

RTS Steering Committee Update
June 25, 2013

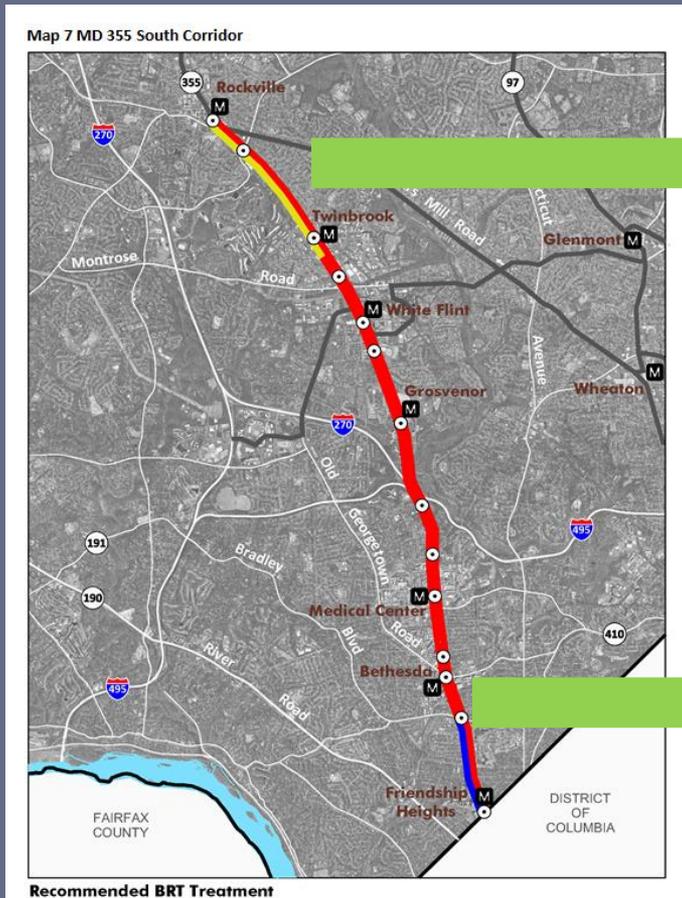
COUNTYWIDE TRANSIT
CORRIDORS FUNCTIONAL
MASTER PLAN

Where We Are In Process

- May 16th – Public Hearing Held
- 607 pages of written testimony from 274 individual e-mails and letters
- 111-page issues matrix with staff responses
- June 6, 13, and 18 – Work Sessions #1, #2, and #3
- July 11th – Authorization to Prepare Planning Board Draft
- July 22nd – Approval to Transmit Plan to Council

Major Changes to Public Hearing Draft Plan

Phase II deleted but treatments will be shown per:



Change to dashed red (two-lane median busway) with note that this requires confirmation by jurisdiction (Rockville)

Change to blue (curb bus lanes, per former Phase 1) with note in Plan Appendix that an enhancement to two-lane median busway could be considered as part of a future master plan update.

Another Area of Discussion - Transit Performance Standard: New Implementation Section

- *“The purpose of the transit corridor network is to facilitate a bus rapid transit service that supports the county’s mobility, land use, and economic development goals. The recommended transit corridors and treatments represent what is needed to ensure network integrity and achieve the plan vision, which is to make transit a viable and reliable alternative to driving in the county’s developed core, especially the I-270 corridor and Urban Ring, as defined in the General Plan.*
- *Minimum performance standards should be created by the Executive to guide the implementation of the proposed BRT network to ensure that it will be an attractive alternative to driving. BRT has the ability to greatly expand the people-moving capacity of a travel lane, either all-day or during peak periods,*

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- *“and can be a highly effective way to decrease dependence on single occupant vehicles and the resultant congestion on our roads.*
- *While this Plan addresses the essential elements of infrastructure that will influence speed and reliability in the choice of mode in trip making, operational decisions such as the use of signal prioritization, off board fare collection, and similar questions must also take performance quality standards into account.*
- *More detailed facility planning may result in modifications to the recommended treatment in specific corridors or segments, but a guiding document is needed to ensure that the key objective of subsequent facility planning and detailed engineering should be that the resulting end-state transit corridor treatments (i.e.,*

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- *“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 transit corridor treatments in this Plan.*
- *These transit corridor treatments should support the operation of a BRT network that improves the performance of the overall transit network as measured by the Transportation Policy Area Review included in the Subdivision Staging Policy.”*

Recommended Transit Corridor Network

Treatment	New Recommended Network	Former Phase 1
Two Lane Median	30*	19
Two Lane Side Busway	1	1
One Lane Median	21*	20
Curb Lanes	6	4
Managed Lanes	1	1
Mixed Traffic	18	34
Total (miles)	79	79

* Some segments require confirmation by other jurisdictions.

Reconciling Plan Recommendations

Corridor	From	To	Potential ROW Change	Applicable Plan	WOSG & Glenmont Land Use Dependent?
NH Avenue	Lockwood	I-495	120 to 130	WOSG	No
US 29	Lockwood	Southwood	120 to 122	WOSG	No
Stewart / Lockwood	US 29	US 29	80 to 89	WOSG	Yes
Randolph Road	Glenallen	Fairland Road	120 to 141	CTCFMP	Yes
Randolph Road	Fairland Road	US 29	80 to 100	CTCFMP	Yes
Randolph Road	Georgia Ave	Judson Road	140 to 143	CTCFMP	Yes
Randolph Road	Judson Road	Lindell Street	120 to 143	CTCFMP	Yes
Randolph Road	Lindell Street	Dewey Road	120 to 141	CTCFMP	Yes
Randolph Road	Dewey Road	Parklawn Drive	100 to 119	CTCFMP	Yes