






Worksession #4: Countywide Transit Corridors Functional Master Plan

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Completed: 07/03/13

Staff Recommendation

Direct staff to prepare Planning Board Draft of the Countywide Transit Corridors Functional Master Plan.

Summary

The public hearing record for this Plan closed Friday, June 7, 2013 and Planning Board worksessions were held on June 6, 13, and 18. If the Board directs staff to prepare the Planning Board Draft at this worksession, it will be presented on July 22, 2013 for transmittal to the County Council.

Attachments

Attachment 1 is a redline version of the Public Hearing Draft Plan, with the following major changes as previously discussed in the Board’s worksessions:

- Most of the corridor treatments recommended as Phase 2 in the Public Hearing Draft have been moved to the Appendix as guidance for future master plan efforts.
- Treatments on the transit corridor segments in Rockville, Gaithersburg, and Prince George’s County were shown in Phase 2 because they require a master plan change by these jurisdictions to become effective. Moving them into the Appendix even when they were warranted by ridership forecasts appeared to us to give a less accurate view of the intended network. Therefore, the redline copy shows these segments in the Plan with the warranted levels of treatment, but without recommended ROW or number of travel lanes, which must be determined by the jurisdictions.
- The MD355 corridor has been extended to Clarksburg (to Redgrave Place).
- Changes have been made to the southernmost segment of New Hampshire Avenue to reflect Prince George’s County master plan recommendations and additional language has been added to reflect coordination with the City of Takoma Park.

- Changes have been made to the easternmost segment of University Boulevard to reflect the recommendations of the Long Branch Sector Plan and the current design of the Purple Line. A note has also been added to the University Boulevard corridor segment to reflect where the proposed mixed traffic operation would be partially within Prince George’s County ROW.
- The recommendation tables have been revised to delete information on the existing master plan-recommended ROW and number of lanes, and the number of existing lanes on-the-ground, which is already included in the tables in the Plan Appendix. These tables have also been revised to combine adjacent corridor segments with identical attributes, reducing the overall number of corridor segments listed.
- A description of two successful examples of BRT in the United States (Eugene, OR and Cleveland, OH) have been added to the Plan.
- A description has been added as to what this Plan does not include.
- Various clarifications have been made in response to public comments.
- A section has been added on implementation of the BRT system.
- A section has been added on the Carbon Emission Analysis.
- Most graphics have been replaced to reflect the phasing changes and the MD355 extension to Clarksburg and the typical section graphics have been redrawn for greater clarity.
- The Bicycle-Pedestrian Priority Area graphics have been replaced to more accurately follow existing Road Code Urban Area boundaries and property lines.
- A section has been added to the Plan Appendix comparing travel times with general traffic.
- The descriptive sections on bikeway accommodation and the Bicycle-Pedestrian Priority Areas have been moved from the Online Appendix into the Plan Appendix.

Attachment 2 is a “clean” version of the above.

The Public Hearing Draft Plan is available at

<http://www.montgomeryplanning.org/transportation/highways/documents/CountywideTransitCorridorpublichearingdraftApr13.pdf>, and the Online Appendix is available at

<http://www.montgomeryplanning.org/transportation/highways/appendix.shtm>.

Planning Board members are requested to bring their copies of the Public Hearing Draft Plan to the meeting.