

# Frequently Asked Questions



## **WHAT IS BUS RAPID TRANSIT (BRT) AND WHY IS IT A BETTER OPTION FOR THIS PROJECT?**

BRT systems take the benefits of light rail transit and combine them with the flexibility and affordability of bus technology. With their own dedicated lanes on roadways, the BRT vehicles provide efficient boarding aspects and passing availabilities, providing commuters with an efficient, affordable and reliable way to travel.

## **WHEN WILL CONSTRUCTION BEGIN?**

Pending federal approvals and the availability of project funding, construction would begin in 2018 with service opening in 2021.

## **HOW MUCH WILL IT COST TO BUILD?**

The project has an estimated cost of \$545 million (in 2012 dollars). Cost estimates will be adjusted as the project advances.

## **WHAT IS THE ESTIMATED RIDERSHIP OVERALL?**

Through the travel forecast modeling process, it is estimated that there will be 36,000 daily boardings. This number may change as the project advances in design and a more detailed operating plan is developed.

## **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 plan since the 1990s. As a result, residential property acquisition and relocation is expected to be minimal since real estate development was required to preserve the needed land. Currently, it is anticipated that three property acquisitions (one commercial and two residential) are needed along the proposed alignment.

## **WHY DOES THE CCT RESPOND TO FUTURE DEVELOPMENT INSTEAD OF EXISTING DEVELOPMENT?**

The idea for the CCT came from the Montgomery County master planning process during the mid-1990s. The purpose of the transit service was to provide a sustainable, cost-effective transportation service to connect places identified for future growth and development in Montgomery County in the corridor cities of Clarksburg, Germantown, Gaithersburg and Rockville. The goal was to provide stations in locations with the densest development, places that would be future destinations

with a mix of land uses – residential, business and commercial. Over time, the exact location of those places of concentrated development has evolved, responding to changes in real estate availability and market factors. However, the concept has not changed. Providing easy access to the system (and these destinations) while avoiding impacts to existing communities is a foremost priority of the project planning and development process.

## **HOW MUCH WILL IT COST ME TO RIDE THE CCT BUSES?**

Fares will be similar to Metro (at the time service begins). Fares will be collected in advance of boarding and SmarTrip Cards will be accepted.

## **HOW FREQUENTLY WILL THE CCT RUN AND WHEN WILL THEY OPERATE?**

There will be two routes running on the CCT, the CCT Direct Services and the CCT Service via the Universities at Shady Grove. The CCT Direct Service will run between Metropolitan Grove and Shady Grove with no deviations from the CCT transitway and will run every 3.5 minutes during peak periods, every 6 minutes mid-day and every 10 minutes during off-peak times for the CCT Direct Service. The CCT Service via the Universities at Shady Grove will deviate from the CCT transitway in order to serve two stations - Traville Gateway Drive and the Universities at Shady Grove. This service will run every 15 minutes throughout the day.

## **WILL TRAFFIC BE ABLE TO MAKE LEFT TURNS ACROSS THE TRANSITWAY WHERE IT OPERATES IN THE MEDIAN?**

Left turns will be allowed at most intersections -- traffic signals would be installed at these locations to maintain movement of traffic.

## **HOW WILL PEDESTRIAN SAFETY BE ACCOMMODATED?**

Marked crosswalks will be provided at existing intersections and wherever sidewalks cross the CCT. Pedestrian signals with countdown timers will be coordinated with traffic signals to give pedestrians adequate time to cross against traffic and the CCT.

## **CAN THE CCT-DEDICATED LANES BE USED BY OTHER PUBLIC TRANSIT VEHICLES?**

It is not anticipated that Ride-On routes would be changed to

use the CCT transitway. Doing so would result in the loss of local bus service to those areas that fall between the Shady Grove Metrorail station and the intersecting CCT station.

### **WILL THE CCT ACCOMMODATE BICYCLES AND BICYCLE PATHS?**

Bicycle riders will be able to park their bikes at stations or board the buses with their bikes. A hiker-biker trail will be planned and designed in conjunction with development of the project. This trail will not be constructed by the Maryland Transit Administration (MTA) as part of the project, but will be developed by Montgomery County and/or others as needs warrant and funding is available.

### **HOW MANY STATIONS ARE PROPOSED FOR THIS PHASE OF THE PROJECT?**

There are a total of 14 stations in this phase along the CCT transitway – Metropolitan Grove, First Field, 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. Twelve stations will be served by the CCT Direct Service route which will remain on the CCT transitway with no deviations. A second service, the CCT Service via Universities at Shady Grove, will serve all 14 stations on the transitway, but will deviate between the LSC West and LSC Central stations to serve two additional stations: Traville Gateway Drive and Universities at Shady Grove.

### **WHERE WILL PARKING BE LOCATED?**

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

### **WILL ANY OF THE LOCAL RIDE-ON BUS ROUTES BE ELIMINATED OR CHANGED WHEN THE CCT BEGINS OPERATIONS?**

There are no plans to eliminate routes, although some may be redirected to connect to 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?**

The CCT is expected to attract additional transit users through the Shady Grove Metro Station. MTA and WMATA are working together to identify improvements at the station to meet the needs of existing and future users.

### **WERE NOISE IMPACTS IDENTIFIED ALONG THE CCT ALIGNMENT AND IS NOISE MITIGATION CURRENTLY INDICATED ALONG THE ALIGNMENT?**

During the Supplemental Environmental Assessment (SEA), a moderate noise impact was indicated at two residential locations along the Locally Preferred Alternative (LPA). Future noise analysis is anticipated as a component of the Preliminary Engineering design, analysis and documentation.

### **WHAT IS VISSIM AND WHAT STUDY AREA IS INCLUDED IN VISSIM MODELS FOR THE CCT PROJECT?**

PTV Vissim is a software package used to create computer simulations of traffic conditions on a roadway network. Vissim models individual vehicles in the traffic stream, considering the actions of virtual “drivers” in response to other vehicles, the road network and various traffic controls. The resulting simulations are used by traffic engineers to understand existing traffic conditions and to estimate the impact of proposed changes on future traffic conditions. Vissim also allows the creation of animations (i.e. AVI files) that allow visualization of the model results by decision makers, stakeholders and the public.

The Vissim models include the area surrounding the CCT between Metropolitan Grove and Shady Grove. This study area includes roads running closely parallel to or crossing the CCT, in addition to all side street and driveway intersections (including private and commercial entrances) along these routes.

### **HOW IS THE MTA INVOLVING THE PUBLIC IN THE CCT PROJECT DEVELOPMENT PROCESS IN THE FUTURE?**

The Project Team will establish area advisory committees that will focus on station areas along the corridor, creating more community-centered public involvement for the CCT. These collaborative, working committees would meet regularly to discuss specific issues related to the design, construction and operation of the CCT overall and within the committees’ primary area of interest. The advisory committees will be comprised of stakeholder volunteers who will meet with MTA and representatives of the project team to discuss concerns of interest to that community. The advisory committees will also be charged with maintaining communication with the larger CCT community.

