

Countywide Transit Corridors Functional Master Plan Public Meeting



Blair High School
November 13, 2012

Montgomery County's future transportation system

Montgomery County's traffic demands will increase with population:

- ***2010 population: 972K***
- ***2040 population: 1.2M***

Problem-solving for these future challenges must begin now to ensure the long-term health of our economy

This Master Plan will establish a vision for how we will meet these transportation challenges

Why Bus Rapid Transit (BRT)?

Can serve our activity centers most efficiently

Can provide an attractive alternative to increasingly congested roads

Can meet our transportation needs with the least impact on residents and the environment

Our implementation choices

We can:

Do nothing and wait for traffic congestion to increase

Expand our existing infrastructure which would:

- *cost a great deal*
- *have impacts on neighboring residences*
- *have environmental impacts*

More efficiently use our existing infrastructure

- *lower costs and impacts*

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Planning Bus Rapid Transit in Montgomery County

Bus Rapid Transit Concept

- 2008 – WMATA proposes 100-mile regional Priority Corridor Network
- 2008 – Councilmember Marc Elrich proposes 120-mile countywide Bus Rapid Transit (BRT) network

Feasibility Study

- August 2011 – MCDOT completes a feasibility study of a 150-mile countywide BRT network

Master Plan begins

- August 2011 – At the request of the County Council, staff prepares a Scope of Work for a BRT Master Plan Amendment

Planning Bus Rapid Transit in Montgomery County

Master Plan scope of work

- September 2011 – Planning Board approves Scope of Work to evaluate:
 - MCDOT countywide 150-mile BRT network
 - additional corridors recommended by the Rapid Transit Task Force

Rapid Transit Task Force

- May 2012 - County Executive's task force delivers their final report:
 - 162-mile BRT network; treatment, phasing and financing

Master Plan modeling

- Summer thru Fall 2012 - Ridership forecasting of the larger network is completed

Planning Bus Rapid Transit in Montgomery County

Master Plan
preliminary
recommendations

- November 2011 – Staff publishes preliminary recommendations and holds public information meetings

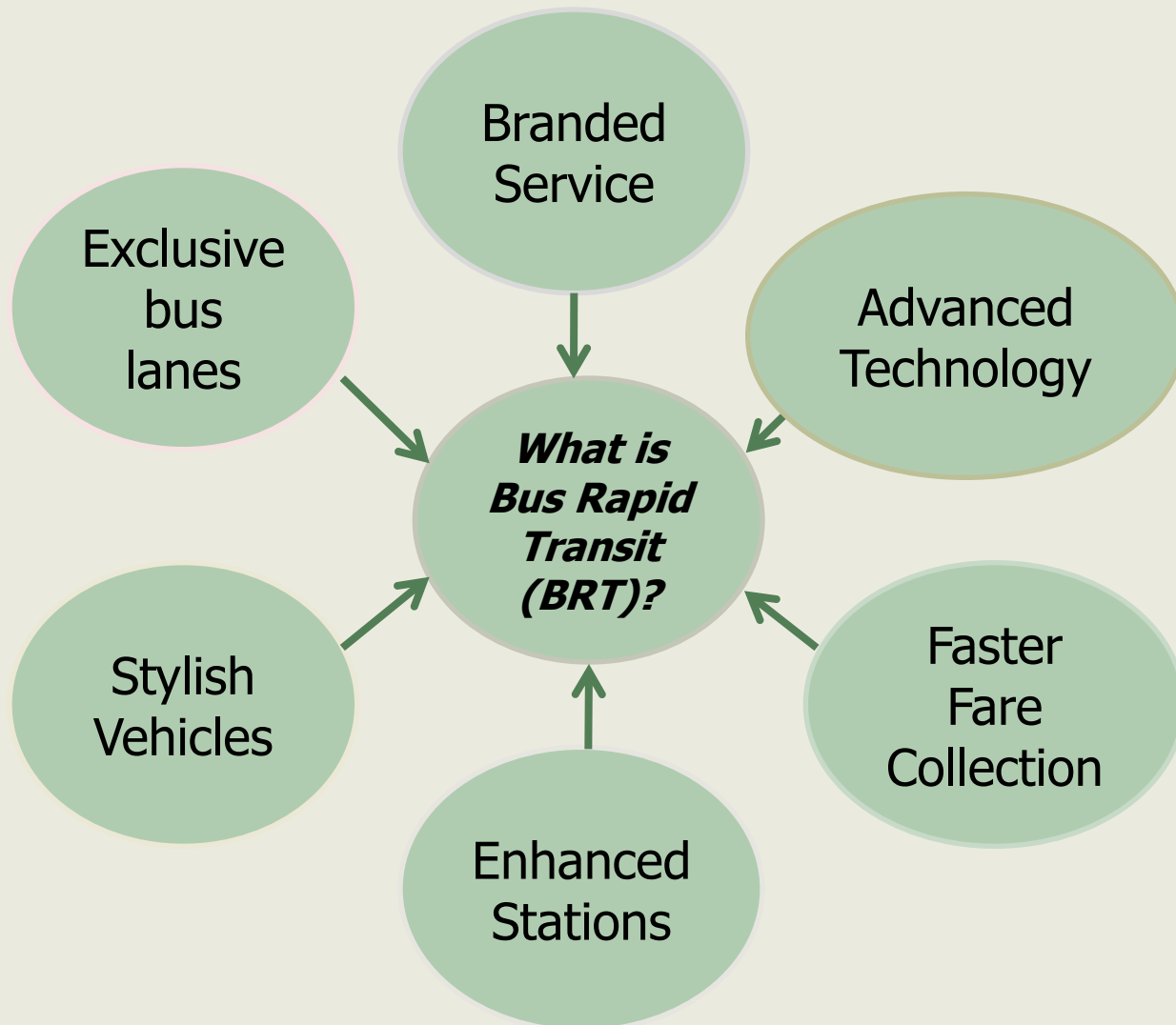
Staff Draft of
Master Plan

- December 27, 2012 – Staff publishes draft Master Plan

Public Hearing
Draft of Master
Plan

- January 7, 2013 – Planning Board approves publication of Public Hearing Draft; 30-day review period begins

Countywide Transit Corridors Functional Master Plan



Enhanced Stations



Level boarding



Stylish “Branded” Vehicles



Eugene (OR) EmX



Cleveland Silver Line



Los Angeles Orange Line

Off-vehicle fare collection

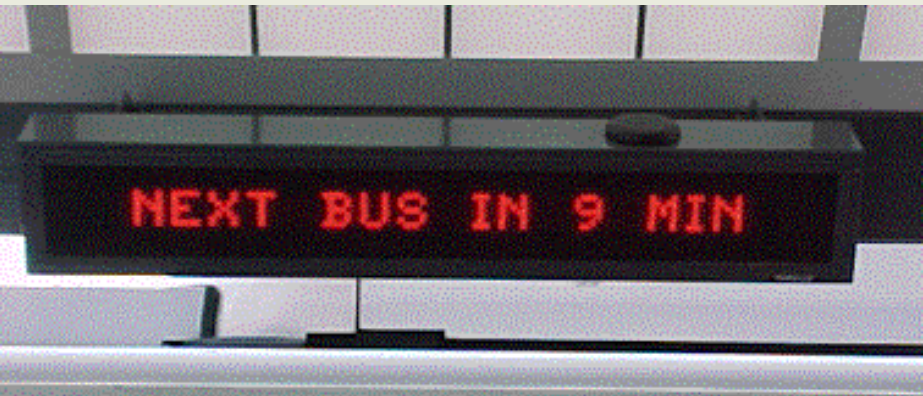


Real Time Information



A vertical LED display board showing real-time bus information. The display is divided into four columns: LN, CAR, DEST, and MIN. The text is illuminated in red and yellow.

LN	CAR	DEST	MIN
RD	6	Glenmont	4
RD	6	SilvrSpg	5
RD	6	Glenmont	8



A horizontal LED display board showing the next bus arrival time. The text is illuminated in red.

NEXT BUS IN 9 MIN

Countywide Transit Corridors Functional Master Plan

corridor function

- express/commuter
- connecting multiple activity centers

corridor treatment by segment

- dual median bus lanes
- single median bus lane
- curb bus lanes
- queue jumpers & traffic signal priority

station types

- commuter intercept/end of line
- neighborhood
- activity center
- CBD core

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Dual median bus lanes where

- already recommended in Master Plan
- forecast BRT ridership more than 1,600 people in peak hour/peak direction (pphpd)



Single median bus lanes

- Where already recommended in Master Plan
- Where forecast BRT ridership is greater than 1,000 pphpd but where forecast ridership does not warrant lane-repurposing



Curb lanes

- Where forecast BRT ridership is less than 1,600 pphpd but where combined BRT and local bus ridership are greater than traffic in other lanes



***London
"BRT Lite"***

Hangzhou, China



Countywide Transit Corridors Functional Master Plan

Mixed traffic

- Where forecast combined BRT and local bus ridership is less than 1,000 pphpd but where needed for BRT network continuity

converting existing travel lanes to exclusive bus lanes

STREET SPACE FOR 60 PEOPLE



Press office, City of Münster, Germany

Countywide Transit Corridors Functional Master Plan

Ridership forecasting has shown:

- Significant time savings for transit riders
- Overall reductions in vehicle-miles-traveled because of the shift from single-occupant vehicles to transit
- Overall reductions in vehicle-hours-traveled for drivers still on the roads

These changes are forecast on a countywide basis, rather than a corridor-by-corridor basis.

Countywide Transit Corridors Functional Master Plan

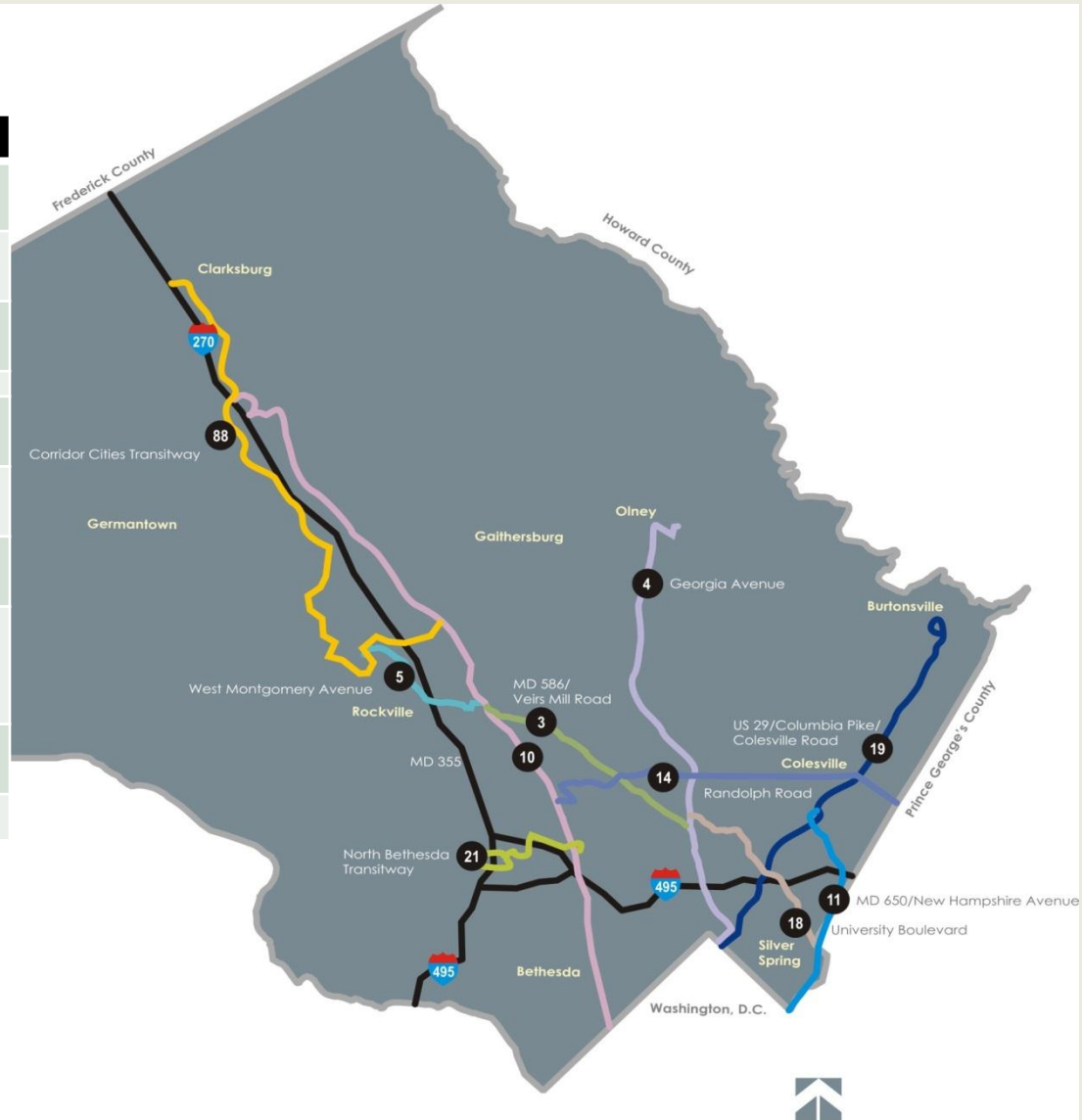
Preliminary recommended network

Treatment	Approx. Length (miles)
Dedicated Lane via Additional ROW	5
Dedicated Lanes via Existing ROW	29
Dedicated Lanes via Repurposing	39
Mixed Traffic	19
Total	92



countywide transit corridors functional master plan - preliminary recommendations

Route Number	Corridor	From	To	Route Length (miles)
3	MD 586/ Veirs Mill Road	Rockville Metrorail Station	Wheaton Metrorail Station	6.1
4	Georgia Avenue	Montgomery General Hospital	DC Line	12.1
5	Life Sciences Center-Rockville	Life Sciences Center	Rockville Metrorail Station	3.5
10	MD355	DC Line	Milestone/CCT	20.8
11	MD 650/ New Hampshire Avenue	White Oak Transit Center	DC Line	6.0
14	Randolph Road	White Flint Metrorail Station	Prince George's County Line	11.6
18	MD 193/ University Boulevard	Wheaton Metrorail Station	Takoma/ Langley Park Transit Center	5.8
19	US 29/ Columbia Pike/ Colesville Road	Burtonsville Park-and Ride Lot	DC Line	11.3
21	North Bethesda Transitway	Montgomery Mall Transit Center	Grosvenor Metrorail Station	5.1
88	Corridor Cities Transitway	Shady Grove Metro	Clarksburg	17.0



Countywide Transit Corridors Functional Master Plan

Phasing in transit improvements:

- **This is a 30 year plan: some of the corridors would be built earlier on, some later on**
- Build ridership with incremental steps
 - Improve existing system reliability and frequency
 - Add limited stop express service on main roads
 - Add real time information
 - Provide better buses
 - Prioritize bus movements through intersections
 - Improve bus stops

Countywide Transit Corridors Functional Master Plan

Phasing in transit improvements:

- Forecast ridership on several corridors is greater – and in some cases far greater – than the traffic that can be carried in a general purpose lane
- Initial conversion of lanes to bus-only should begin in peak periods only with actual ridership experience guiding future expansion to greater hours of service and greater length of service

Planning Bus Rapid Transit in Montgomery County

Public Hearings

- February 2013 – Planning Board holds public hearings

Planning Board Worksessions

- February thru April 2013 – Planning Board holds worksessions to discuss the recommendations with staff

Planning Board Draft of Master Plan

- May 2013 – Planning Board delivers Planning Board Draft to County Council and County Executive; 60-day review period begins

Planning Bus Rapid Transit in Montgomery County

Public
Hearing

- July 2013 – County Council holds public hearing

Council
Worksessions

- July thru Fall 2013 – County Council holds worksessions to discuss the recommendations

Planning Bus Rapid Transit in Montgomery County

Final Master
Plan approval

- Fall 2013 – County Council approves the Master Plan

Final Master
Plan adoption

- Fall 2013 – Maryland-National Capital Park and Planning Commission adopts the approved Master Plan

Bus Rapid Transit Community Meeting



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