

Network and Methodology Report
January 12, 2012 Roundtable

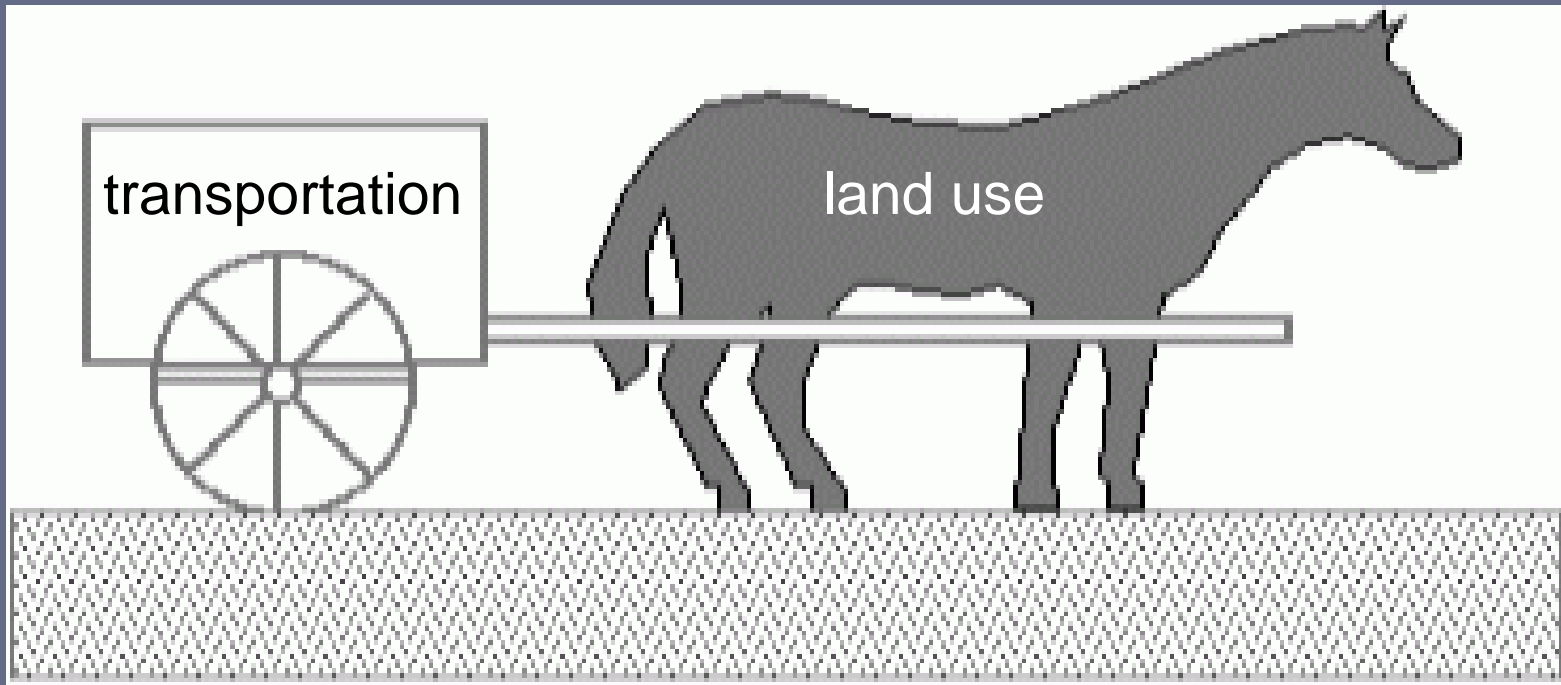
COUNTYWIDE TRANSIT
CORRIDORS FUNCTIONAL
MASTER PLAN

Purpose of the BRT Network

- ❖ Transforming how people travel around the county or just providing a better alternative for those who take transit?

Purpose of the BRT Network

- ❖ Promoting economic development per current Master Plans or encouraging a different type of development pattern in the county?



land use and transportation: which comes first?

- ❖ Our transportation system must be based on planned land use. If we are to go beyond the land use in our current Master Plans, what boundaries do we put on the discussion?

“If you can look into the seeds of time, and say which grain will grow and which will not, speak then to me....” - Shakespeare

wedges & corridors - post WW II assumptions

population

projected 995,000 by 2000
2000 - 873,346
2010 - 971,777

jobs

projected 335,000 by 2000
2000 - 474,300
2010 - 506,000

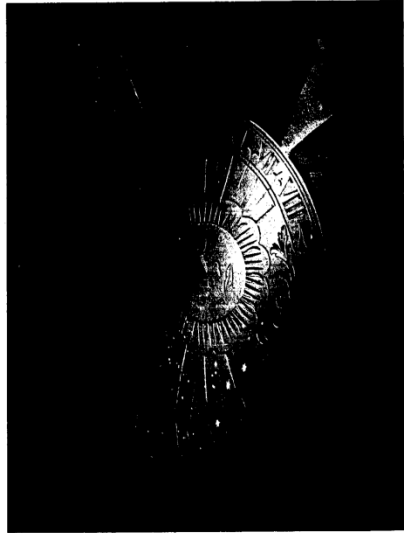
households

projected 301,515 by 2000
2000 - 323,400
2010 - 360,500




...on wedges and corridors

“If you can look into the seeds of time, and say which grain will grow and which will not, speak then to me...”
—SHAKESPEARE.



a general plan for the
maryland-washington regional district
in montgomery and prince george's counties



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

The mission: *“to explore strange new worlds, to seek out new life and new civilizations, to boldly go where no man has gone before.”* – Captain Kirk

beyond wedges & corridors – what are our assumptions?

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Summary

Current ridership forecasts support only a BRT network that is less extensive and less elaborate than has been proposed

Guidance is needed from the Board as to what land use changes we should use for modeling purposes in an effort to increase ridership for the BRT network, thereby improving the viability of a larger and higher-quality network

Summary

A two-step Master Plan process can be used to meet long-term goals and near-term constraints:

- Include in the Countywide Transit Corridors Functional Master Plan only those corridors whose ridership is supported by current area Master Plans
- Identify additional corridors to be considered for inclusion in future area Master Plans in concert with land use changes

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