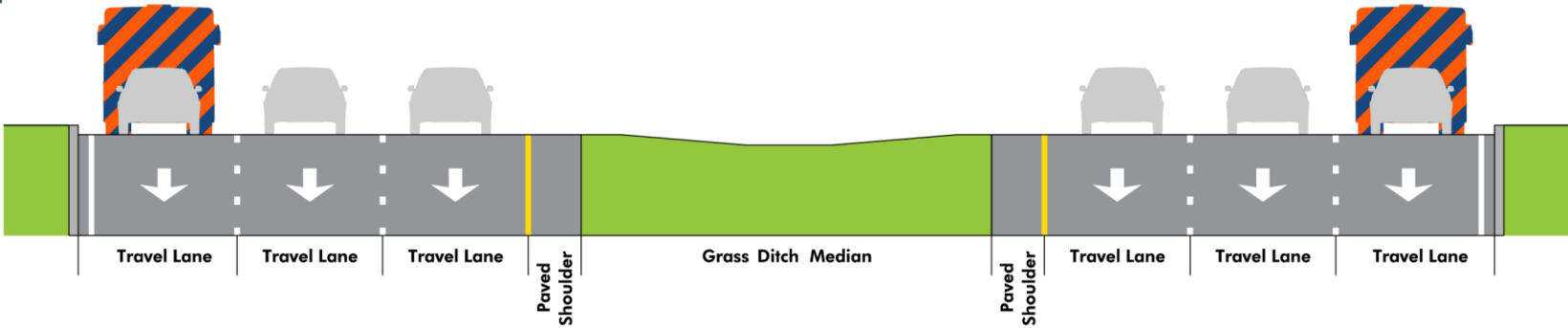
CONCEPTUAL



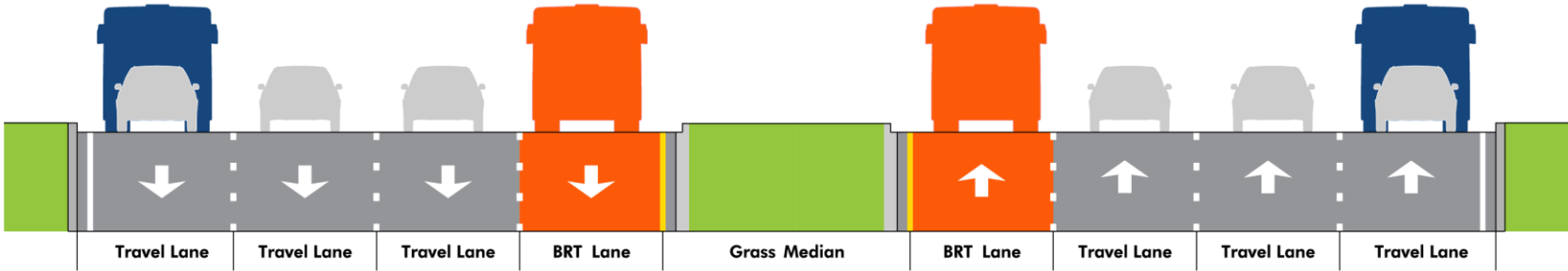
Stewart Lane to Industrial Parkway



EXISTING



CONCEPTUAL



Intersection Modifications

Traffic Signals

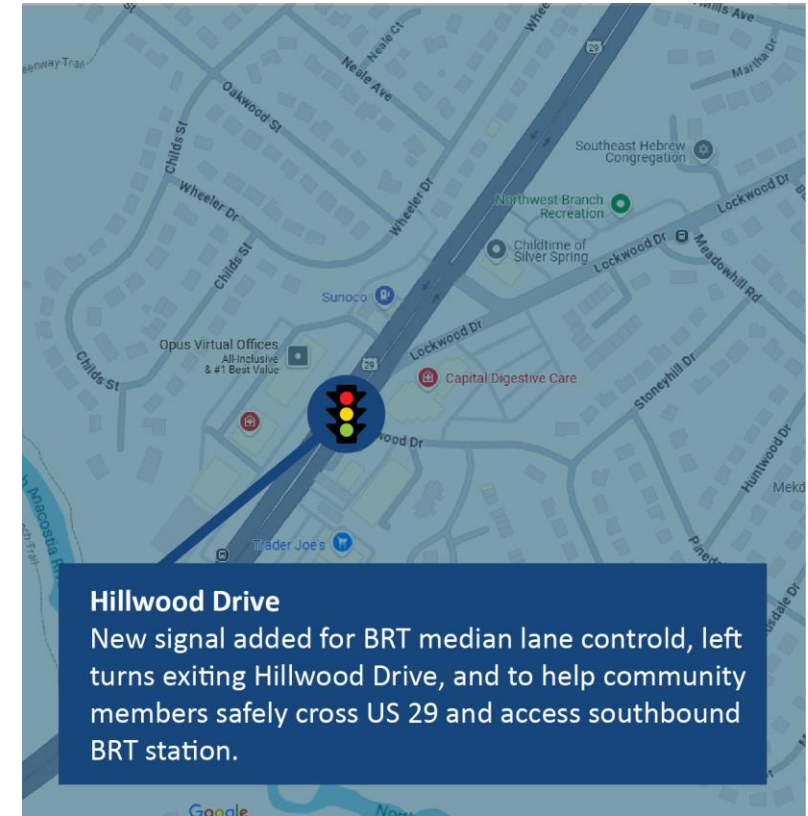
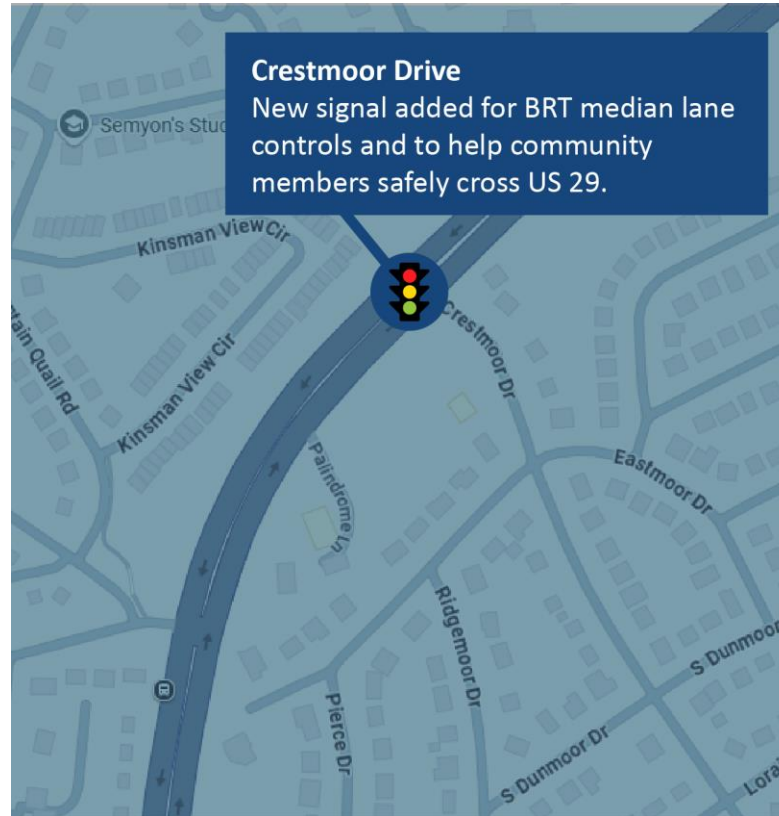
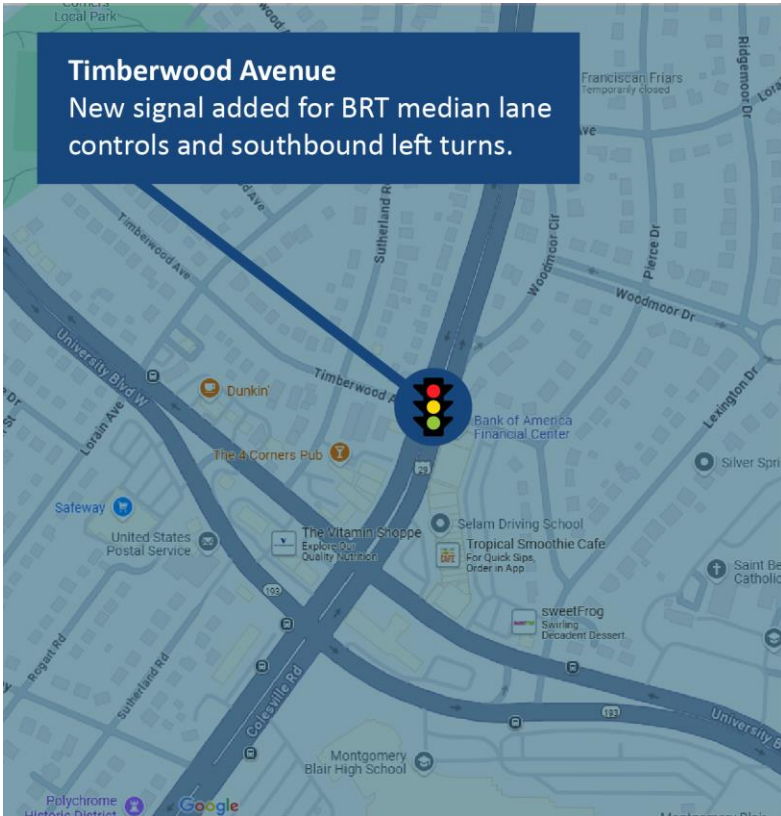
- 13 Existing Traffic Signal Modifications
- 3 Proposed Traffic Signals
 - Timberwood Avenue
 - Crestmoor Drive
 - Hillwood Drive

Proposed Left Turn Restrictions

- Leighton Avenue
- Brewster Avenue
- Lorain Avenue
- Hillwood Drive
- Lockwood Drive
- Northwest Drive

Proposed Traffic Signals

Timberwood Avenue, Crestmoor Drive, & Hillwood Drive



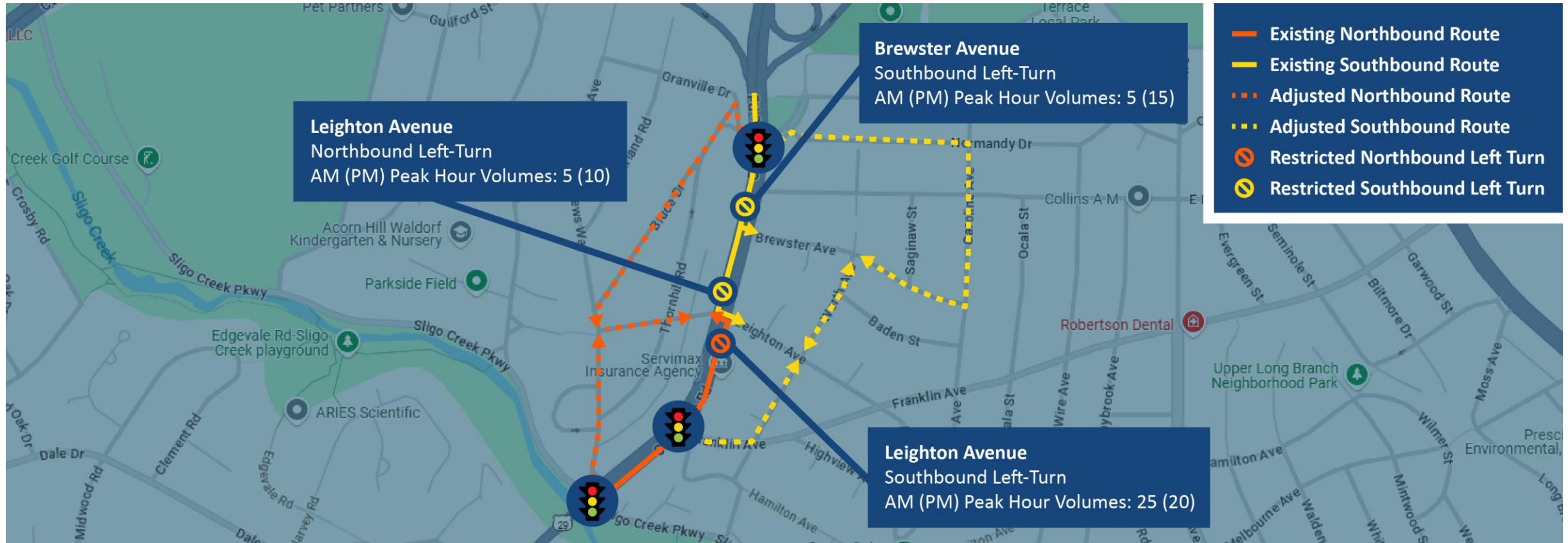
Proposed Neighborhood Access Adjustments

- ▶ Left turns will be restricted at some intersections
- ▶ Maps have been created to show proposed left turn restrictions and adjusted travel routes for passenger vehicles
 - Orange and yellow solid lines show **current** routes to access the neighborhood
 - Orange and yellow dashed lines show **new** routes to access the neighborhood

- Existing Northbound Route
- Existing Southbound Route
- - - Adjusted Northbound Route
- - - Adjusted Southbound Route
- ⊘ Restricted Northbound Left Turn
- ⊘ Restricted Southbound Left Turn

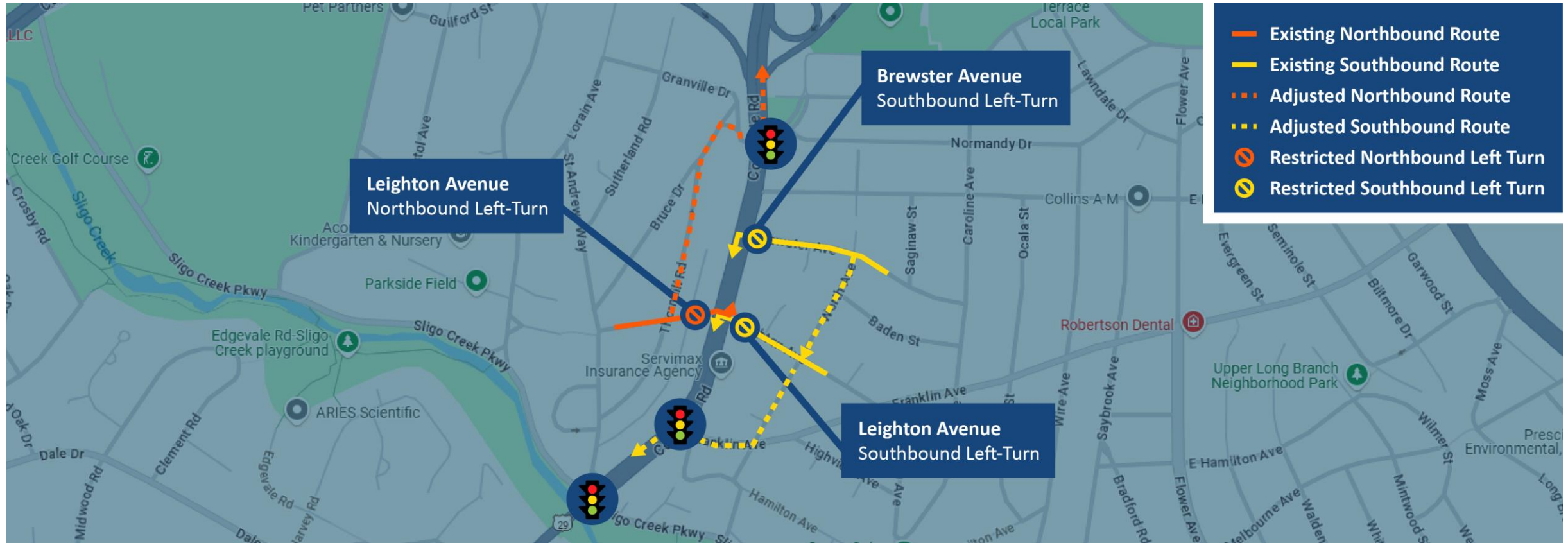
Proposed Neighborhood Access Adjustments

Left Turn Restrictions from US 29 to Leighton Avenue & Brewster Avenue



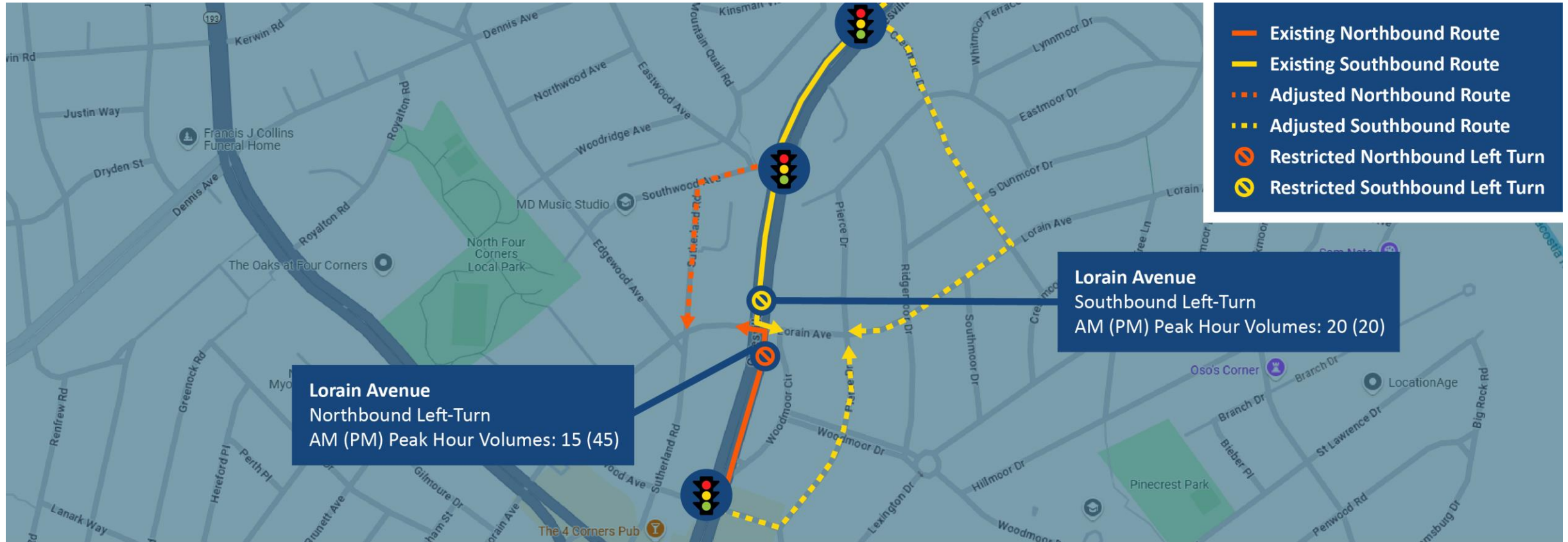
Proposed Neighborhood Access Adjustments

Left Turn Restrictions to US 29 from Leighton Avenue & Brewster Avenue



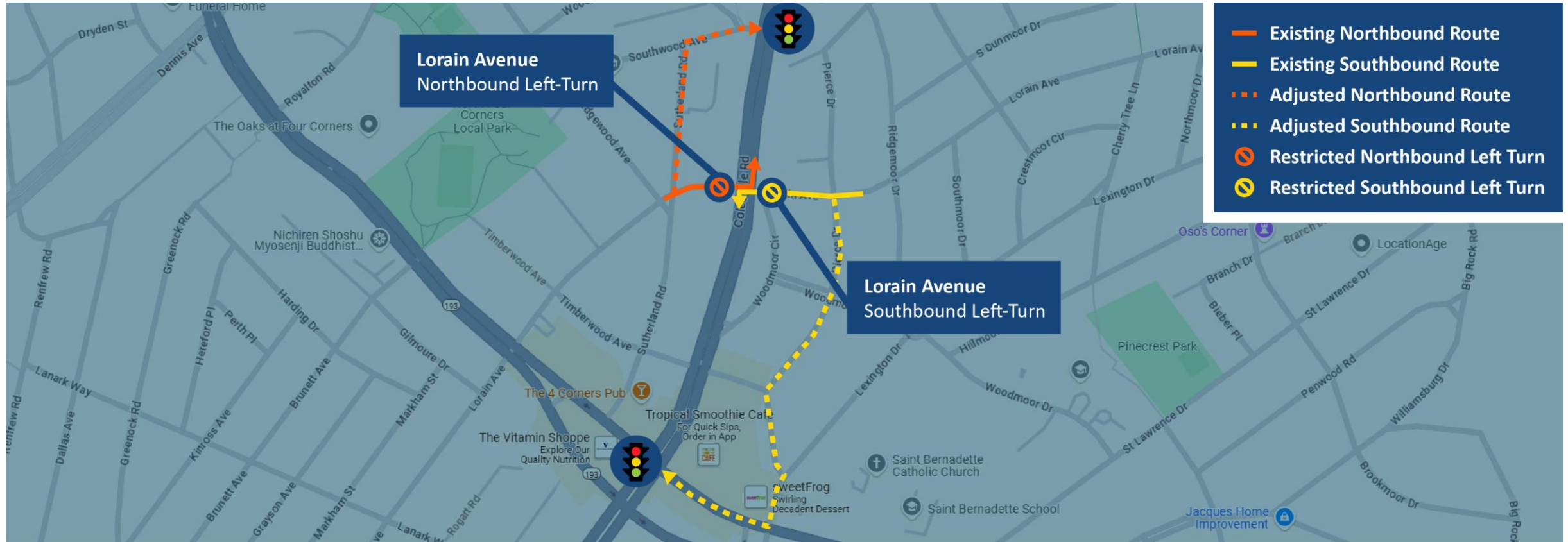
Proposed Neighborhood Access Adjustments

Left Turn Restrictions from US 29 to Lorain Avenue



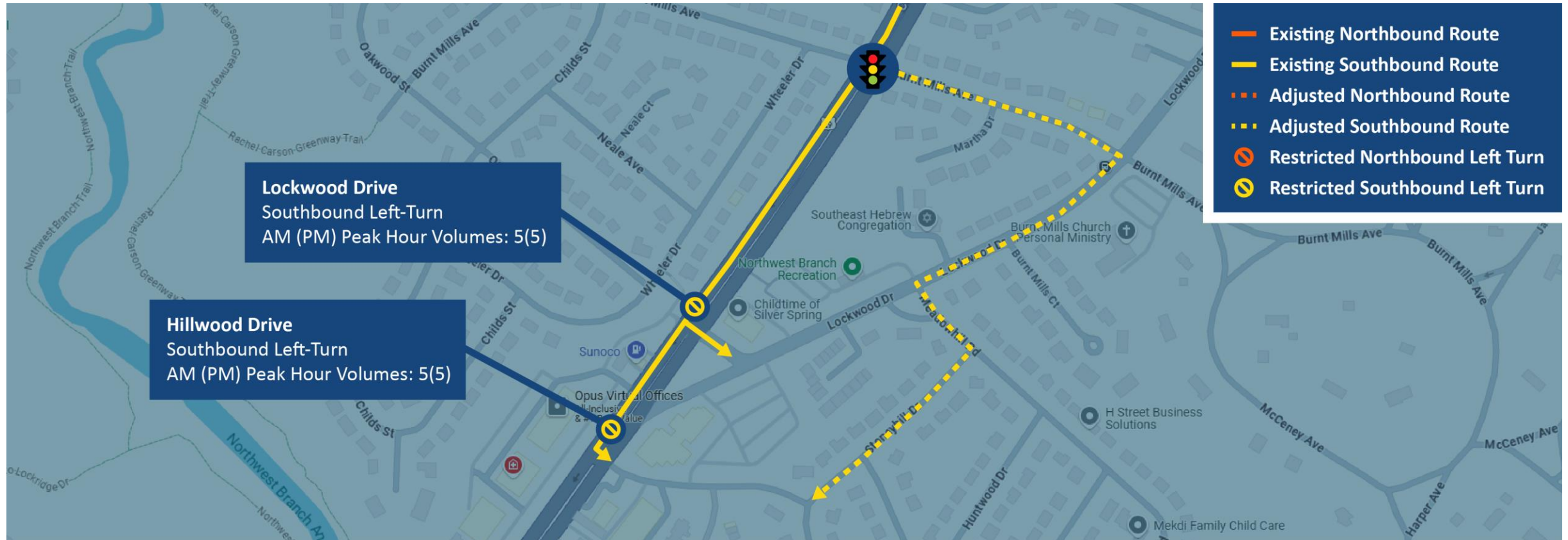
Proposed Neighborhood Access Adjustments

Left Turn Restrictions to US 29 from Lorain Avenue



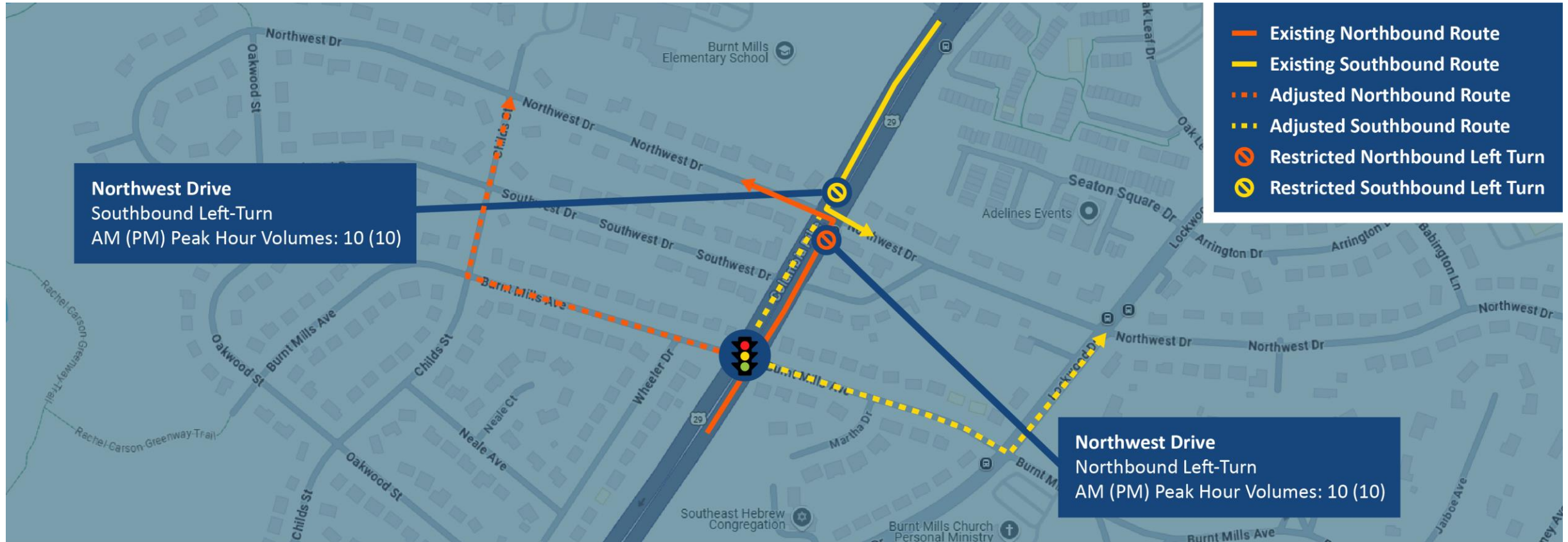
Proposed Neighborhood Access Adjustments

Left Turn Restrictions from US 29 to Lockwood Drive and Hillwood Drive (Access Remains for Left Turns to US 29)



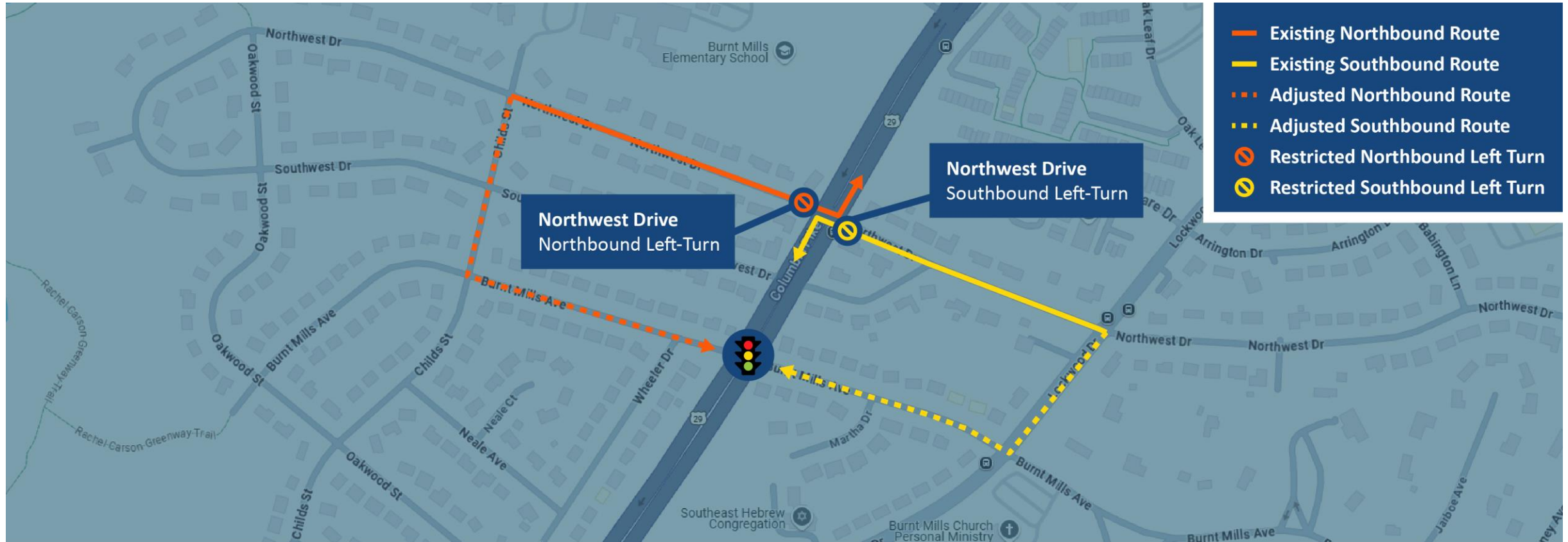
Proposed Neighborhood Access Adjustments

Left Turn Restrictions from US 29 to Northwest Drive



Proposed Neighborhood Access Adjustments

Left Turn Restrictions to US 29 from Northwest Drive

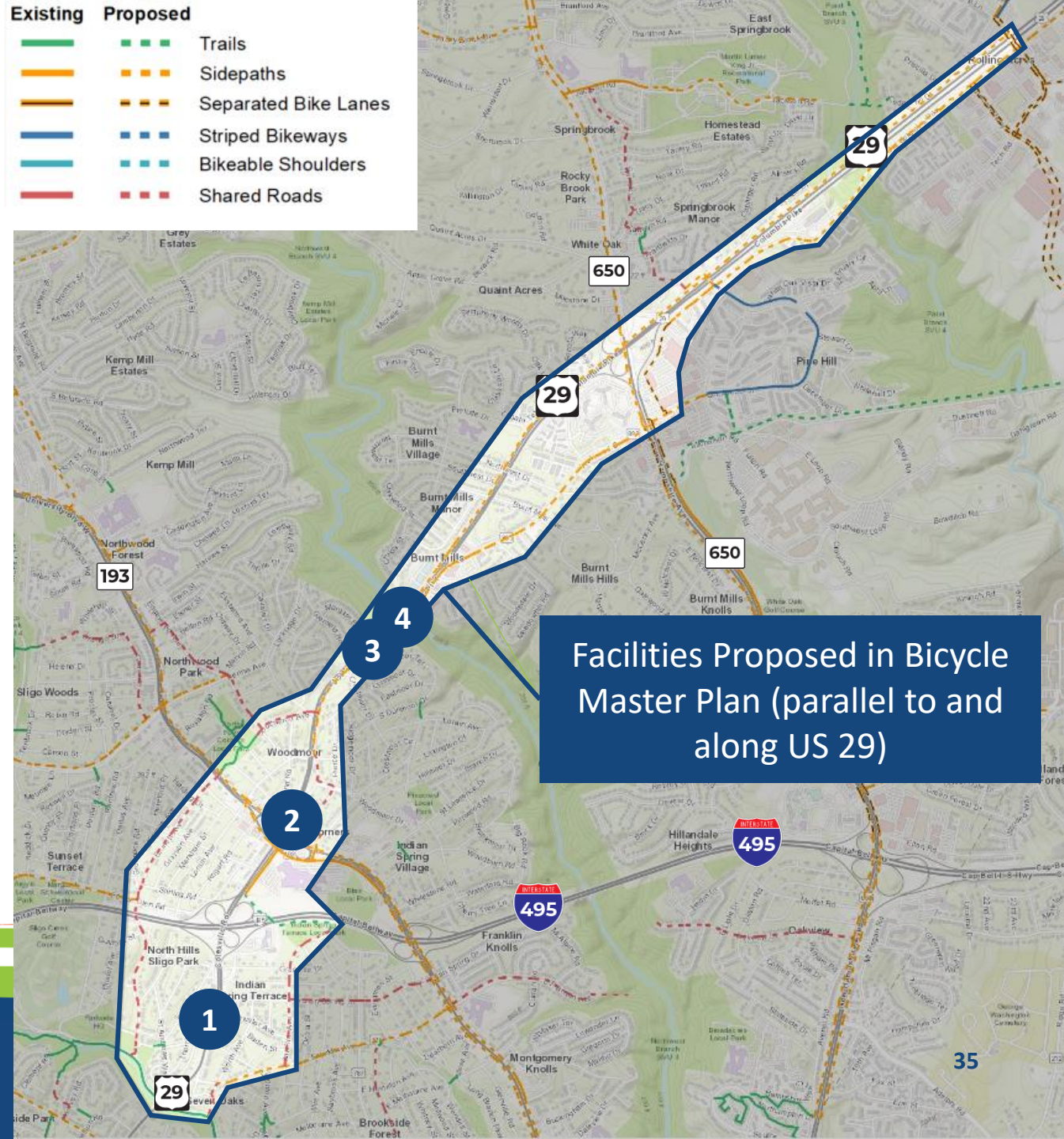


Feasibility of Corridor Bicycle and Pedestrian Facilities

- Build from the Bicycle and Pedestrian Master Plan
 - *Consider enhancements parallel to and along US 29*
 - *Address various intersection concerns*
- Develop treatments for pinch points

Treatments To Be Considered

- | Existing | Proposed | |
|---|---|----------------------|
|  |  | Trails |
|  |  | Sidepaths |
|  |  | Separated Bike Lanes |
|  |  | Striped Bikeways |
|  |  | Bikeable Shoulders |
|  |  | Shared Roads |



Next Steps and Engagement Opportunities

Next Steps

- Noise Monitoring Field Teams – February/March 2025
- CAC and Public Engagement
 - *Three series of meetings*
 - *Meet with CAC and public*

Public Engagement Topics

January - March

- ▶ BRT / Roadway Cross Sections
- ▶ New Traffic Signals
- ▶ Adjusted Neighborhood Access

May - June

- ▶ Bicycle and Pedestrian Concepts
- ▶ BRT Operations

August - September

- ▶ BRT Preliminary Design
- ▶ BRT Cost
- ▶ Bicycle and Pedestrian Concepts

US 29 BRT Phase 2 – Project Schedule



Thank You

Questions?

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