

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 7th.
- Packet for Worksession #1 includes responses to testimony received through May 24th.
- Packet for Worksession #2 includes responses to testimony received through May 31st.
- 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



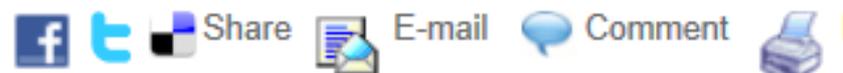
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COMMENTS (0)

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:

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