

2011 MdQI Conference

Sustainable Transportation - A Multi-Modal Approach



Maryland BRAC Update

Delivering balanced solutions
with limited resources

Andrew J. Scott - MDOT

Christina Minkler - SHA, OHD

Justin Schor – Meade Ride/Urban Trans

Overview



- Maryland BRAC overview
- Implementation efforts
 - Delivering cost-effective highway improvements, with community buy-in
 - Christina Minkler, SHA
 - Creating demand management program
 - Justin Schor – Meade Ride/Urban Trans
- Questions/discussion

Preparing for BRAC & Regional Growth



- Economic opportunity
 - 45,000 – 60,000 jobs
 - FGGM, APG, Joint Base Andrews, NNMC, Fort Detrick
 - Local growth and economic development
 - Potential other DoD-related growth
 - (EUL, Cyber Command, etc.)
- Challenge
 - Areas not planned for growth
 - Time and money

Team Maryland



- BRAC Subcabinet
 - Chaired by Lt. Governor Anthony Brown
 - Key departments: MDOT, DBED, MDE, DLLR, MDP, Education, Higher Ed, GOMA
 - State BRAC Action Plan
- Legislative Joint Committee on BRAC
- Local governments
- Army, Navy, Air Force
- Congressional delegation
- Implementation committees

Regional Transportation Approach



- Balanced approach
 - Transit
 - Highways
 - Transportation Demand Management
 - Smart Growth
- Collaboration on priorities and implementation
- High/low implementation strategy

Maryland's High/Low BRAC Strategy



HIGH
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LOW
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- Major construction projects: higher cost, higher capacity
- Long-term needs
- 8-14 years to complete – planning, environmental reviews, design, ROW, funding and construction

- Minor projects; lower-cost improvements
- Near-term fix
- One to three years to complete

Short-term “Low” Actions: Intersection Improvement Program



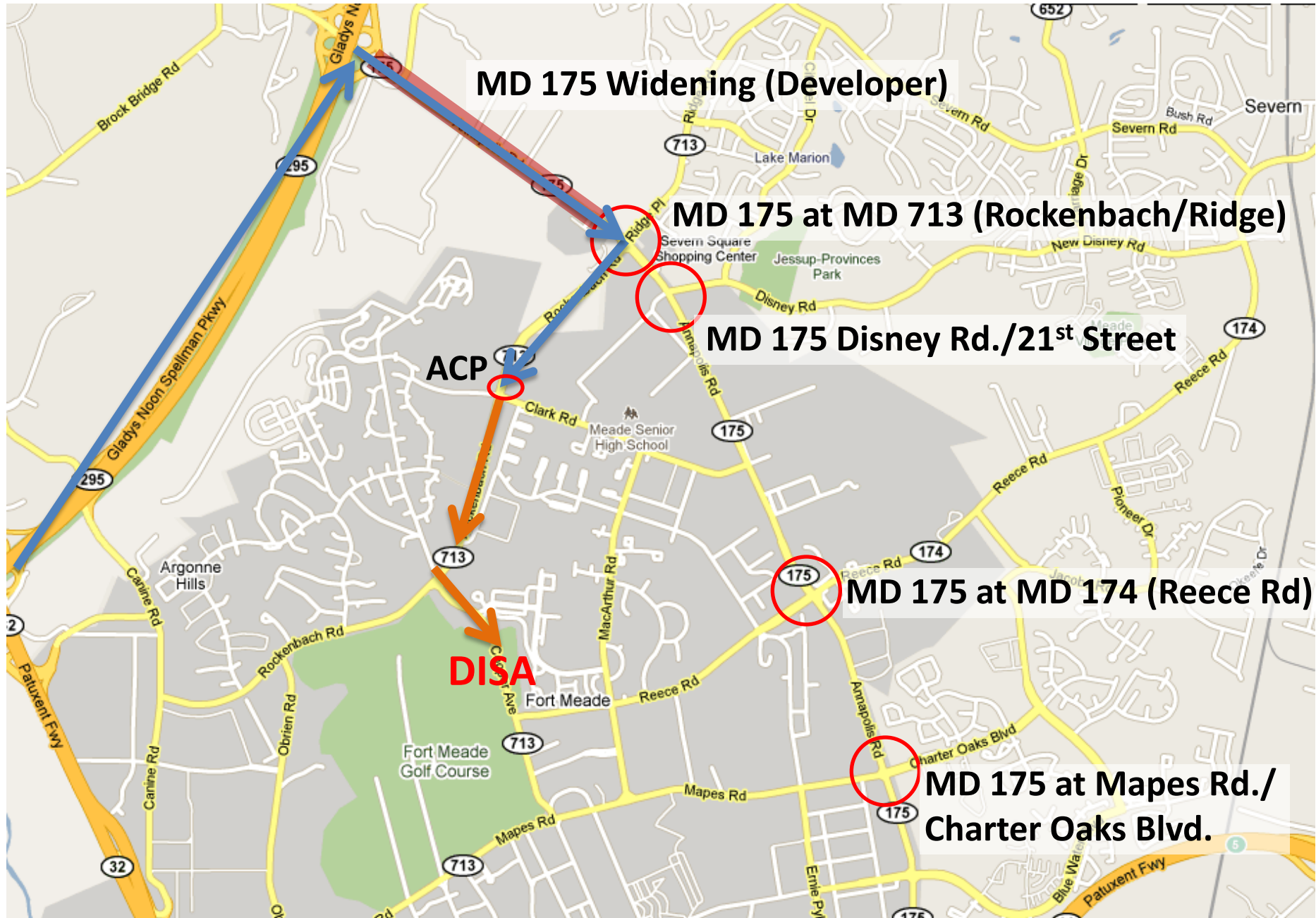
- Improvements at APG, FGGM and NNMC for the most heavily impacted intersections
- \$135M programmed in FY11-16 CTP
 - CTP funding intended for Design, Right of Way and some Construction costs
 - Coordinating w/ local stakeholders to prioritize improvements and phasing
- Joint Base Andrews Intersections and Fort Detrick improvements proceeding in Design
- Federal Right of Way on Critical Path (e.g. FGGM, National Institutes of Health)

Advancing MD's High and Low BRAC Initiatives



- Regularly Prioritize Projects
 - Refine Priority “Tiers” and Project Phases based on available funding
 - Phase to deliver most meaningful impacts in short-term
 - Integrate short-term efforts w/ long-term projects in development
- Collaborate with partners to secure funding
 - federal authorization/appropriations
 - Defense Access Roads (DAR) Program
 - Private Developer Contributions (e.g. MD 175 widening)
- Communicate
 - Develop Comprehensive Communications Plans
 - MDOT's *BRACtivity*, Twitter (@MDOT_BRAC)
 - Other Partner Mediums/Methods to reach End-Users

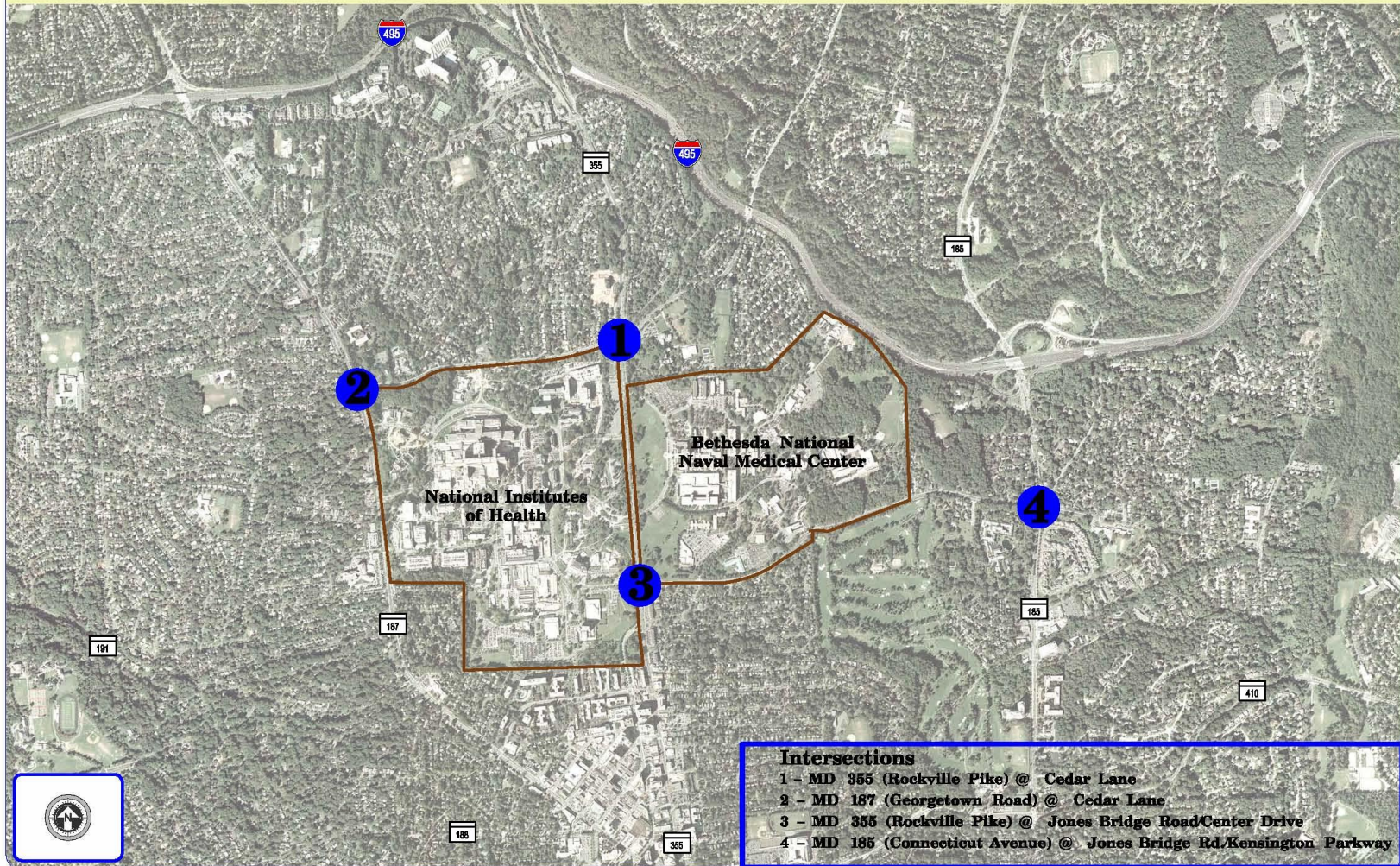
MD 175 Short-term Improvements





MARYLAND DEPARTMENT OF TRANSPORTATION
State Highway Administration

BRAC Intersection Improvements Near Bethesda



Aberdeen Intersections Selected for Final Design

Intersections Labeled by Yellow Circles:

(10) US 40/MD 7/MD 159

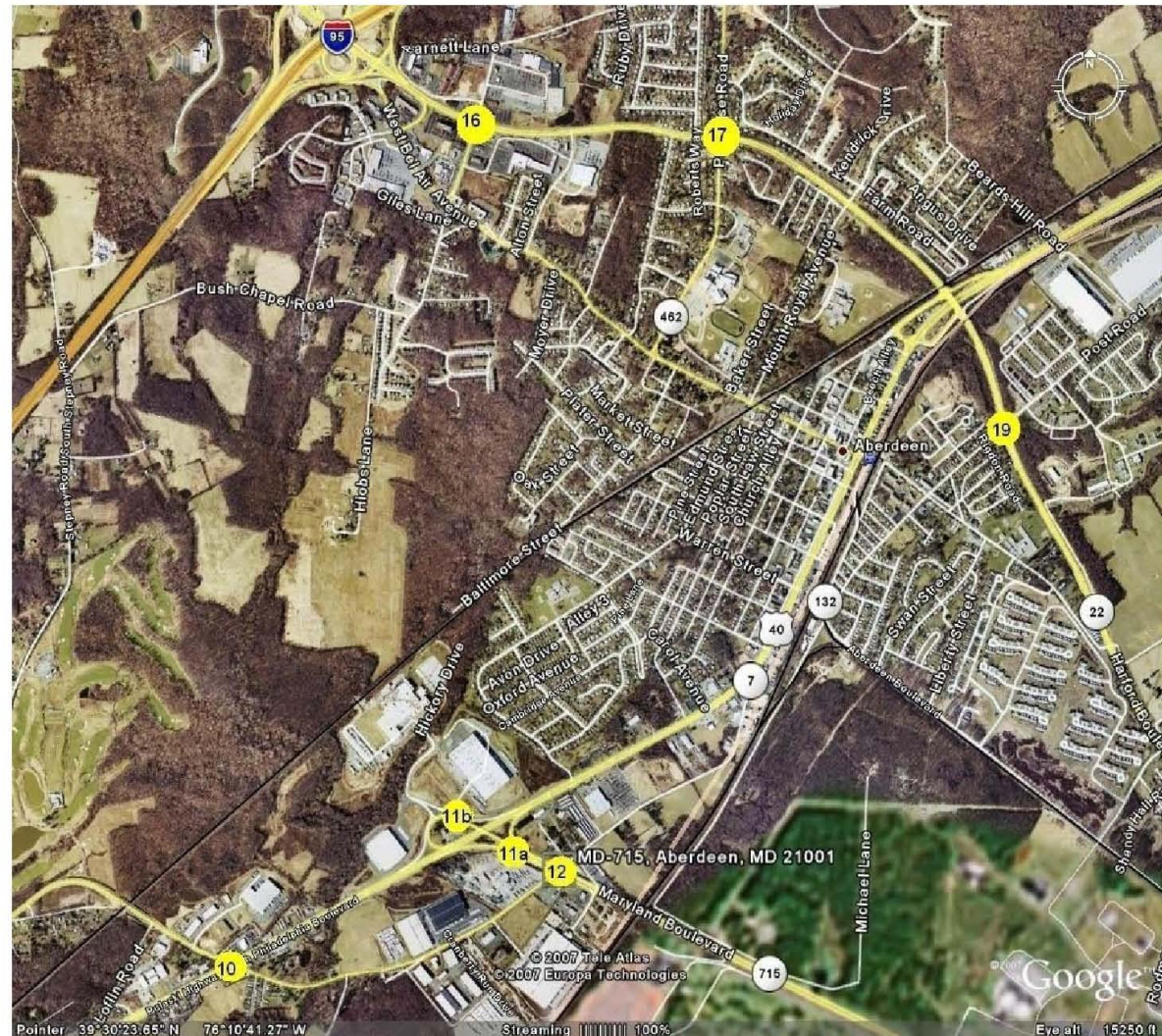
(11a,11b,12) - US 40/MD 715 Interchange and MD 715/Old Philadelphia Rd

(16) MD 22/Beards Hill

(17) MD 22/MD 462

(19) MD 22/MD Old Post Rd

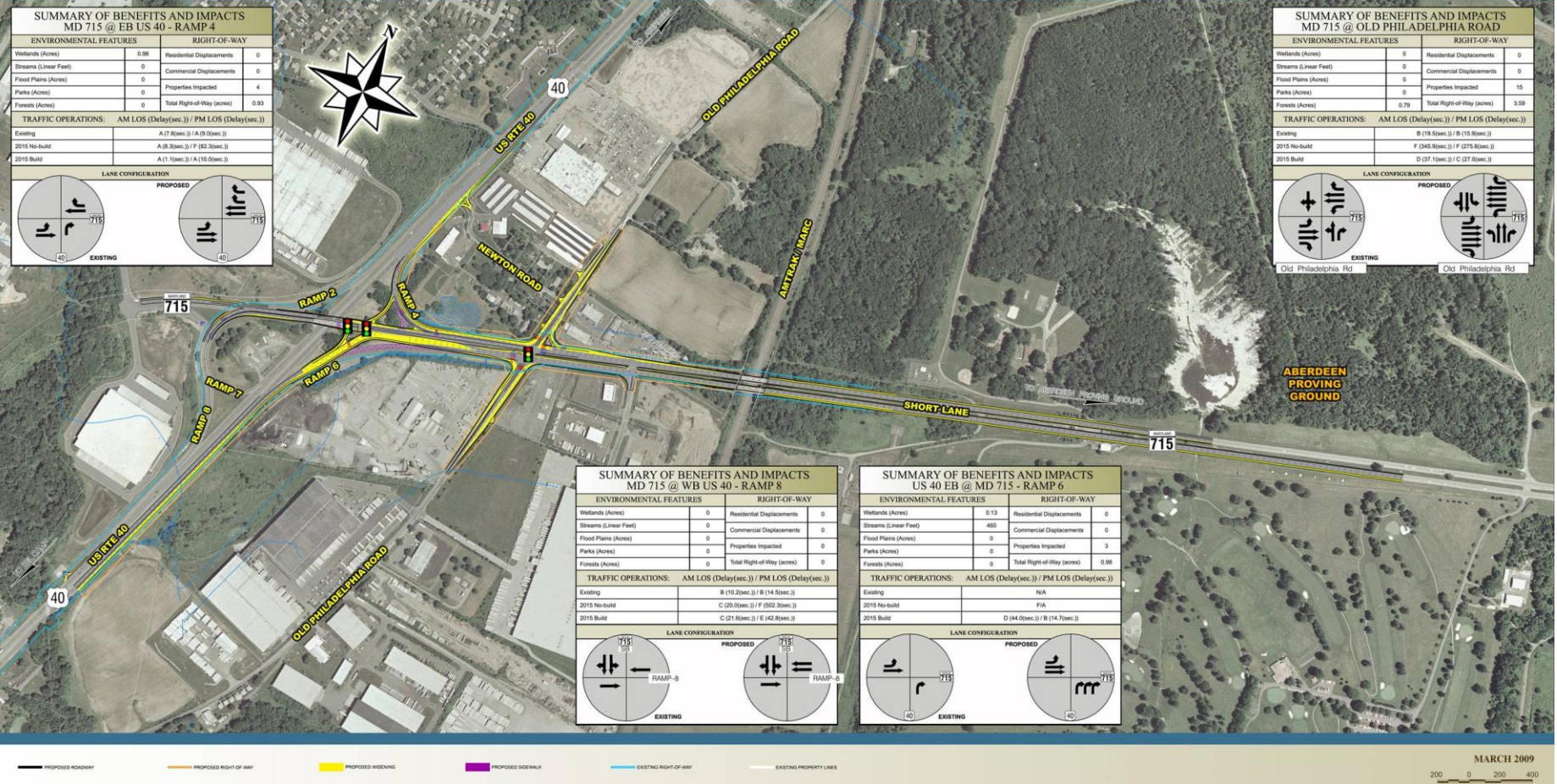
(Not Shown) US 40/MD 155/MD 7A





BRAC INTERSECTION IMPROVEMENTS

US 40 @ MD 715 (Alternate 1), Harford County, MD



APG top priority: \$43.5 M project

Long term



- Highway corridors
 - Example: MD 175: design underway, ROW agreement
- MARC expansions
 - Rail yard APG
- Focus on long-term planning and prioritization process
- Funding – Blue Ribbon Commission on Transportation Funding

Smart Growth



- Focus resources on investments that support planned growth, revitalization and transportation choices, plus:
 - Pedestrian and bicycle access
 - Streetscape/revitalization efforts
 - Transit Oriented Development
- BRAC Zone legislation



Implementation



- Implementation examples:
 - Highway design/prioritization
 - Demand management



Maryland BRAC Update “Bethesda Design Efforts”

Speaker: Christina Minkler, P.E.
SHA, Project Manager

Overview



- Project Goals
- Diverse Audiences
- Public Outreach & Meetings
- Improvement Decisions
- Lesson Learned
- What's Next?

Project Goals



- Winning Support for Transportation Infrastructure Projects
 - Community-based initiatives
 - Demand Management
 - Vehicular - LOS E or better
 - Multi-modal approach
 - Public outreach efforts
 - Coordination with stakeholder agencies

Diverse Audiences



- Area residents
- Affected property owners
- Commuters to the Bethesda CBD
- Workers at the Medical Center and NIH
- Transit Users
 - Metro
 - Ride-On

Competing Interests



- *“Spending dollars to plant shrubs and trees is a waste of money.”*
- *“Streetscape beautification helps to calm traffic and is an absolute necessity, otherwise, all we have is black pavement and ugly utility poles.”*
- *“On road cyclists have the same rights as vehicles and should be able to express that by taking the whole lane.”*
- *“Shared Used Paths need to be offset from the roadway.”*

Public Outreach



- Public Meeting
- NIH's Community Liaison Committee
- Stone Ridge School Meetings
- Homeowners' Associations
- Individualized meetings
 - Glenbrook Townhomes Association's President
 - W. Cedar Lane Resident

Meetings



- BRAC Interagency Workgroup
- Chamber of Commerce
- BRAC Implementation Meetings
- Bi-weekly conference calls
- Planning Board's Mandatory Referral
- Ride-on / Metro Coordination

Cost Effective Improvements



- Phased Approach
 - Lane removal
 - Consolidation of movements
- Turn lanes & Auxiliary lanes
 - Balance impacts, costs, and length
- Justify improvements
 - Delay reduction
 - How long the improvements will last
 - Fuel cost savings

Sustainable Efforts



- Stone Ridge School
- Pervious material
- Existing NIH Pedestrian Bridge
- Federal or publicly owned properties
- Urban design features
- Native plant species
- Walk-ability/Ride-ability

Lessons Learned



- Improvements is a curse word
- A design without planning efforts is an uphill battle.
- “I know nothing about the area.”
- “Yes, I have watched what it is like at peak hours.”

What's Next?



- BRAC Bethesda communications plan
 - Montgomery County led
 - Communicating with end users
 - Promoting other commuting alternatives
- Pedestrian MOT
- Initial Phase of Construction



Demand Management
MdQI BRAC Panel
February 3, 2011

www.MeadeRide.com

Who is MeadeRide?

A one-stop travel resource serving businesses, agencies and employees working in the Ft. Meade area.



What Services Does MeadeRide Offer?

- Carpool/Vanpool
- Rail/Bus/Shuttle
- Guaranteed Ride Home



Challenges During Development

- Large Numbers Relocating from Virginia
- Short Time Line
- No Existing Transit or HOV



Source: <https://www.bluesteps.com/Client/Images/time-management.jpg>

Solutions: Market Segmentation

- **ID Employees Likely to Change**
 - Survey
- **Enroll Employees Willing to Change**
 - On-Line Order Form
- **Educate/Motivate Change**
 - Relocation Fair
- **On Going Promotion of Transportation Choices**
 - Dateline DISA



Source: <http://t1.gstatic.com/images>

Solutions: Plan as You Implement

- Hit the ground running



Source: <http://t0.gstatic.com/images>

Solutions: Create New Choices

- Subscription Bus
- Vanpools



Challenges During Enrollment

- Security Issues with Surveys
- Staff Denial about Move
- Lack of Information
- Not Knowing Each Other



Source: <http://www.worldgamblingnews.com/wp-content/uploads/2010/10/cyber-security-3.jpg>

Solutions: Respect Privacy

- Secure Website
- Internal Distribution
- Voluntary Contact Information



Solutions: Reality of Move

- End of Denial =
BIG ORANGE
MOVING BOXES



Solutions: Create New Information

- Consolidate existing & create new information



Solutions: Getting to Know You

- Vanpool Formation Meetings



Who's Your Neighbor?

Brief Introductions (5 minutes):

- Name
- Closest Intersection
- Shift



Challenges During Development

- Security at Gates
- Phased Move
- Multiple Agencies
- Lack of Long Term Funding



Solutions: HOV Express

- Special Gate for Carpools, Vanpools and Buses



Solutions: Flexible Options

- 4 or More Riders in 7 Passenger Mini-Van
 - Same as cost per person in full Mini-Van*
- 2-3 Riders in 7 Passenger Mini-Van
 - Only 30% more than cost per person in full Mini-Van*

* Discount is only available for first 3 months of vanpool as required and assumes commitment toward a full vanpool at the end of that period.



*Example for Demonstration Purposes Only
(Actual costs vary based on mileage and vehicle type):*

Solutions: The More the Merrier

- Coordinated Database Increases Economies of Scale for Carpools, Vanpools and Buses



Source: <http://t3.gstatic.com/images>

Solutions: Creative Funding

- Agency/Contractor Membership Dues
- Agency/Contractor Fee for Service
- Office of Economic Adjustment Grants
- MDOT
- Others being explored



Source: <http://t3.gstatic.com/images>

Recommendations for other BRAC TDM Efforts

- Allow for lead time
- Understand your market
- Invest time in tailored assistance
- Be Flexible
- Be Patient!

QUESTIONS?