

Worksession #3
June 18, 2013

COUNTYWIDE TRANSIT
CORRIDORS FUNCTIONAL
MASTER PLAN

Public Hearing Testimony

- 247 pages of transcript +
- 607 pages of written testimony from 274 individual e-mails and letters =
- 1 1 1-page issues matrix with staff responses

Worksession #3 topics

- From Worksession #2:
 - Master Plan Phasing – resolved (R): Phase 2 treatments to be shown in Plan Appendix
 - General Concerns
 - Task Force on ROW & treatment - R
 - White Oak Science Gateway MP – To Be Continued (TBC)
 - Comparison of curb bus lane & median busway – R
 - Transit performance standard & Executive flexibility – TBC
 - Lane Repurposing - TBC
 - Corridor Location & Treatment and Other Comments
- New Comments

From Worksession #2

Corridor Treatment Comments: NH Avenue & WOSG

- New Hampshire Avenue: determine the typical section with the City of Takoma Park, plus revise the table south of East West Highway to reflect coordination with PGCo's master plan (p. 57) – **resolved, but more discussion added:**
 - Add note to Plan page 29, Recommended Corridors:
 - *“This Plan is anticipated to be reviewed by the County Council at the same time as the White Oak Science Gateway Master Plan (WOSG). Land use decisions made as part of the approval of WOSG may require an upgrade in treatment on portions of the following corridors: New Hampshire Avenue, Randolph Road, and US29. Any upgrades should be reflected in the final approved Plan.”*

Corridor Treatment Comments: NH Avenue & WOSG - (pp. 57-58)

- To stay in sync with the WOSG plan, the Public Hearing Draft's 130-foot ROW recommendation for the segment between Lockwood Drive and I-495 should remain but with the following qualifying language:
 - *“A bi-directional cycle track plus sidewalk should be considered on the east side in place of on-road bike lanes plus shared use path. In areas where severe right-of-way constraints exist however, consideration should be given to accommodating cyclists and pedestrians via a shared use path only.”*

Corridor Treatment Comments: NH Avenue & WOSG

ROW constrained between Oaklawn Drive and Powder Mill Road



Transit Performance Standard - (Plan page 22)

- Consider adding to the shaded box on treatment decisions on Page 22: *“The recommended transit corridors and treatments represent what is needed to ensure network integrity and achieve the plan vision. More detailed facility planning may result in modifications to the recommended treatment in specific corridors or segments.*
- *A key objective of subsequent facility planning and detailed engineering should therefore be that the resulting end-state treatments (i.e., treatments generally attainable within the recommended rights-of-way) for individual corridors and the overall network should be consistent with the minimum level of service that would be provided by the recommended treatments in this plan. These treatments should also facilitate improving the performance of the transit network as measured by the Transportation Policy Area Review included in the Subdivision Staging Policy.”*

Lane Repurposing - (Plan page 22)

- Insert in 4th paragraph before “Because of heavy traffic...”:
 - ▣ *“While lane repurposing is highly desirable, a thorough traffic analysis that includes repurposed lanes must be performed as part of facility planning to ensure that the overall operation of the transportation network will operate acceptably.”*
- Insert at the end of the 4th paragraph:
 - ▣ *“Should additional travel lanes be needed, an Amendment to this Plan or to the appropriate Area master plan should be pursued.”*

Corridor Location & Treatment and Other Comments

- MD355 North: realignment in Gaithersburg - R
- MD355: Number and location of BRT stops – R
- MD355: Clarksburg & Green Mile – R: Extend MD355 to Clarksburg as mixed traffic corridor
- MD355 South: Green Mile – R
- US29 vs. New Hampshire Avenue – R
- US29: impact on other buses and emergency veh – R
- US29: minority & low-income communities – R
- MARC Expansion:– TBC
- Storage and Maintenance Facilities: – R

MARC Expansion - (Plan page 69)

- The Public Hearing Draft recommends a third track from the Frederick County Line to the Metropolitan Grove station without a specified ROW.
- MTA has commented that whereas their 2007 Growth & Investment Plan included a third track from Point of Rocks to Kensington, they currently anticipate a third track from Point of Rocks only to Barnesville.
- Staff recommends that we keep the recommendation as-is to facilitate a future extension.

New Testimony

New testimony

- Additional testimony that was presented verbally at the public hearing on May 16, 2013 and reflected in the transcript.
- Most additional pieces of testimony are restatements of previously presented and discussed testimony.

New testimony

- Submission of TRANSFORM analysis from Chevy Chase West and Four Corners residents re Complete Streets and lane-repurposing (p. 19, 31)
- MD355 South:
 - ▣ Joint letter from 22 residents of Chevy Chase supporting BRT (p. 32)
 - ▣ Letter from Village of Drummond against BRT (p. 32)
 - ▣ Letter from Village of Friendship Heights against BRT (p. 44)
- Better transit needed, specifically on MD355, as an alternative to M-83 (p. 106)

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Next Steps

- CTCFMP Worksession #4 – July 11: direct staff to prepare Planning Board Draft
- July 22: Transmit Planning Board Draft of CTCFMP to County Council

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