

Worksession #4  
July 11, 2013

COUNTYWIDE TRANSIT  
CORRIDORS FUNCTIONAL  
MASTER PLAN

Changes noted in memo

# Changes to Public Hearing Draft

- Master Plan phasing deleted
  - ▣ Phase 2 segments within other jurisdictions retained in Plan with qualifications
  - ▣ Other Phase 2 segments moved to Appendix
- MD355 corridor extended to Clarksburg as mixed traffic corridor

# Changes to Public Hearing Draft

- Changes to the New Hampshire Avenue corridor table to reflect coordination with Prince George's County and the City of Takoma Park.
- Changes to the University Boulevard corridor table to reflect the Long Branch Sector Plan and the current design of the Purple Line

# Changes to Public Hearing Draft

- Various clarifications have been made in response to public comments.
- A section has been added on implementation of the BRT system to address concerns about a potential watering-down of BRT system.
- A section has been added on the Carbon Emission Analysis.

# Changes to Public Hearing Draft

- Most graphics replaced
- Section added to the Plan Appendix comparing travel times with general traffic
- Sections on bikeway accommodation and Bicycle-Pedestrian Priority Areas moved from the Online Appendix into the Plan Appendix

# Additional changes not in memo

- Additional wording in Planning Context to introduce BRT treatment types
- Describing what the Plan won't do
- Clean up on the Phase 2 changes
- Additional wording on traffic analysis for lane repurposing
- Graphics corrections
- Clean up on the MD355 extension in the Appendix

## Page 9 in Clean Version : Intro for treatment types

the later recommendations of the County Executive's Transit Task Force, whose final recommendations were delivered in May 2012. This Plan uses an expanded approach to meeting transportation challenges, however, addressing primarily the needs of a BRT system, but also the designation of bicycle-pedestrian priority areas and the need for expanded MARC commuter rail service to support a transportation network that is better integrated.

BRT service can be provided via a variety of transitway treatments: a dedicated two-lane median or side transitway; a dedicated one-lane median transitway; dedicated curb lanes; or running in mixed traffic. Dedicated lanes can be achieved either by expanding the right-of-way and pavement or by repurposing existing travel lanes.

Frequent, reliable bus service is most easily provided on a network of dedicated bus lanes, and the attractiveness of transit to the potential patron depends on how well his or her entire trip can be made, but the optimal size of this network must be weighed against physical and right-of-way impacts. This Plan identifies additional rights-of-way for certain corridor segments ~~that a~~ where needed to ensure a good balance between overall transit network integrity and impacts on adjacent properties. It recommends the more efficient use of existing rights-of-way along other corridor segments by ~~preferential~~ repurposing existing travel lanes for transit ~~accommodation~~ where the value of doing so is confirmed through more detailed facility studies and operational planning. This Plan does not envision that full-time dedicated bus lanes will be implemented as a first step in most locations.



## Page 11 in Clean Version : What the Plan won't do

This plan makes no recommendations in regard to 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; or transfers with and redeployment of local buses, which are within the purview of the Executive.

# Pages 14-15 in Clean Version : Deletion of phasing

destinations, within a year of the project's opening, the HealthLine's success was evident; indeed, ridership had risen by nearly 50 percent ~~over~~ that of the Route 6 Euclid Avenue bus, which was formerly the most heavily used route in the RTA system.

## Summary Recommendations

Functional plans provide the intermediate level of planning detail between the General Plan and area master plans, in this case, providing the legal basis for securing adequate rights-of-way to accommodate the desired facilities. The focus of this Plan is to:

- identify the ~~rights-of-way~~corridors needed to accommodate the desired BRT network, facilitating superior transit service along many of the county's major roadways
- recommend a minimum public right-of-way for each affected roadway and any changes to the planned number of travel lanes
- identify recommended station locations: by the nearest intersection

This Plan recommends a network of ten transit corridors (see Map 1), with specified rights-of-way and treatments, ~~as well as direction for more extensive transit corridor treatments that may be warranted in the future.~~

## Page 17 in Clean Version : Deletion of phasing

This Plan's recommended transit corridor network is intended to serve current and planned land use in adopted master and sector plans. No changes to land use or zoning are recommended in this Functional Plan.

This Plan establishes the direction for more detailed work to be done in project planning along individual transit corridors;~~it also recommends that a greater level of transit treatments be considered for these corridor segments as part of future master or sector plan updates (see page 24).~~ The corridor segment treatment, length, and station locations are all subject to modification during these more detailed planning and engineering phases of project development and implementation, bearing in mind that the goal is to create a high-quality BRT system that will offer frequent, reliable service.

## Page 26-27 in Clean Version: Revised wording on traffic analysis for lane repurposing

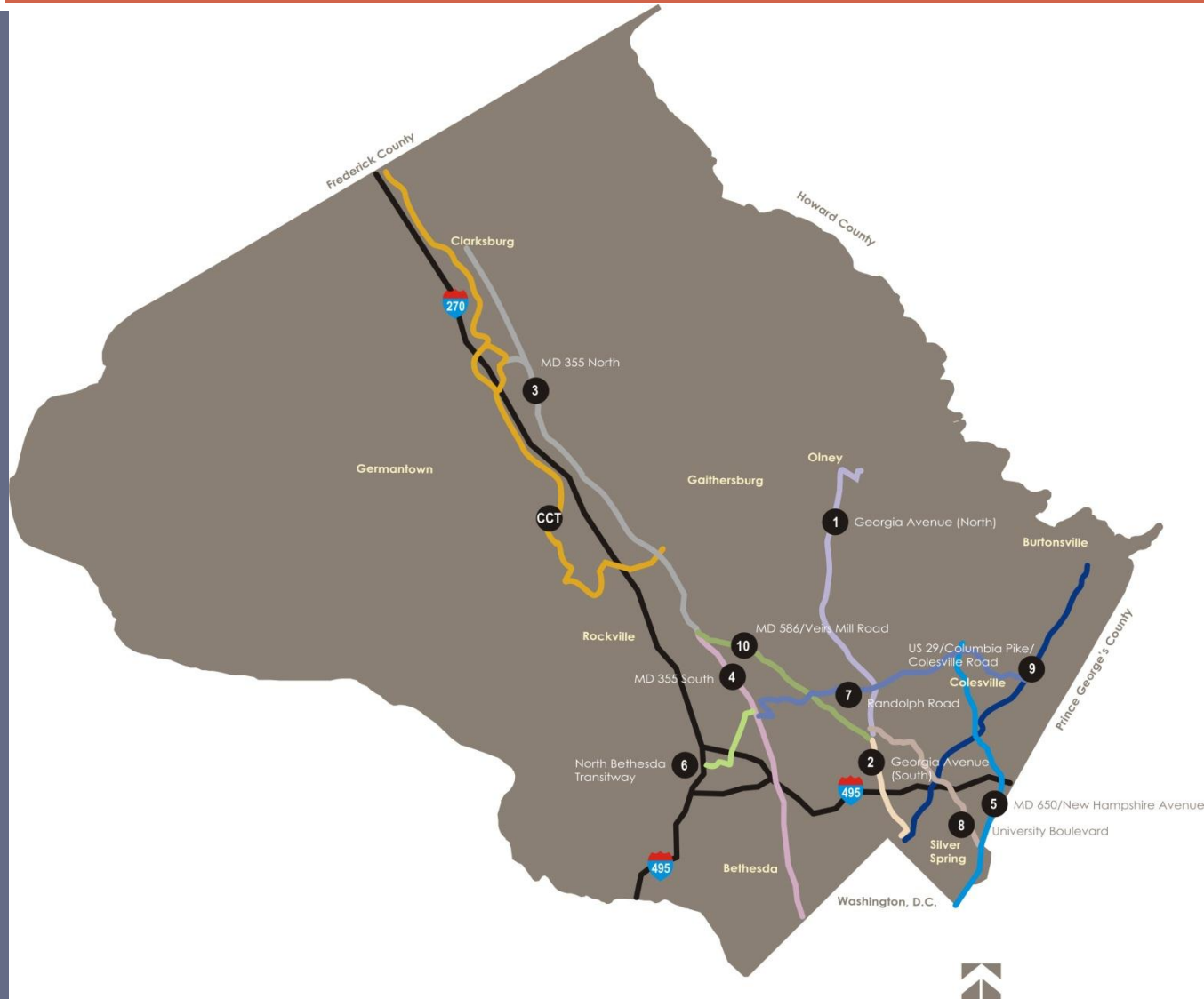
Where bus rapid transit would move people most efficiently in a corridor, the dedicated space needed to accommodate transit should be provided; the remaining lanes would continue to be available for general traffic. The recommended bus lanes would provide a greater level of person-throughput, potentially at a higher average level of service for all users of the road.

~~While lane repurposing is highly desirable, a~~ thorough traffic analysis ~~that includes repurposed lanes~~ must be performed as part of facility planning to identify what transportation improvements could be implemented to mitigate the impacts of lane repurposing, ensuring that the overall operation of the transportation network will operate acceptably. ~~This analysis should not be confined to the specific transit corridor only, but should also consider what changes are needed, if any, in the surrounding area to ensure an acceptable operation for traffic that would be diverted from the corridor being studied.~~

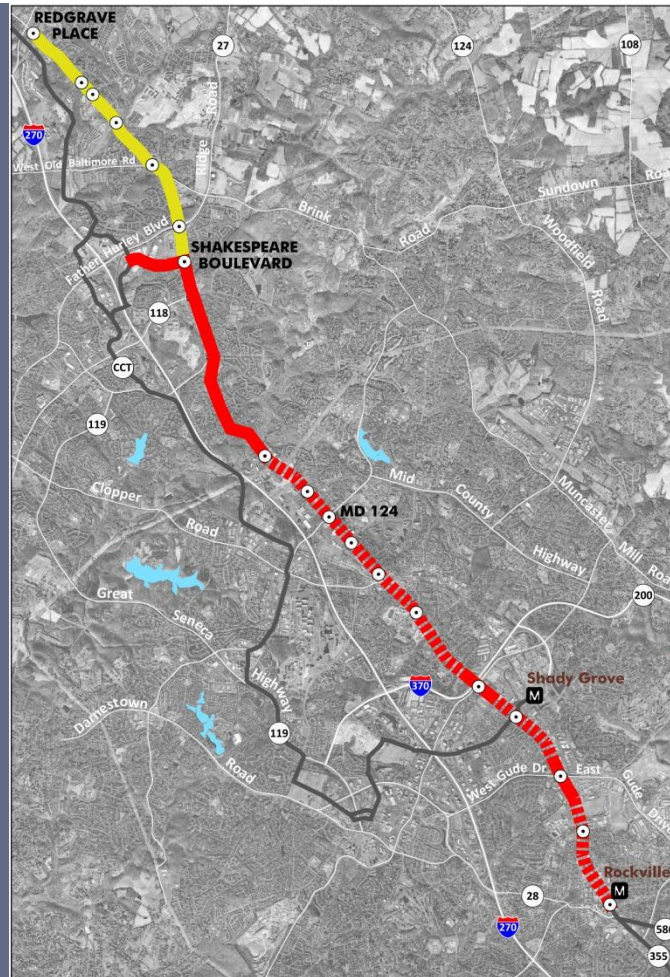
*SHA recently decided to repurpose travel lanes on University Boulevard east of Piney Branch Road to achieve the space needed for the Purple Line tracks, but would also:*

- make some intersection improvements on University Boulevard*
- construct double right turn lanes and install a half-signal at the ramp from the Inner Loop of the Beltway to southbound New Hampshire Avenue.*

# Page 16 in Clean Version : Map 1



# Page 40 in Clean Version : Map 5 of MD355 North



### Recommended BRT Treatment

- Two-Lane Median
- Two-Lane Median (Requires confirmation by Cities of Gaithersburg and Rockville)
- Mixed Traffic
- Other BRT Corridors
- BRT Station
- Metro Station



# Page 96 in Clean Version: Extension of MD355 North

~~The recommended treatments will increase intended bus speeds to achieve ridership levels closer to the Build 2 scenario than the Build 2A scenario by recommending a two-lane median busway. While ridership will increase, it will not reach Build 2 because the incentive to take transit was reduced for many potential passengers when other corridors were dropped from the network.~~

The Countywide Transit Corridors Functional Master Plan recommends including this corridor as a mixed traffic transitway north of Shakespeare Boulevard, where forecast ridership is not strong but where additional service to Clarksburg is desired. South of Shakespeare Boulevard, the Plan recommends a two-way median busway ~~in Montgomery County~~ because of the high ridership potential and recommends lane repurposing in the following segments:

- Game Preserve Road to the Corridor Cities Transitway—lane repurposing is recommended because BRT is anticipated to provide greater person-throughput.

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# Next Steps

- CTCFMP Worksession #4 – July 11: direct staff to prepare Planning Board Draft
  - ▣ Management Services staff to prepare final version of Plan
- July 22: Transmit Planning Board Draft of CTCFMP to County Council

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