Montgomery County
RAPID TRANSIT
MD 586
Veirs Mill Road
MCCAB Presentation
May 17, 2016

Agenda

- What is Bus Rapid Transit (BRT)?
- BRT in Montgomery County
- MD 586 Study Overview
BRT in Montgomery County

- 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 specify specific ways of how to implement the BRT network

- MD 586 description in Master Plan:
  - 11 station locations
  - Dedicated lanes for the entire study corridor
MD 586 Existing Conditions

- Project Limits: Rockville Metrorail Station and Wheaton Metrorail Station
- 6.3-mile long corridor
- Existing bus service along MD 586 consists of:
  - WMATA Metrobus (11,300 to 12,200 daily riders in study corridor)
  - Montgomery County Ride On (4,600 to 6,000 daily riders in study corridor)
- Average daily traffic ranges from 21,000 to 46,000 vehicles
- Mix of residential and business properties along MD 586
Alternatives Retained for Detailed Study

- Conceptual Alternatives were presented at a Public Meeting in November 2013
- After the Public Meeting, the following alternatives were 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

What is a Bus Service Plan?

- A bus service plan includes:
  - Bus headways (the timing between consecutive buses)
  - Station locations
  - Hours of operation
  - Routes

- The bus service plans for Alternatives 2, 3, and 5B are input into the traffic and transit computer model to estimate future bus boardings
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 2

Legend:
- Proposed Bus in Shared Lane
- Proposed Bus in Dedicated Lanes
- Potential Bus Lane Centerline
- Proposed Enhanced Bus Route

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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 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

Alternative 5B

A. East and West Ends of Study Limits

- WESTBOUND
- EASTBOUND

B. Center of Study Limits

- WESTBOUND
- EASTBOUND

- BRT buses would use the median lane(s)
- Local buses would use the curb lanes
Next Steps

- Draft Corridor Study Report (DCSR) will summarize the ARDS refinement and evaluation – Summer 2016
- DCSR will go on display for public comment – September/October 2016
- Public Workshop to collect public testimony on the ARDS – September/October 2016
- Montgomery County, in cooperation with SHA and MTA, will select a Locally Preferred Alternative – December 2016