

Worksession #1  
June 6, 2013

COUNTYWIDE TRANSIT  
CORRIDORS FUNCTIONAL  
MASTER PLAN

# CTCFMP Process: schedule

- CTCFMP Worksession #1 – June 6
- CTCFMP Worksession #2 – June 13
- CTCFMP Worksession #3 – June 18
- **WOSG Worksession #1 (Transportation) – June 20**
- CTCFMP Worksession #4 – July 11: direct staff to prepare Planning Board Draft
- July 22: Transmit Planning Board Draft of CTCFMP to County Council

# CTCFMP Process: worksession packets

- Public hearing was held on May 16, 2013 but comment period is open until June 7<sup>th</sup>.
- Packet for Worksession #1 includes responses to testimony received through May 24<sup>th</sup>.
- Packet for Worksession #2 includes responses to testimony received through May 31<sup>st</sup>.
- Packet for Worksession #3 includes responses to all remaining testimony through the end of the comment period.

# CTCFMP Process: worksession outline

- At the start of each worksession, we will highlight what staff believes are the most important issues in the presentation and then go through the issues matrix page-by-page to see if there are other issues that the Board may want to address.

# Worksession #1 topics (w/matrix page nos.)

- Public Outreach (71-74)
- Parts of the Plan
- Master Plan Phasing (19-20)
- General Concerns
  - What's not in the Plan (4)
  - Lane repurposing's impact on congestion (13-17)
  - Task Force comments on ROW & treatment (17-19)
  - Duplication of Metrorail (21, 23)
  - Pedestrian safety (23)
  - Lack of location-specific detail (24)
  - White Oak Science Gateway Master Plan (29)

# Public Outreach

- Chevy Chase West comments that public outreach was inadequate
  - Ten Planning Board meetings before the Public Hearing and:
    - Oct-Nov 2011: Two community mtgs at MRO & Germantown ServCtr
    - Apr 2012: Presentation to White Oak Science Gateway CAC
    - Oct 2012: Presentation to Four Corners citizens, MRO open house
    - Nov 2012: Presentation of staff's draft recommendations at Blair High School, Shady Grove Training Facility, & Wheaton Library
    - Jan-May 2013: Mid-County CAB, Coalition for Smarter Growth, BIC, MC Civic Fed, Rockville Planning Commission, Western Montgomery CAB, Rockville Mayor and Council, Action Committee for Transit, North Woodside Citizens Association, & Chevy Chase West citizens
    - Plan webpage links to staff memos, presentations, and resources, as well as a blog for comments
    - Two segments on the Montgomery Plans cable show

# Public Outreach

- Public notice for Public Hearing
  - Advertisements in the Washington Examiner and Gazette
  - Written notice to municipalities
  - Update on BRT Website
  - Notice in Infoshare, which has 1,500+ subscribers
  - Press release
  - Copies of Public Hearing Draft placed in Montgomery County regional public libraries: Bethesda, Rockville, Germantown, and Wheaton

# Public Outreach

- May 2012: MD355 Green Mile segment was included in the Transit Task Force's final report delivered to the County Executive
- November 2012: MD355 Green Mile segment was included in the draft staff recommendations and discussed at the Board's Nov 8th meeting
- March 10, 2013: President of Chevy Chase West Neighborhood Association (CCWNA) sent an e-mail to Planning Board Chair and all County Councilmembers, expressing the group's concerns about the Phase 2-recommended median busway
- March 15, 2013 Infoshare: notice of BRT presentation to Board on 3/18, and BRT presentation to BRAC Implementation Committee at Bethesda Regional Services Center on 3/19
- April 4, 2013: Larry Cole met with three representatives of the CCWNA to discuss their concerns after approval that morning to advertise the PH Draft.
- April 12, 2013 Infoshare: notice of BRT presentation to Western Montgomery CAB at Bethesda Regional Services Center on 4/15





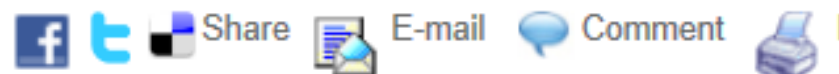
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COMMENTS (0)

Thursday, April 04, 2013



## Montgomery County planning board supports ideas for encouraging local bus travel

*Dedicated lanes on Md. 355, other roads under consideration*

By **Agnes Blum** Staff Writer

The Montgomery County Planning Board on Thursday put its stamp of approval on a proposal to dedicate two lanes of Md. 355 — stretching from Friendship Heights up to the Rockville Metro — for buses only.

### More News

- Silver Spring community sheds light, and hope, on crime problem

# Parts of the Plan

- The bound Public Hearing Draft Consists of:
  - ▣ The Plan itself, which would be become County policy
  - ▣ The Plan Appendix, which consists of three appendices addressing:
    - Impacts on 2040 traffic countywide
    - BRT ridership forecasts
    - Forecast 2040 housing and employment
  
- The Online Technical Appendix consists of 14 separate technical appendices

# Master Plan Phasing

- Planning Board directed staff to consider potential future land use changes to achieve an aspirational BRT network. The phased Master Plan approach includes:
  - ▣ Phase 1 – reflecting the Functional Plan’s ability to serve current planned land use only
  - ▣ Phase 2 – guiding future Master Plan updates
- But the phased master plan approach is causing confusion and concern on the part of residents.

# Master Plan Phasing

- The Board should consider:
  - ▣ Deleting the Phase 2 recommendations, or
  - ▣ Relocating them to the Plan Appendix to clarify that they do not carry the full weight of a master plan recommendation.
    - The Phase 2 recommendations could be retitled “Enhanced BRT Treatments to be Considered in Future Master Plan Updates”.
    - The recommendations in the Plan would delete the references to phasing and reflect only the treatments now shown as Phase 1.

# General Concerns

# General Concerns:

## What's not in the Plan - p. 4

- SHA asked that we clarify what this plan does not make recommendations on, which include:
  - ▣ the operation of BRT such as the frequency, hours, and span of service
  - ▣ bus size, door configuration, and fuel
  - ▣ off-board fare collection
  - ▣ details of the station design
  - ▣ redeployment of local buses
  - ▣ specific locations and/or right-of-way for:
    - stations (beyond locating them by intersection)
    - turn lanes
    - traffic-signal priority

# General Concerns: Lane Repurposing's Impact on Congestion – p.13-17

- Concern that congestion would increase because of lane-repurposing.
  - ▣ The transportation modeling forecasts a countywide decrease in VMT and VHT, but this needs to be verified by further detailed study.
  - ▣ The impacts on travel time for individual corridors must be determined as part of facility planning, being affected by:
    - BRT treatment decisions that will drive the need for turn lanes, turning restrictions, signal timing, and whether local buses can be accommodated in dedicated lanes
    - Availability and desirability of alternative travel routes

# General Concerns: Task Force Comments ROW & Treatment – p.17-19

- Right-of-way should be recommended without specifying a treatment.
  - ▣ The treatment warranted by the forecast ridership is needed to provide adequate information to the public as to what to expect.
- We should strive for the highest level of BRT treatment on all corridors unless absolutely infeasible.
  - ▣ Aiming for the highest possible level of treatment regardless of forecast ridership would engender unnecessary costs and property impacts.



# General Concerns:

## Duplication of Metrorail – p. 21, 23

- Most concerns about duplicating Metrorail were about MD355 South but Georgia Avenue South was also referenced.
  - ▣ These corridors serve the same area as the two legs of the Red Line but provide a different service that is intermediate between Metrorail and local buses, with a closer stop spacing and less of a time penalty to access the system for moderate length trips.
  - ▣ The reduction in Red Line ridership is shown below:

Table B-8 (modified) MD 355 and Georgia Ave BRT Ridership as Percent of Red Line Ridership Reduction

	Corridor	Build 1	Build 2	Build 2A
A	MD 355 South BRT ridership	48,700	46,000	43,900
B	Georgia Avenue North/South BRT ridership	24,300	23,700	12,300
C	total ridership coming from Red Line	23,100	21,700	13,900
D	% ridership coming from the Red Line	32%	31%	25%

# General Concerns:

## Duplication of Metrorail – p. 21, 23

- On a network-wide basis, the BRT ridership would come from the following sources:

<b>2040 Forecast BRT Network Trips</b>	<b>Build 1</b>	<b>Build 2</b>	<b>Build 2A</b>
<b>New Transit Trips</b>	58%	57%	50%
<b>From Metrobus</b>	12%	12%	15%
<b>From Metrorail</b>	9%	9%	10%
<b>From Ride On</b>	17%	18%	20%
<b>From Other Services</b>	4%	4%	5%
<b>Total</b>	100%	100%	100%

## General Concerns:

### Pedestrian Safety – p. 23

- Pedestrian safety appears not to have been adequately addressed.
  - Language should be added to the Plan to the effect that pedestrians are accommodated in the typical section with ample offsets from the curb and in median refuges.
  - There likely will be more signalized crossings at BRT stops, which would assist all pedestrian crossings.
  - Consider moving the recommendations for improvements in Bicycle-Pedestrian Priority Areas from the Online Technical Appendix to the Plan Appendix to clarify what is intended.

## General Concerns:

### Lack of Location-Specific Detail – p. 24

- In addition to the Phase 2 concerns, residents are concerned with the lack of detail on many issues associated with this Plan. These concerns are with:
  - ▣ Operational issues that are beyond the scope of this Plan, or
  - ▣ Physical and ROW impacts that would be affected by operational decisions that have not yet been made, or
  - ▣ Treatment decisions to be made by the implementing agency after completing more detailed study.

## General Concerns:

# White Oak Science Gateway Master Plan –p. 29

- Plan should assume anticipated increased White Oak land use.
  - ▣ The Plan can be modified to include a reversible one-lane median busway along Randolph Road if the Board determines that it is necessary to support the land use in WOSG.
  
- Extend the Randolph Road corridor along Cherry Hill Road to FDA Boulevard
  - ▣ This can be included as a mixed traffic corridor at the Board's direction.