

# CORRIDOR CITIES TRANSITWAY

## Public Outreach

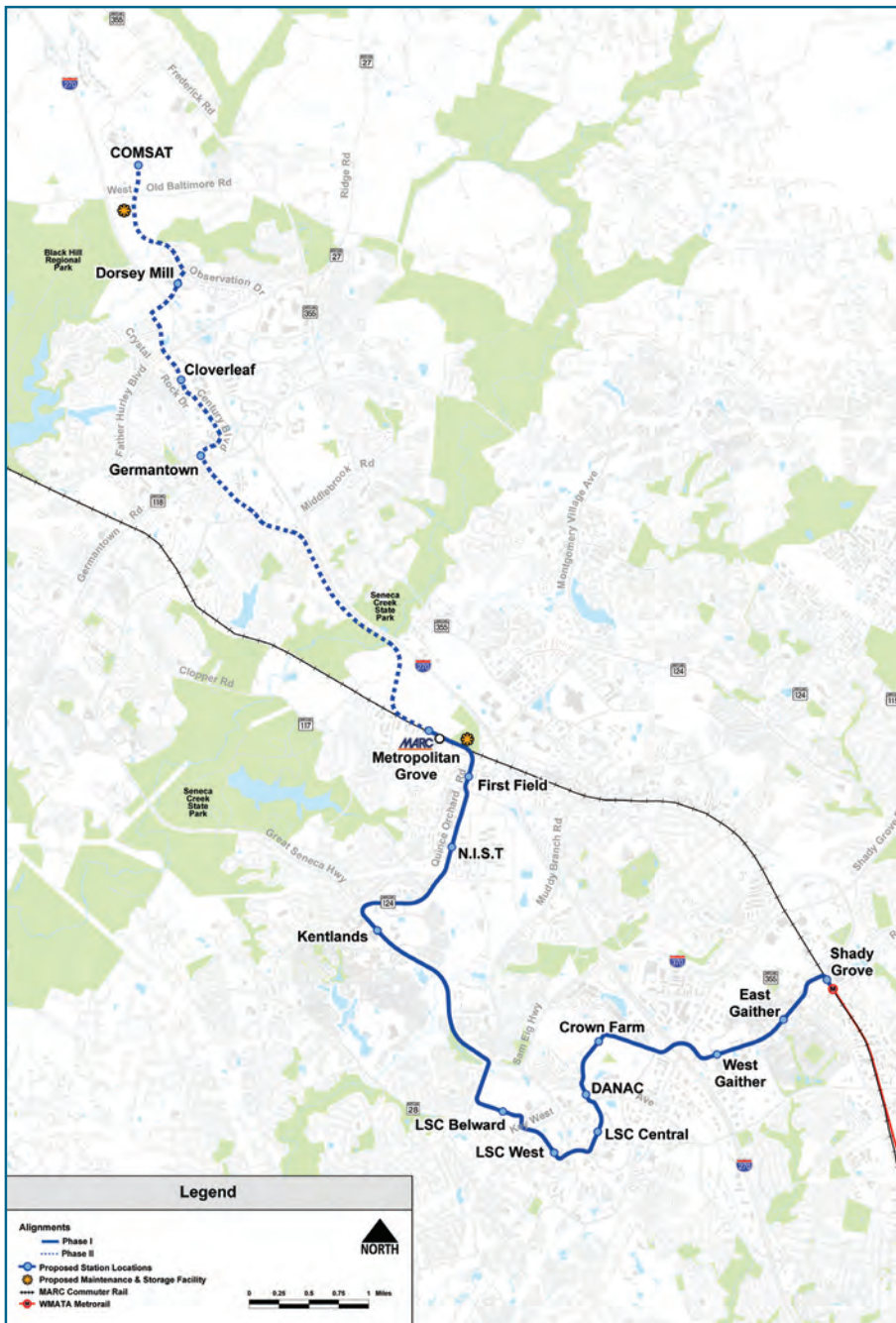
2013 Year-End Summary







# About the Corridor Cities Transitway



The Corridor Cities Transitway (CCT) is a planned 9-mile bus rapid transit (BRT) system that would extend north from the Shady Grove Metrorail Station in Rockville to Metropolitan Grove MARC Station in Gaithersburg. The project would include 14 stations with future expansion plans for the CCT to include six additional miles of BRT service and four stations terminating at COMSAT, located just south of Clarksburg, MD. Originally part of the I-270/US 15 Multi-Modal Corridor Study, a joint multi-modal study initiated by the Maryland State Highway Administration and the Maryland Transit Administration (MTA), the CCT would provide additional transit service in Montgomery County.

The BRT vehicle would operate on an exclusive, dedicated transitway allowing for fast reliable transit operations. BRT is a modern, lower cost, but premium form of transportation that combines features of both a bus system and a light rail system. The CCT will be designed to operate entirely in dedicated lanes without other traffic.

# 2013 Highlights



## Governor O'Malley Announces \$100 Million in Transportation Investment for the CCT Project

On August 5, 2013, Governor Martin O'Malley, along with Lt. Governor Anthony Brown, Montgomery County Executive Isiah Leggett, and other key officials, announced

that \$100 million has been budgeted to the CCT project to complete final design and right-of-way acquisition. The funds for the CCT project will enable the project to advance through the three critical steps of planning and project development, final design, and right-of-way acquisition. The \$100 million is part of nearly \$650 million in transportation investments that were announced for projects in Montgomery County. The funds are available due to the passage of the Transportation Infrastructure Act of 2013.

"Today's announcement creates more than 9,700 jobs for Montgomery County, reduces traffic congestion and revitalizes communities," said Governor O'Malley. Lt. Governor Brown emphasized the importance of "making an investment to support our growing economy, create thousands of jobs, and expand opportunities in our communities."

## Field Studies and Noise Monitoring

The project team advanced work in 2013 in support of technical studies as part of the CCT Environmental Assessment. These advanced field studies also included requested noise monitoring studies along the corridor. The goal is to finish all field studies in spring 2014. Ongoing studies include:

- Archeological Surveys. Property owners were contacted directly if survey work needed to occur on their property.
- Noise Monitoring. Property owners were contacted directly if survey work needed to occur on their property.

- Forest Field Surveys
- Environmental Investigations/Surveys
- Topographic Surveys
- General Field Reviews
- Traffic Analysis Field Activities

## Additional Service Options for the CCT

Since the announcement of the locally preferred alternative (LPA) by Governor Martin O'Malley last year, engineers have been at work evaluating service options. Two new stations were added to the CCT network for a total of 14 stations. The two new stations include locations at the Universities at Shady Grove and Traville Gateway. These new stations will round out the south portions of the existing alignment. The BRT vehicles will operate in mixed traffic in loop formation in this area and will not have a dedicated transitway. The new station locations were presented at the October Public Open House.

## Area Advisory Committees

A cornerstone of the CCT outreach efforts is the establishment of Area Advisory Committees (AAC). The AACs are a mechanism to provide citizens along the corridor and throughout the region with the opportunity to participate in the project. MTA launched the AAC self-nomination process in October 2013.

More than 70 stakeholders submitted self-nomination forms for consideration. As a result, three AACs have been formed to cover the full project length. The AACs will meet regularly to discuss specific issues related to the design, construction and operation of the CCT. The advisory committees will also be charged with maintaining communication with the larger CCT community.

The initial meeting for each of the three AACs will be held in March 2014.

# Reaching the Public

MTA remains strongly committed to informing and educating the public about the CCT project. In 2013, the outreach team continued to build on efforts to engage and educate the local community. Efforts included attendance at neighborhood festivals, community events, and presentations at community association meetings. This year the team attended several new events to reach citizens, including the Montgomery County Agricultural Fair among others. In total, the team attended 19 community events and gave 14 presentations. Over the course of this year, the grassroots outreach efforts reached more than 2,050 people and added over 250 names to the project mailing list. Additionally, the MTA held a Public Open House, and sought comments, questions and other input from members of the public.

## October Public Open House

On October 30, 2013, more than 130 residents, elected officials and interested stakeholders joined MTA representatives and staff to learn more about the CCT project. The Public Open House, held at the USG Conference Center at the Universities at Shady Grove, featured advanced design concepts for the CCT project. Engineers were on hand to walk interested attendees through aerial maps of the alignment and detailed typical sections for Phase I of the project. Phase I will extend from the Metropolitan Grove MARC Station south to the Shady Grove Metrorail Station and includes additional transit operations to two new CCT stations located just south of Darnestown Road. Display boards and other pertinent project information were available for residents and interested stakeholders to review.

Attendees discussed and provided comments on a variety of topics including noise, vehicle type, ridership, stormwater management options and traffic operations.

This meeting also served as the launch for the CCT AACs. A limited number of concerns were identified by participants at the meeting including localized noise and parking impacts, a request for alignment modifications near Muddy Branch Road and King Farm Boulevard and the need for public art as part of system amenities. Written comments received will be reviewed by MTA.



## Outreach Events

### Montgomery County Department of Environmental Protection and the Washington Suburban Sanitary Commission's H2O Summit

(March 16, 2013)

**Reach:** 50

**Themes:** Exhibitors at this event featured products and programs focused on the health of the environment. Attendee concerns included: alignment clarification and selection, water run-off management, funding and I-270 congestion.





### Lakelands Community Clean-Up Day

(April 6, 2013)

**Themes:** Informal event provided an opportunity to connect with the Lakelands community. This event allowed the outreach team the opportunity to interact with residents, and we were also able to display information (newsletters, BRT cards) in the community clubhouse.

### Montgomery County Housing Fair and Financial Fitness Day

(April 27, 2013)

**Reach:** 65

**Themes:** The event provided resources and information to county residents on issues related to home buying, money management, credit and utilities. Community concerns included: public transit into northern Montgomery County and into Frederick County, new state gasoline sales tax and CCT funding, more information requested on ICC express bus routes and concerns about low ICC usage.

### Kentlands Day

(May 4, 2013)

**Reach:** 65

**Themes:** The annual event is a celebration of the Kentlands community and features a variety of activities for residents and families. Community

concerns included: why were buses the chosen mode, inclusion of bike trails, bus service to the area north of Metropolitan Grove, more awareness needed of bus route 201 (from Gaithersburg to BWI), need to improve travel time and how to keep informed about the project.

### Active Aging Expo

(May 6, 2013)

**Reach:** 60

**Themes:** With a focus on successful aging, the expo featured information on health, wellness, mobility and services to older adults. Community concerns included: support for the project and public transportation in general.

### Quince Orchard Park Independence Day Festival

(July 6, 2013)

**Reach:** 75

**Themes:** The outreach team provided general project information to the community. Community concerns included: mode selection and location of Kentlands Station.

### National Night Out Observance at the Kentlands

(August 6, 2013)

**Reach:** 25

**Themes:** The project provided general information to attendees. Community concerns included: mode selection (BRT vs. LRT), bicycle trails, project schedule and public information updates.

### Montgomery County Agricultural Fair

(August 9-17, 2013)

**Reach:** 945

**Themes:** With more than 200,000 attendees, the fair provided an opportunity to reach a large number of community residents with information



on the project. Community concerns included: speed/travel time, schedule, costs to construct, traffic impacts, alignment, fare, current transit service and security.

### Kentlands Community Foundation 5K

(August 31, 2013)

**Reach:** 40

**Themes:** The 5K run/charity event was an opportunity for the project team to provide general information to the community. Community concerns included: project schedule, alignment and neighborhood impacts.

### Gaithersburg Labor Day Parade

(September 2, 2013)

**Reach:** 25

**Themes:** This annual event provided an opportunity for the project team to share updates with attendees. Community concerns included: project schedule and alignment.

### King Farm Festival

(October 6, 2013)

**Reach:** 65

**Themes:** The annual community event gave the project team an opportunity to provide updated information to residents. Community concerns included: alignment along King Farm Boulevard, project schedule, positive impact on property values, pedestrian safety.

### Montgomery Village Fall Festival

(October 12, 2013)

**Reach:** 22 people

**Themes:** The project team provided updated information to residents at this annual family-oriented event. Community concerns included: travel time and addition of Lake Forest Mall shuttle.

### Oktoberfest at the Kentlands

(October 13, 2013)

**Reach:** 116 people

**Themes:** This annual community event was an opportunity to provide updated project information to residents. Community concerns included: travel time, environmental impacts, positive real estate impact, schedule, fare price, Ride On and WMATA bus considerations.

## Community Meetings

### Quince Orchard Park Homeowners Association

(January 8, 2013)

**Attendees:** 7

**Themes:** The meeting of board members and homeowners provided general project updates. Community concerns included: connectivity with other local transit systems, parking; property acquisition, pedestrian bridge over Great Seneca Highway, fuel used by buses and request for more detailed map of alignment.





### The Meadows at Northlake Homeowners Association

(January 10, 2013)

**Attendees:** 5

**Themes:** The meeting of board members and residents provided general project updates. Community concerns included: fuel used by buses, use of BRT lanes by other vehicles, property acquisition, extension of CCT beyond COMSAT site, why BRT was chosen over LRT and traffic forecasting

### Germantown Community Meeting sponsored by Montgomery County Councilmember Craig Rice

(January 28, 2013)

**Attendees:** 26

**Themes:** The project team was invited to present at a community meeting sponsored by Councilman Craig Rice (District 2) to provide updates to constituents on a number of transportation and community oriented projects. Questions and concerns included: why does alignment stop at COMSAT, progress of the schedule and environmental analysis of Phase II of the project.

### Washingtonian Woods Homeowners Association

(January 30, 2013)

**Attendees:** 75

**Themes:** The community town hall meeting

provided general project updates along with a focus on specific details of the alignment and its impact on the neighborhood. Community concerns included: noise analysis and mitigation, traffic and operations, pedestrian safety, access to stations, community cohesion and impacts.

### Fireside Homeowners Association

(February 26, 2013)

**Attendees:** 27

**Themes:** A presentation to the condo association board of directors also included an update of the I-270 project by the State Highway Administration. Community concerns included: parking, construction phasing, schedule and fare pricing.

### Vistas at Washingtonian Woods Homeowners Association

(March 20, 2013)

**Attendees:** 20

**Themes:** The community requested the meeting to express specific concerns regarding property acquisition and impacts to Great Seneca Highway, Muddy Branch Road and Mission Drive. Additional concerns included: noise analysis and mitigation, traffic and operations, pedestrian safety, access to stations, community cohesion and impacts.

### Milestone Homeowners Association

(April 2, 2013)

**Attendees:** 10

**Themes:** The project team met with the HOA board of directors to provide general project updates. Community concerns included: why delay on Phase II of the project, plans for digital platform signage, BRT impact on traffic signal operations, cost estimates, communication of AAC process, fuel used by buses, relationship of CCT to Observation Drive extension and planned modifications to width of Observation Drive.



### Summerfield Crossing Homeowners Association

(April 16, 2013)

**Attendees:** 8

**Themes:** The presentation was requested by the community's management agent to provide general project updates to the HOA board of directors. Community concerns included: will buses be automated, CCT impact on traffic signal operations, timeline for Phase II, changes to local bus system and routes, will roads and sidewalks be built to connect to CCT stations.

### Johns Hopkins University Urban Transportation Policy and Planning Class/ Montgomery County Campus

(April 18, 2013)

**Attendees:** 10

**Themes:** Brief history of the CCT project, current project status and schedule, unique qualities of the CCT project and project challenges moving forward. The class was additionally interested in the process with area stakeholders and parking issues associated with transit stations.

### The Oaks at Washingtonian Woods Homeowners Association

(May 1, 2013)

**Attendees:** 8

**Themes:** The presentation to the condo association board of directors provided general project updates and addressed specific concerns about the alignment. Additional concerns included: frequency of service, construction schedule, responsibility of design work, project funding, travel time, size of stations, inclusion of bike trails, construction impacts to traffic and hours of operation.

### Regional Transportation Alliance

(May 5, 2013)

**Attendees:** 18

**Themes:** The project team briefed members on the CCT project during the RTA's regional conference. Themes included gaining insight into new and upcoming traffic and transportation solutions.

### Transportation Forum sponsored by the Gaithersburg-Germantown Chamber of Commerce

(October 24, 2013)

**Attendees:** Approximately 50 attendees

**Themes:** Updated attendees on the progress of the CCT.

### Upcounty Advisory Board Meeting

(November 18, 2013)

**Attendees:** Approximately 30 attendees

**Themes:** Updated attendees on the progress of the CCT.

### Mission Hills Homeowners Association

(December 5, 2013)

**Attendees:** 27

**Themes:** The HOA requested the meeting to discuss an alternative alignment with less impact to their community. Additional concerns included noise, traffic, access and ridership.





# Frequently Asked Questions

Listed below are questions the project team often hears and addresses at community meetings. Although not a comprehensive list, these questions represent those most commonly raised.

## Why BRT?

BRT systems take the benefits of LRT systems and combine them with the affordability of bus technology. With their own dedicated roadways, lanes, efficient boarding aspects, and passing availabilities, BRT systems provide commuters with an efficient, affordable, and easy way to travel.

## What is the project schedule? When would construction start? How much will it cost to build?

Pending federal approvals and project funding, construction would begin in 2018 with service opening in 2021. The project has an estimated cost of \$545 million (in 2012 dollars). Costs will be adjusted as designs are advanced.

## Have you estimated ridership overall?

Daily boardings are estimated at 35,900.

## Will any residential properties be taken to make room for the CCT?

Most of the alignment route has been incorporated in the county's master transit plan since the 1990s. As a result, residential property impacts are expected to be minimal since real estate development was required to preserve the needed land. We currently anticipate two residential impacts along the proposed alignment.

## How much will it cost to ride the CCT buses, how frequently will the buses run and what will be the hours of operation?

Fares would be similar to Metro (at the time service begins). Fares will be on the honor system and SmarTrip Card accessible. Frequency of service would

be every 6 minutes during peak periods and every 10 minutes during off-peak times. We estimate that the hours of operation will be the same as Metro.

## Will traffic be able to make left turns across the transitway?

Left turns will be allowed at most intersections—traffic signals would be utilized at these locations to maintain safe, free-flow of traffic.

## How will pedestrian traffic be controlled?

Traffic signals will be used at crossing intersections.

## Can the CCT dedicated lanes be used by other public transit vehicles?

To maximize the effectiveness of all the county transit systems, the feasibility of opening the CCT lanes to local buses has been considered.

## Will the CCT accommodate bicycles and bicycle paths?

Bicycle riders will be able to park their bikes at stations and, in some instances, board the buses with their bikes. A hiker biker trail is to be planned and designed in conjunction with development of the project. This trail will not be constructed by the MTA as part of the project, but will be developed by Montgomery County and/or others as needs warrant and funding is available. The project's design would accommodate a future hiker biker trail.

## How many stations are proposed for the project?

There are a total of 14 stations— Metropolitan Grove, Firstfield, N.I.S.T., Kentlands, LSC Belward, LSC West, Traville Gateway Drive, Universities at Shady Grove, LSC Central, DANAC, Crown Farm, West Gaither, East Gaither and Shady Grove.

### Where will the parking be located?

The CCT will use the existing parking facilities at Metropolitan Grove and Shady Grove stations. Additional parking facilities will be constructed at the future Crown Farm, LSC West and Kentland stations.

### Will the local Ride On bus routes be impacted?

No, there is no direct impact anticipated at this time, although some routes may be redirected to meet CCT stations. The Ride On buses will continue to be operated by Montgomery County.

### Are there concerns about the impact of the CCT on the capacity at Shady Grove Metro station?

According to WMATA, the CCT is not anticipated to add significant stress to its system. It is possible that commuters who would use the CCT would not necessarily be new Metro riders (at Shady Grove). WMATA is currently studying passenger circulation in and around the station and is considering improvements.

### How is the MTA involving the public in the CCT project development process in the future?

Area Advisory Committees (AACs) have been established in select areas of the corridor. The committees will meet regularly, ensuring that the MTA's CCT planning and development process is inclusive of all interested parties. The AACs will also be charged with supporting additional ways to keep the community informed.







# Moving Forward

## Area Advisory Committees to Begin Work

The CCT Area Advisory Committees (AACs) will hold their first meeting in March 2014. This meeting will be held to introduce the selected members to one another and to begin work. A kick-off meeting will also be held for all three AACs in April 2014. In an effort to keep the public engaged, meeting details will be available on the CCT website on the AACs page. The AACs are anticipated to meet quarterly.

## CCT Environmental Assessment

The environmental assessment will be released for public review in the fall of 2014. The MTA encourages stakeholders to review the document — which will be available online and at local public facilities — and provide comments.

## Quarterly Electronic Newsletter

The project's current database of e-mail addresses will be used for a new electronic quarterly project update. This will provide consistent opportunities to engage and inform the public. The e-newsletter will include updates about the project schedule, public events, etc.

## Staying Connected (Events, Meetings)

The Project Team will continue its participation in community association meetings and regional and local outreach events. These activities provide consistent opportunities to communicate with the public about the project. Specific efforts during 2014 will focus on business organizations including Chambers of Commerce and other collective business associations.





*cctmaryland.com*

For more information on the CCT, go to [mta.maryland.gov/cct](http://mta.maryland.gov/cct).

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