

Tactical Bus Lanes Demonstration Project Briefing

Greater Silver Spring Chamber
of Commerce Economic
Development Committee
Meeting

Bus Priority Program
October 17, 2022



Meeting Agenda

1. Goals and Objectives
2. Project Details
3. Schedule
4. Next Steps

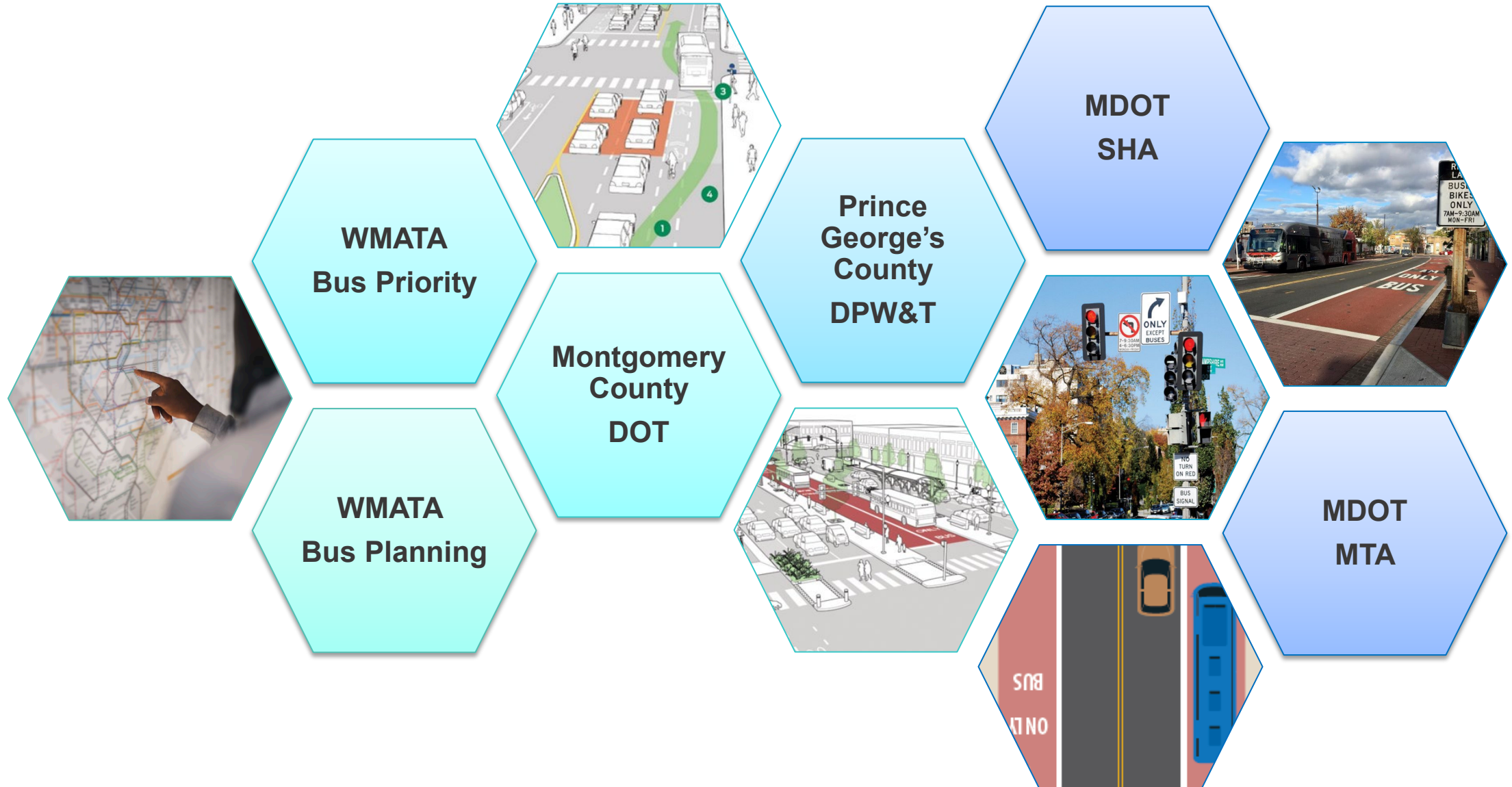


Metrobus turning at Wayne Ave and Georgia Ave
Downtown Silver Spring, MD

Goals and Objectives

- Design a one-mile two-way tactical bus lane and queue jumps along a high-ridership corridor in Prince George's and Montgomery counties
 - Evaluate bus service reliability and traffic operations prior to permanent installation
- Foster a stronger partnership with WMATA and Maryland jurisdictions in providing frequent and reliable regional transit connections
- Accelerate implementation of Bus Rapid Transit (BRT) corridors in Prince George's and Montgomery Counties

Multi-Agency Collaborative Effort



Why Tactical Bus Lanes?

- Quick-build bus lanes using only red paint and signs
- Bus riders see benefits faster
- Demonstration projects can be modified and improved easily
- Supports Montgomery County's Climate Action Plan



Bus lanes on Century Boulevard in Germantown, MD



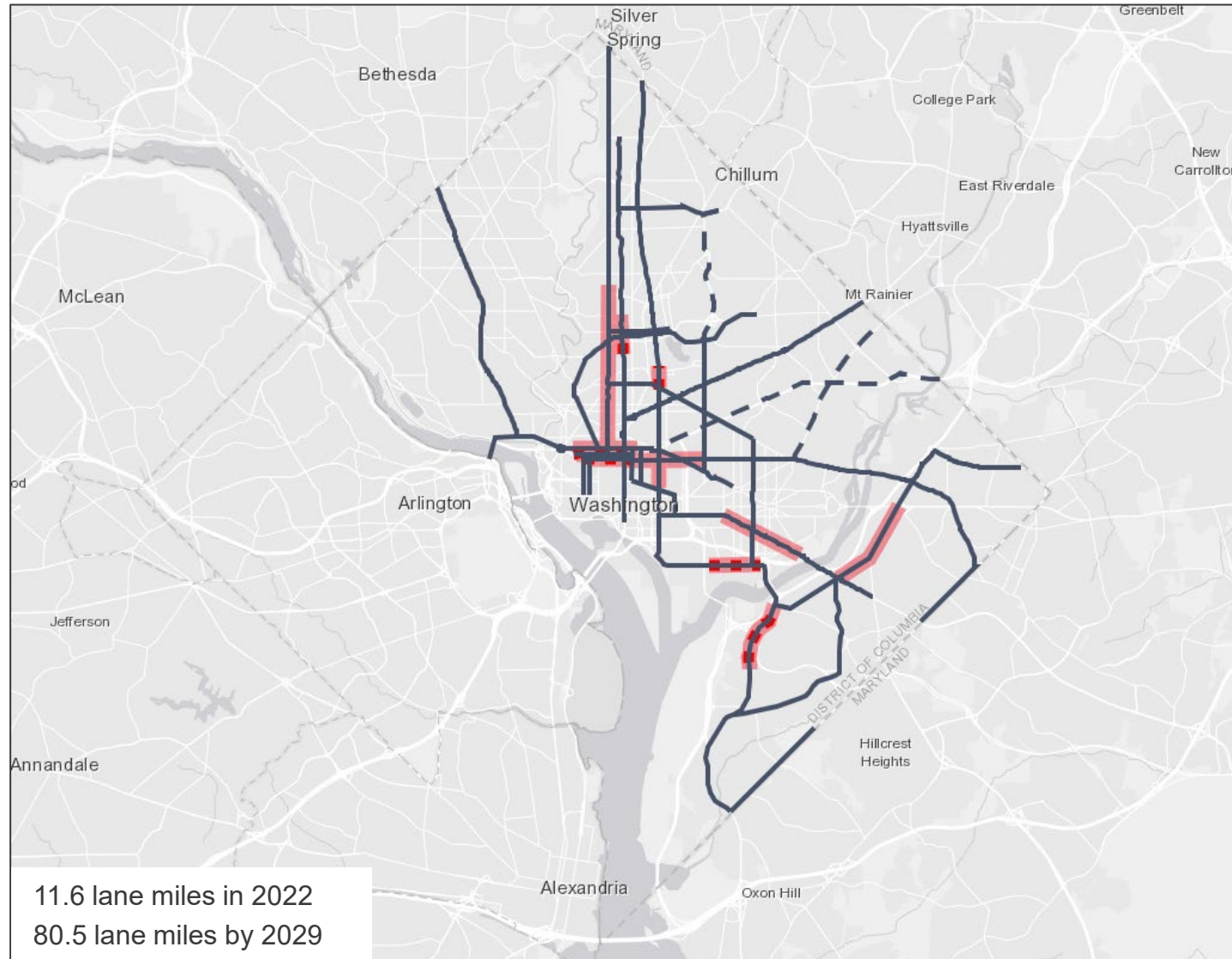
Bus lanes on Wayne Avenue in Silver Spring, MD

Bus Lanes in the Region and Maryland

Demonstration Projects Produce Faster Implementation and Benefits

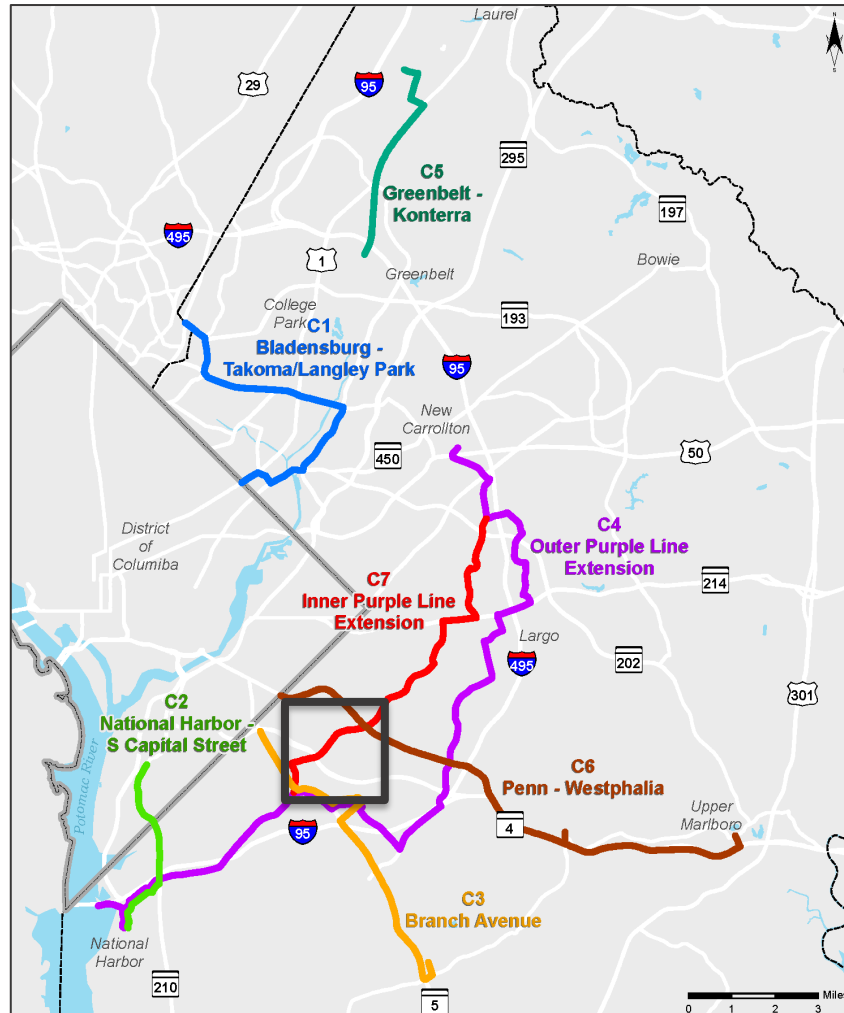
Bus Lane Project	Length (miles)	Jurisdiction	Implementation Time
H & I Street, NW Pilot	1.6	DC	6 months
14 th Street NW	0.6	DC	2 years
16 th Street NW	2.7	DC	10+ years
Germantown Transit Center	0.3	MD	8 months
York Road Pilot	0.7	MD	6 months
North Avenue Rising	7.0	MD	5 Years

Existing and Planned Bus Lanes in DC



1. Project Goals

Proposed and Planned Bus Rapid Transit (BRT) Corridors in Maryland

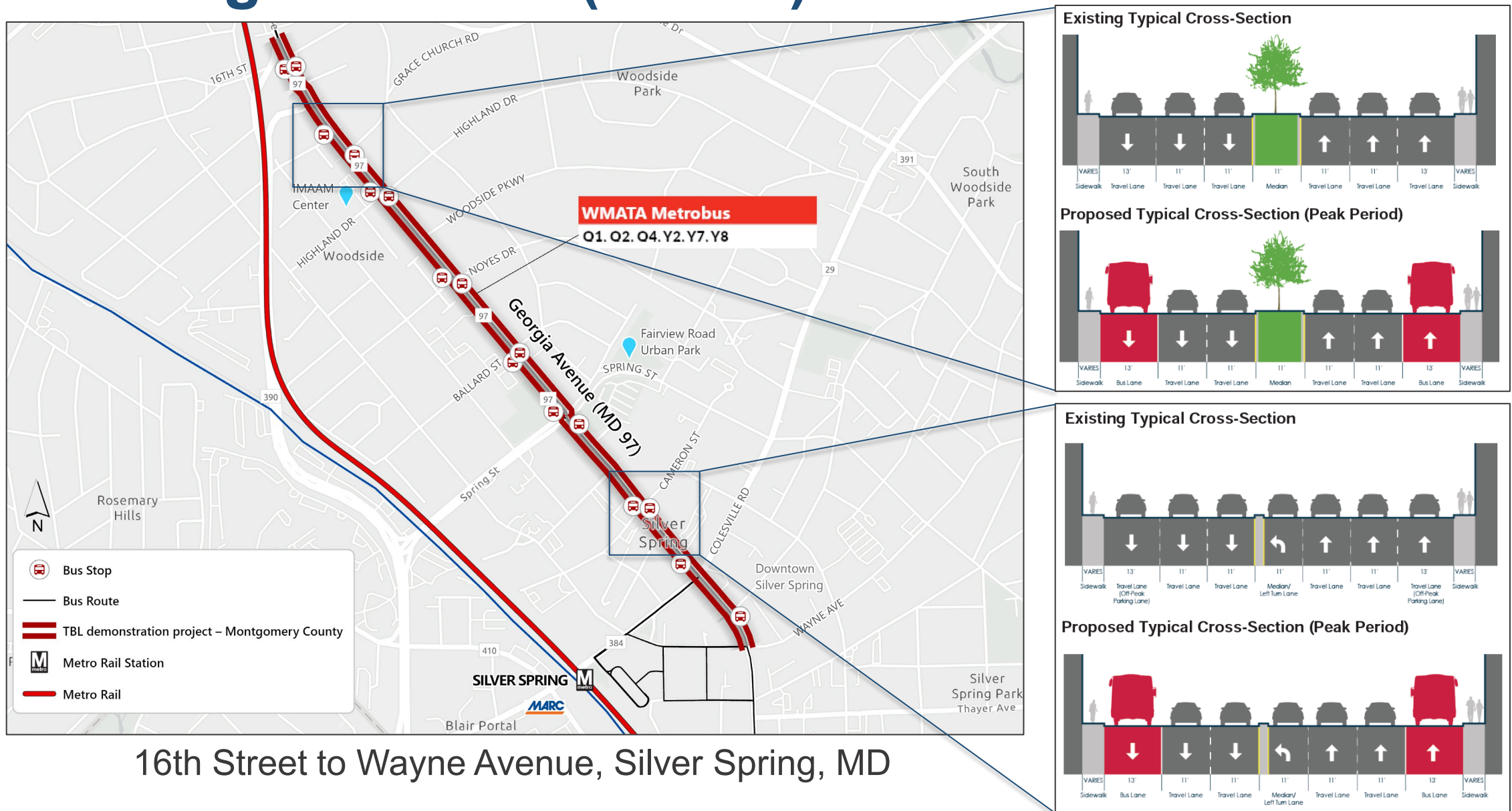


Transitway Systems Planning Study (2012)



Countywide Transit Corridors Functional Masterplan (2013)

Georgia Avenue (MD 97) Tactical Bus Lanes



Why Georgia Avenue?

Transit and Vehicle Data

Metrobus Routes	Ride On Routes	Combined Average Daily Weekday Ridership (Oct 2019)	Buses Per Hour (Jan 2022)	Metrobus Speeds (Oct 2019)	Average Vehicles Per Weekday (2019)	Number of Travel Lanes	Curb Lane Condition
Q1, Q2, Q4, Y2, YZ, Y8, F4	34	16,612	12	5-9 mph	38,150	6	No Parking North of Spring St / Off Peak Parking Downtown

- High ridership corridor with multifamily residential, employment, retail, and entertainment destinations in Downtown Silver Spring
- Important regional connection to the Metrorail Red Line, Ride On, FLASH, and MARC Brunswick Line at Silver Spring Transit Center

Why Georgia Avenue?

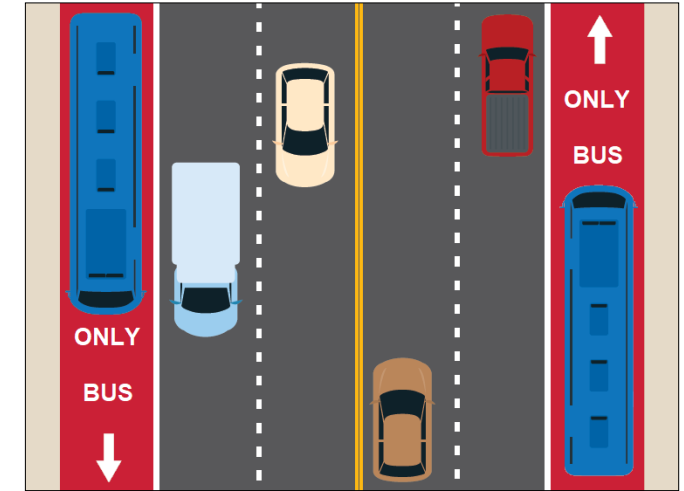
Bus ridership along the corridor is predominantly low income and people of color

Metrobus Route	Low Income	Middle Income	People of Color	White
Y2, Y7, Y8	62%	41%	75%	10%
Q1, Q2, Q4	69%	32%	85%	7%

Two Options for Bus Lanes (Weekdays)

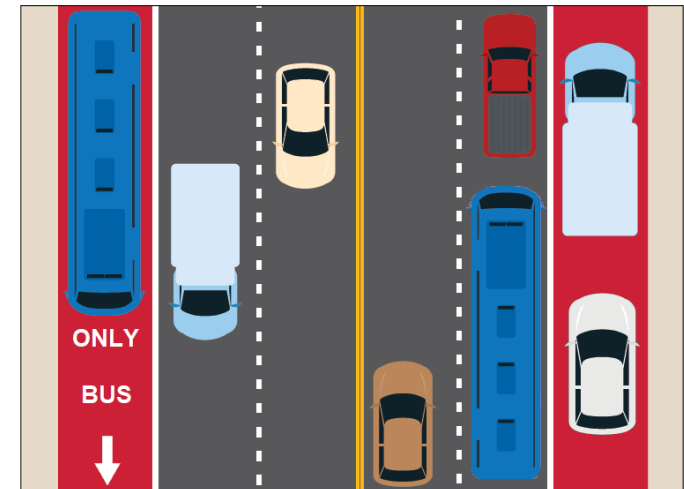
■ Option 1: Peak Period Bus Lanes in Both Directions

- 6:30-9:30 a.m. and 3:30-7:00 p.m.
- Southbound and Northbound



■ Option 2: Peak Period Bus Lanes in Peak Direction Only

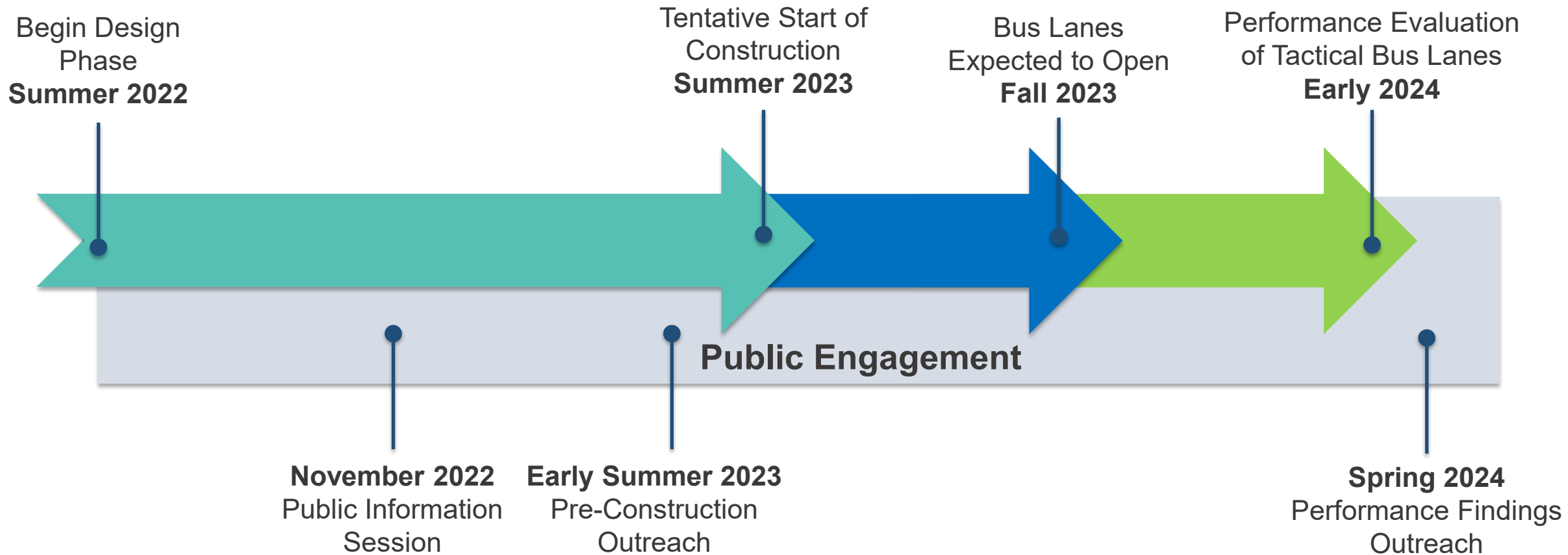
- 6:30-9:30 a.m. Southbound Only
- 3:30-7:00 p.m. Northbound Only



Two Options for Bus Lanes (Weekdays)

	Option 1 – Peak Period Bus Lanes in Both Directions	Option 2 – Peak Period Bus Lanes in Peak Direction Only	
Direction	Southbound and Northbound	Southbound	Northbound
Hours of Operation	6:30-9:30 a.m. 3:30-7:00 p.m.	6:30-9:30 a.m.	3:30-7:00 p.m.
Parking and Loading Restrictions	AM Previously permitted parking in northbound direction will not be allowed (20 spaces) PM Previously permitted parking in southbound direction will not be allowed (25 spaces) Off-Peak No changes	AM/Off-Peak/PM No changes from current permitted parking and loading	
Benefits to Bus Riders	Improves bus reliability in both directions	Improves bus reliability in one direction only (congestion in off-peak direction may negatively impact buses in peak direction)	

Project Schedule



Performance Evaluation

- Evaluate bus reliability, speed, and traffic before and after installation
- Increased speeds for the slowest buses results in improved **reliability** for bus riders (10th percentile bus speeds)
- Increased median **speeds** reduces overall travel times for bus riders (50th percentile bus speeds)
- **Traffic** analysis during design phase includes mitigations for potential disruptions before installation and provides a baseline for evaluation

Upcoming Public Engagement

- Fall 2022 Virtual Public Information Sessions
 - Georgia Avenue – November 1, Tuesday 6:30-8:00 pm
 - Silver Hill Road – November 3, Thursday 6:30-8:00 pm
- Future Sessions
 - Pre-construction Project Update
 - Post-implementation Performance Evaluation



Montgomery County Stakeholder Meetings

Stakeholder	Date
Silver Spring Transportation Management District (TMD) Advisory Committee	October 13
Silver Spring Chamber of Commerce, Economic Development Committee	October 17
Silver Spring Urban District Advisory Committee (SSUDAC)	October 20 (TBD)
Pedestrian Bicyclist Traffic Safety Advisory Committee (PBTSAC)	TBD

Open Discussion

Questions?