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Corridor Cities Transitway

Presented to:

Johns Hopkins University

Urban Transportation Policy and Planning

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Introduction

- Consultant Project Team
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 - Stations Architecture and Urban Design Manager
 - RK&K
 - Parsons Brinkerhoff



Agenda

- Brief Project History
- Current Project Status & Schedule
- BRT & CCT Uniqueness
- Project Challenges & Impacts

Project History

- SHA I-270 Widening Studies
 - Variety of SHA PMs
- I-270/US 15 Multi-Modal Corridor Study
 - Highway Needs too great
 - Inclusion of the Corridor Cities Transitway

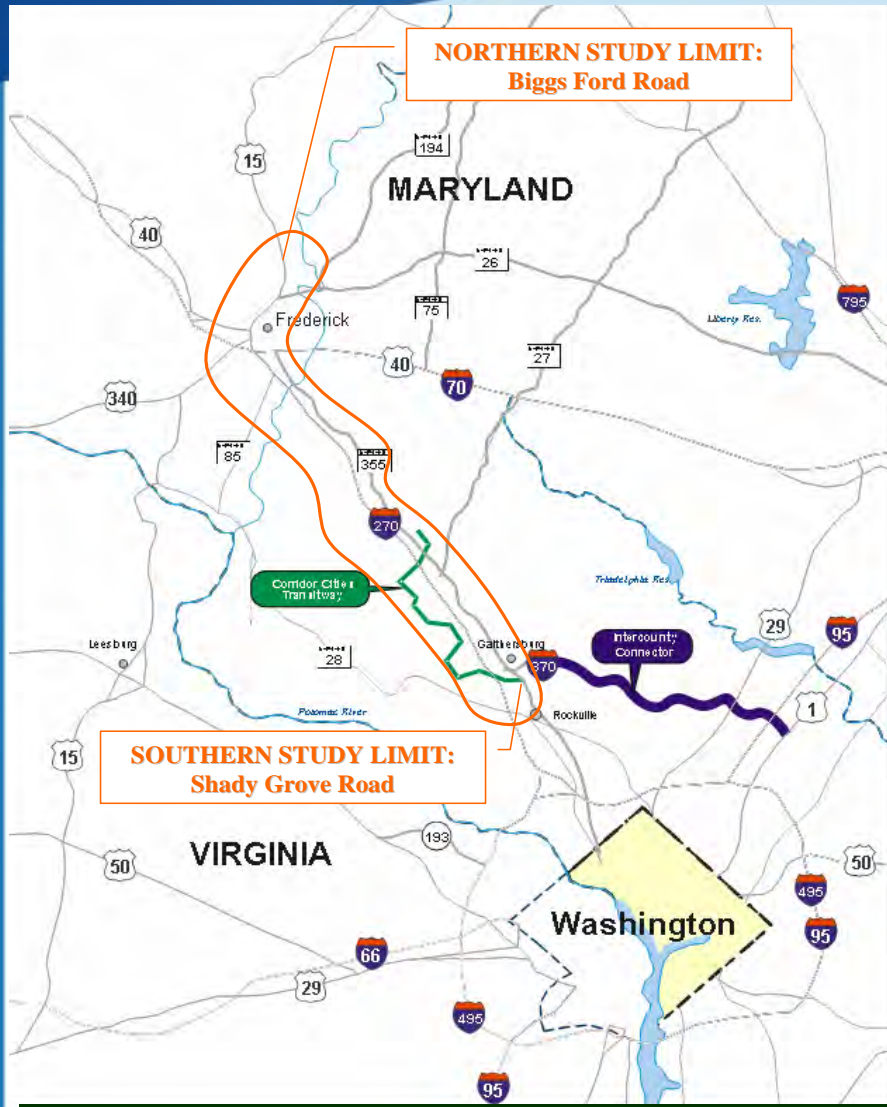


CCT Project Timeline

- **May 2002:** I-270/US 15 Multi-Modal Corridor Study DEIS and Section 4(f) Evaluation
- **May 2009:** I-270/US 15 Multi-Modal Corridor Study Environmental Assessment/Alternatives Analysis
- **November 2010:** Corridor Cities Transitway Supplemental Environmental Assessment
- **December 12, 2011:** Independent Utility submitted
- **May 2012:** Governor O'Malley announces the Locally Preferred Alternative

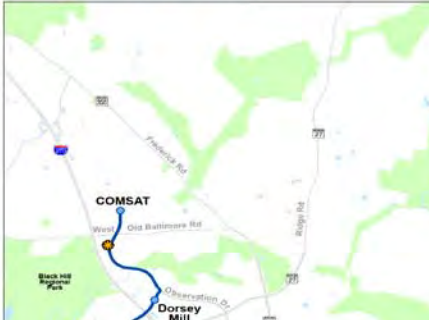


Study Area



- Multi-Modal Study by SHA and MTA for MDOT
- Project Team with SHA, MTA, Counties and Cities
- 30 +/- miles of Limited Access Highway
- 1.5 miles of New Alignment Highway (MD 75)
- 14 +/- mile Transitway

CCT Alignment

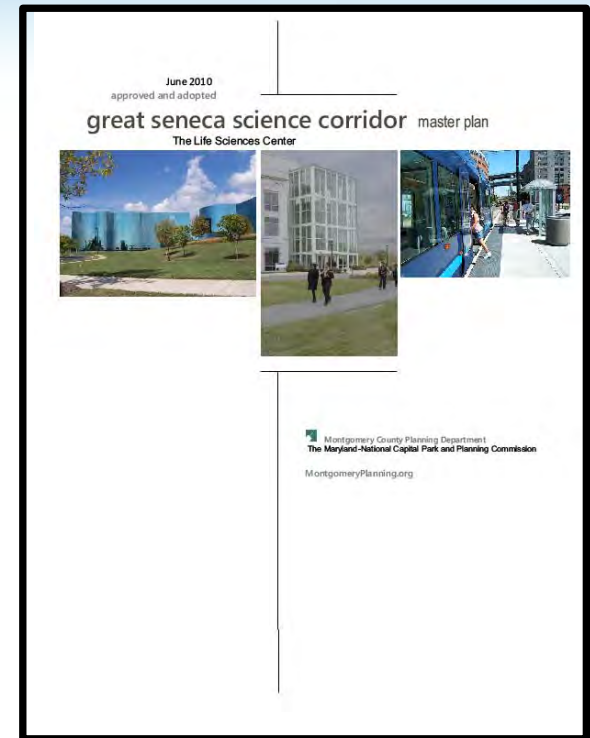


- Alignment established by Montgomery County in 1970s/1980s
- Adopted in Master Plans in the 1990s
- “Corridor Cities”
- Targeted Growth Areas
- Exclusive Right-of-Way
- Light Rail Transit or Bus Rapid Transit



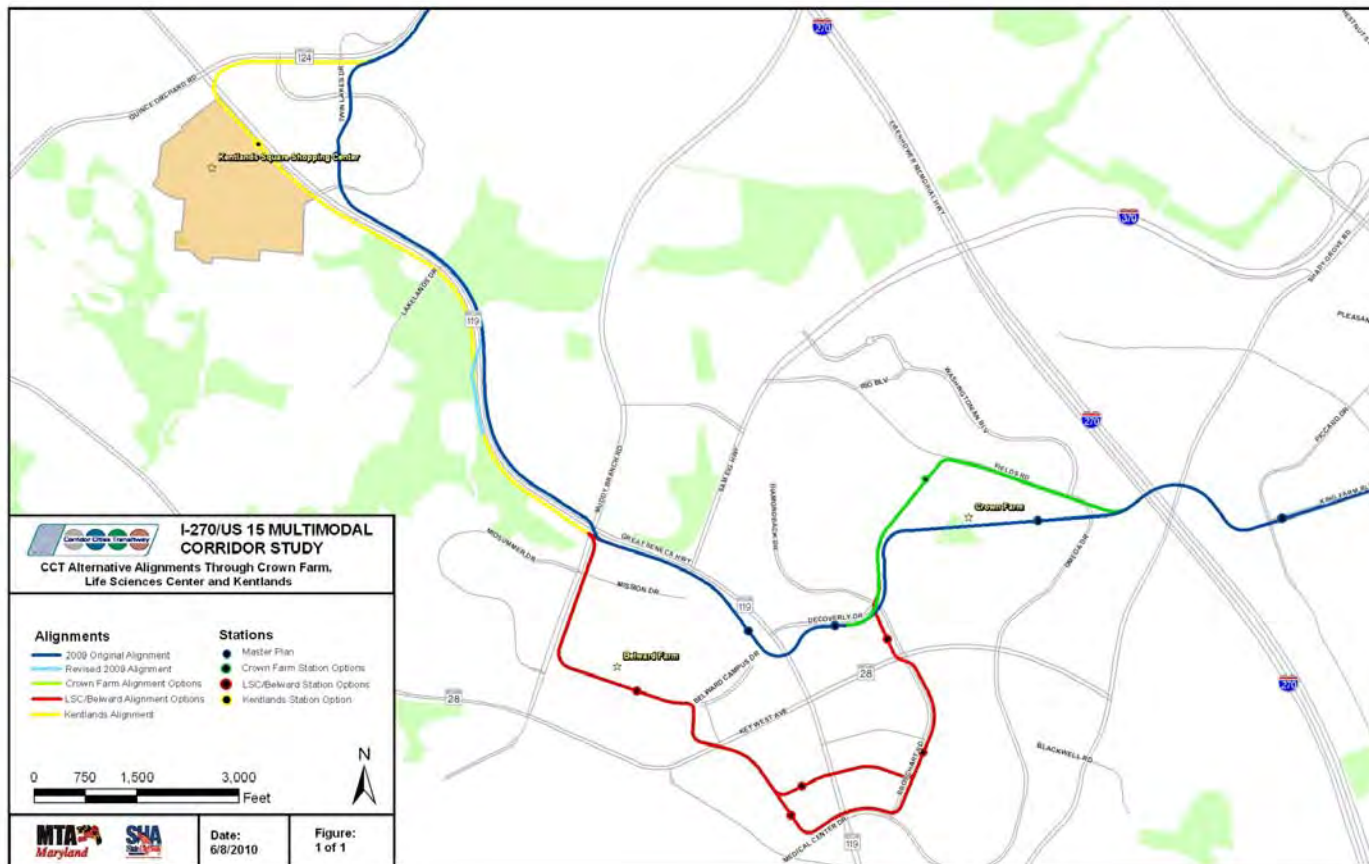
Great Seneca Science Corridor Master Plan (formerly Gaithersburg West Master Plan)

- M-NCPPC – Montgomery County Planning Department
- Does not include Cities of Rockville and Gaithersburg
- Alignment options in three areas



SEA Alternative Alignments

- Crown Farm, Shady Grove Life Sciences Center/Belward Farm, and Kentlands

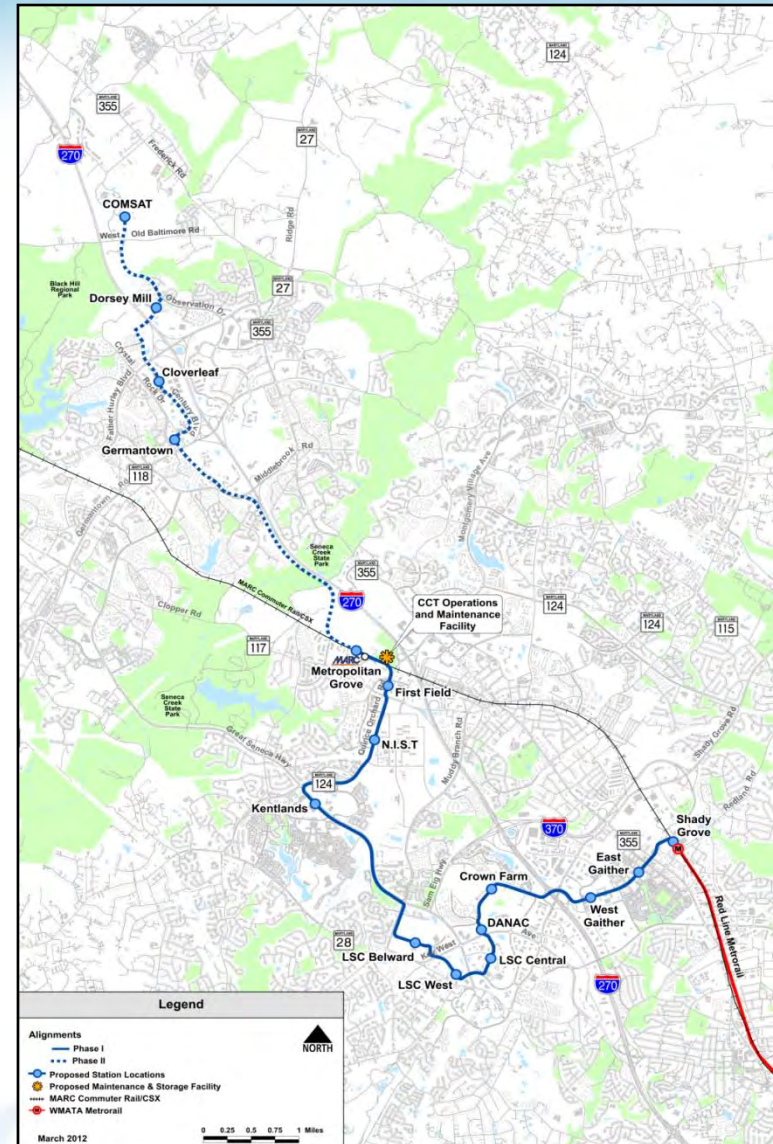


Independent Utility

- Transit Only
- Full highway improvements by 2030 not feasible
- Highway and transit on separate schedules
 - Highway: Break-out projects, Tiered FEIS approach, No funding or political will
 - Transit: Evaluation of Alternative Alignments, Locally Preferred Alternative (LPA) selection, Federal Transit Administration (FTA) New Starts Program

Locally Preferred Alternative

- Governor O'Malley: May 11, 2012
- Mode: Bus Rapid Transit
 - 2 lanes
 - Exclusive guideway
 - Hiker/biker trail
- 16 mile alignment
 - Shady Grove to Metropolitan Grove (9 mile Phase I)
- Maintenance Facility: Near Metropolitan Grove
- Phased Development and Construction



CCT LPA (cont.)

	Phase I Only	Full Project
Route Description	Metropolitan Grove to Shady Grove	COMSAT to Shady Grove
Distance	9 miles	15 miles
Stations	12	16
Travel Time	33 minutes	49 minutes
Capital Cost	\$545 million (2012 \$)	\$828 million (2012 \$)
Average Daily Riders	35,900 (2035)	56,400 (2035)



Schedule

- Fall 2012 - Letter of Introduction to FTA
- Winter 2012/13 - Approval to begin Project Development
- Fall 2014 – Complete Preliminary Engineering and Final Environmental Document
- Winter 2014/15 – Approval to begin Engineering
- Summer 2017 – Receive Full Funding Grant Agreement
- Summer 2017 – Begin Right-of Way Acquisition/Permitting/Agreements
- Fall 2018 – Begin Construction
- 2020 – Begin Service



What is BRT?

- LRT on Rubber Tires
 - Modern, low floor vehicles
 - Multiple door entry
 - Advanced fare payment
 - Varied runningways
 - Stations
 - Signal priority/premption
 - Real-time transit info
 - High frequency service
 - Operates on intervals, not a timetable
 - Branded – recognizable and distinct



What is Unique About CCT?

- Premium BRT
 - First BRT project in Maryland
 - 36,000 daily riders, comparable to LRT
 - Premium service –
 - Exclusive guideway
 - Grade separation where warranted
 - High frequency
 - Flexibility for service options, extensions, coordination to existing bus services.



What is Unique About CCT?

- Designed for *future* development, not around *existing* development
 - Most stations are at undeveloped places or places where redevelopment is anticipated.
 - Contrasts with theory that BRT is not attractive to developers
 - Project has evolved as development plans have evolved
 - Markets have changed over time
 - ROW set aside; “traditional” impacts are very few
 - Difficult for communities to envision, grasp and embrace



Project Challenges

- **Operations Planning**
 - 36,000 riders challenging to serve with BRT
 - 60 foot vehicles; peak load of 1.5 or 90 passengers a vehicle
 - Headways (frequencies) could be 3 minutes or less during peak hours
- **Terminal Station Design**
 - Shady Grove capacity
 - Metropolitan Grove circulation / coordination
- **Traffic Management**
- **Design coordination with developers, local government, SHA and CSX**
- **Community Acceptance and Ownership**



Design Focus Areas

- Alignment Review and Modifications
- Utility Identification
 - Test pits
- Storm Water Management
 - Integration of MDE requirements from the start
- Traffic Analysis
 - VISSIM
 - Conflicts and crossings
 - Signal requirements



Design Focus Areas (cont.)

- **Structural Evaluation**
 - Bridges
 - Underpasses
 - Retaining Walls
- **Stations**
 - Conceptual Design – Surface and Aerial
 - Side or center platforms
 - Stormwater Management
 - Terminal Station Operations and Design
- **O&M Site design**



King Farm Today



King Farm Renderings



King Farm Station – Side Platform

King Farm Renderings



Crown Farm



Crown Farm Renderings



Crown Farm Renderings



Kentlands Station Renderings



Kentlands Station

Kentlands Station Renderings

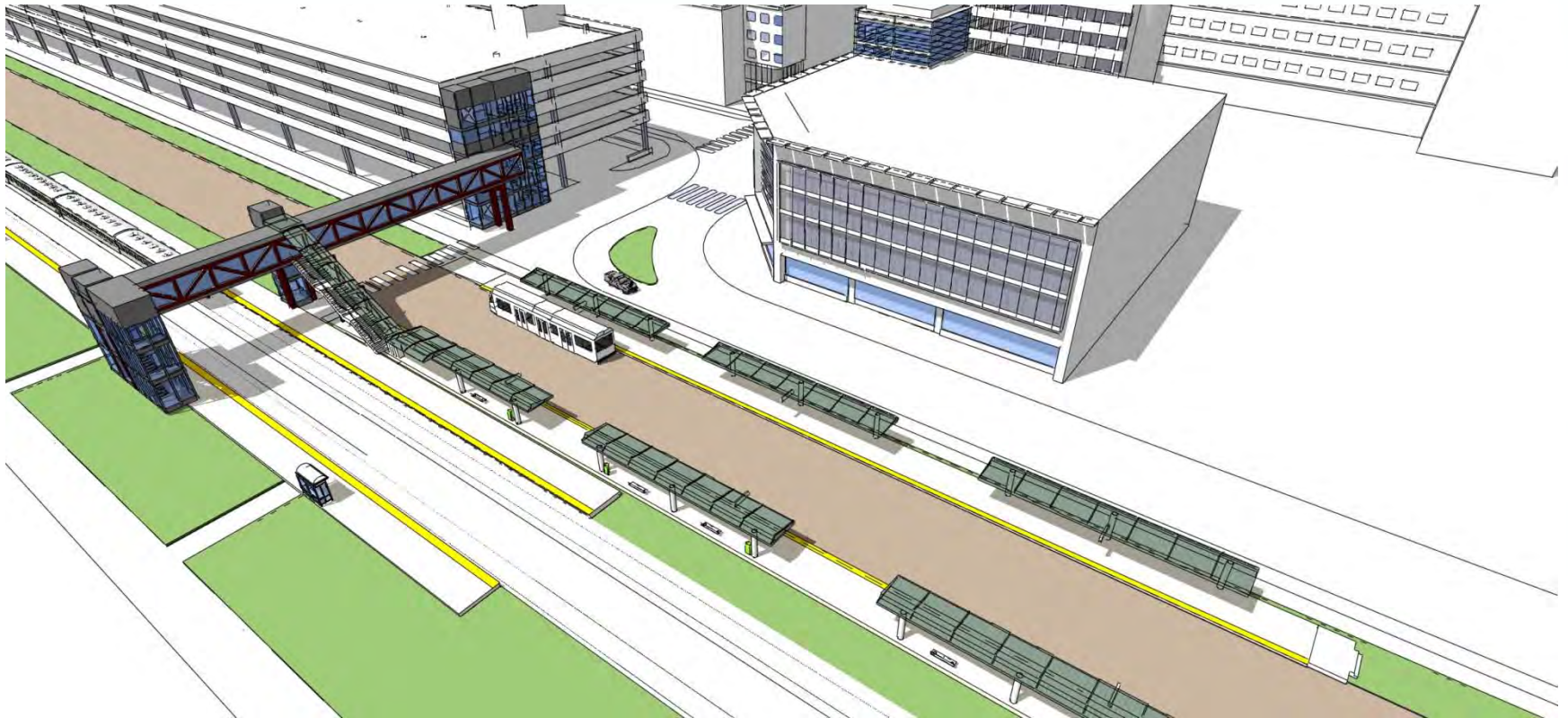


Kentlands Station

Metropolitan Grove Today



Metropolitan Grove



Thank You

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