



February 25, 2003

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Richard C. Hawthorne, Chief *RCH*
Transportation Planning

FROM: Alex Hekimian, 301-495-4525, for the Park and Planning Department *AH*

SUBJECT: Randolph Road Bus Transit Improvement Study, from Parklawn Drive to
US 29

STAFF RECOMMENDATIONS

Staff concurs with the basic conclusions of the Concept Report of the Randolph Road Bus Transit Improvement Study. The following recommendations are meant to provide further guidance to the Montgomery County Department of Public Works and Transportation (DPWT) as the study enters the next phases. **Staff recommends that the Planning Board transmit the following recommendations to DPWT:**

1. At the Kemp Mill Road intersection, consider combining the eastbound queue jumper with the right-turn lane, and restore the bus stop at the far-side receiving lane in order to reduce right-of-way impacts on the Northwest Branch Park.
2. It is acceptable to place some of the bus stops in the channelizing islands, but only if they provide better safety and comfort for the bus users. The islands should be somewhat larger than shown, allowing a minimum of ten feet from the front of the shelter to the curb, and in each instance should include, in addition to the safety bollards, a shelter with wooden benches and one or two trees for shade.

3. At each of the intersections where queue jumpers will be constructed, provide access to the bus stops via sidewalks and bike routes, and consider providing crosswalks at all four quadrants of the intersection.
4. There should be a more thorough explanation of the prospects for near-term implementation of real-time bus arrival information accessible via hand-held pagers and cell phones. Such portable information is especially needed in the Randolph Road corridor, where adherence to bus schedules has been a serious problem.

BRIEF DESCRIPTION

DPWT has completed the Concept Report of the Randolph Road Transit Improvement Study (a copy is attached, for the Planning Board only). At the March 6 Planning Board meeting, DPWT staff will present to the Board a summary of the major aspects of the report.

Over the past year and a half, staff has participated in the technical reviews and meetings on this study. This phase has resulted in a Concept Report, which identified a need for transit improvements on Randolph Road between Parklawn Drive and US 29, and concluded that it is feasible to implement a Pilot Program that has the following components:

- Queue jumpers at Veirs Mill Road, New Hampshire Avenue, and Kemp Mill Road
- Enhanced bus stops and shelters
- Signal prioritization for buses, subject to further feasibility studies
- A long-term transit service vision for the corridor, subject to further feasibility studies.

The completion of this report now leads to the next phases, which will involve further analysis, public participation, and engineering and design to the 35% level.

AH:kcw
Attachment