



April 2013

CORRIDOR CITIES TRANSITWAY

Public Outreach

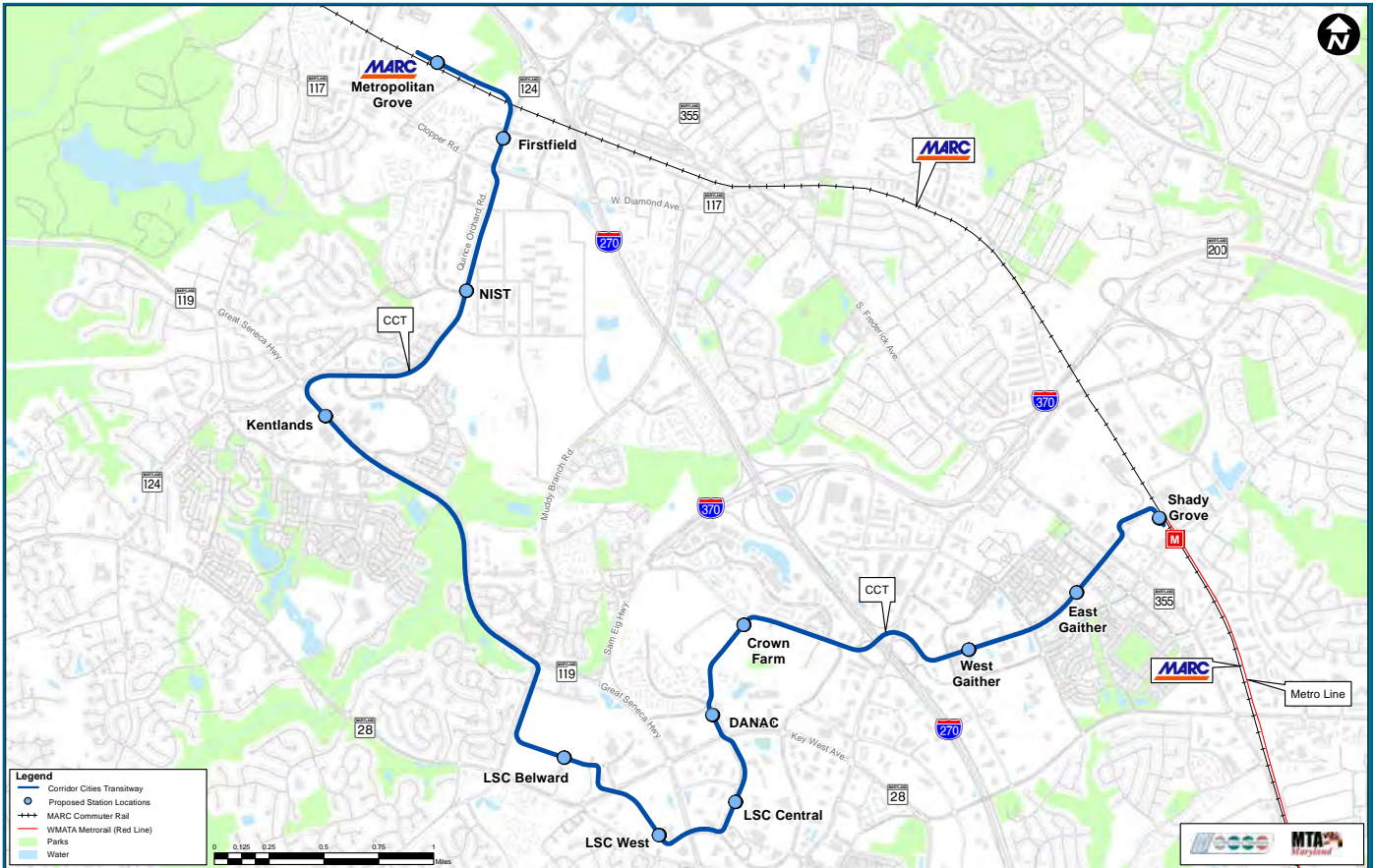


2012 Year-End Summary





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 12 stations. 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 MTA, the CCT is moving forward independently of the highway project, but in coordination with SHA.

MTA is now advancing the project and will complete an environmental analysis on this 9-mile

corridor. The Maryland-National Capital Park and Planning Commission will continue to preserve the right-of-way.

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.

CCT Moves Forward with Engineering and Design Refinements

Since the public comment period for the Supplemental Environmental Assessment ended in early 2011, MTA and its team of consultants have been busy preparing reports and other briefing documents for the selection of the locally preferred alternative (LPA). Community briefings and presentations to interested parties were held to present the conclusion of the ongoing technical analysis.

Technical work involved testing and preparing the travel forecasting model for estimations of ridership and travel performance, in close consultation with the Federal Transit Administration (FTA). Modifications to design concepts provided additional information in the selection of the LPA.



Governor Announces Locally Preferred Alternative

In May 2012, after thorough consideration of the environmental analysis, public testimony and recommendations from his team, Governor Martin O'Malley announced the LPA for the CCT and the

mode choice (BRT). MTA has completed a draft environmental analysis and conceptual design to determine potential environmental impacts and benefits and to assess if the CCT should be operated as a BRT or light rail transit (LRT) system.

The project the Governor presented includes an alignment and stations to serve planned and proposed transit-oriented development in Crown Farm, the Life

Sciences Center, and the Kentlands community. The CCT will be Maryland's first BRT system.

The CCT will be constructed in two phases. Phase I will involve a 9-mile segment between Shady Grove and Metropolitan Grove. Phase II will be 6-miles long from Metropolitan Grove to COMSAT. The area encompassed by the Phase I segment has seen significant development over the past 20 years and has reserved transitway rights-of-way and will support the ridership to begin this service.

The Governor noted that "The CCT Bus Rapid Transit line will provide easy, accessible, cost-efficient transportation for Montgomery County's neighborhoods. This north-south transitway line will reduce our dependence on cars as we continue our goal to double public transit use by 2020. The CCT will support nearly 15,000 jobs in the corridor, help facilitate smart growth through mixed-used development, and it can be built in a timely manner."

Understanding BRT

Bus rapid transit is a new concept in Maryland and the CCT project would be the first of its kind in the state. To educate the public about this transit mode, the CCT published a fact card detailing the benefits, vehicles, running ways and stations associated with BRT. In addition, a video showing examples of BRT systems in other U.S. cities, has been posted to the project website to provide examples of how BRT operates in a variety of settings.

Strategic Partnerships

The CCT project team worked with key community organizations, elected officials, civic organizations and other stakeholders to discuss shared goals and provide updated information regarding the project.



Reaching the Public

MTA remains strongly committed to informing and educating the public about the CCT project and its progress and this year continued its efforts to engage the local community. Additionally, the team sought comments, questions and other input from members of the public. These efforts included a comprehensive program of outreach including neighborhood festivals and presentations at community association meetings. This year the team increased its visibility in the community and attended seven festivals and almost 20 presentations. Over the course of this year, the grassroots outreach efforts reached nearly 600 people and added an additional 200 names to the project mailing list. The 2012 project newsletter was mailed to nearly 36,000 households.

The following topics were discussed or mentioned often during outreach events and represent some common concerns of communities:

- **Parking** – for example, which stations would have parking, and would riders park in neighborhoods taking space away from residents?



- **Traffic impacts** – for example, would it be possible to make left turns across the bus lanes and whether the dedicated bus lanes were at the same grade level as existing streets?
- **Stations** – where would they be located and what would they look like (including landscaping)?
- **Potential impacts to existing bus service** – would the CCT mean the addition or elimination of any bus routes?
- **Mode** – why was bus rapid transit chosen instead of light rail?
- **Bike paths** – will the alignment accommodate bikers and bike paths?



Other concerns included noise, pedestrian safety, the project construction schedule (including funding) and potential impacts to the capacity at the Shady Grove Metro Station to carry additional commuters.

Key to the project's communications efforts were a re-design of the project website; publication of a newsletter, brochure and fact card; and development of collateral materials including CCT magnets, memo pads, transit card/ID badge holders and tote bags.

Moving Forward

Area Advisory Committees

In 2013, the Project Team will establish area advisory committees in select areas of 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 stakeholders 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.

Quarterly Electronic Newsletter

The project's current database of e-mail addresses will be used for a new electronic quarterly project update. 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 2013 will focus on individual property owners and business organizations including Chambers of Commerce and other collective business associations.





For more information on the CCT, go to www.mta.maryland.gov/cct

Rick Kiegel
MTA Project Manager
rkiegel@mta.maryland.gov
410-767-1380 or 888-218-2267

The Maryland Relay Service can assist teletype users at 711.

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Darrell B. Mobley
Acting Secretary
Maryland Department of Transportation

Ralign T. Wells
Administrator
Maryland Transit Administration

