Corridor Cities Transitway

Presented to:

TPB Regional Bus Subcommittee

November 27, 2012

MTA Maryland

Introduction

- MTA Team
  - Rick J. Kiegel, P.E., McCormick Taylor, Inc.
    - Serving as MTA's PM for over 8 years
  - Dan Reagle, MTA Environmental Manager
- Consultant Team
  - Parsons Brinckerhoff
  - RK&K
  - AECOM

Corridor Cities Transitway

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

Corridor Cities Transitway

CCT Project Timeline

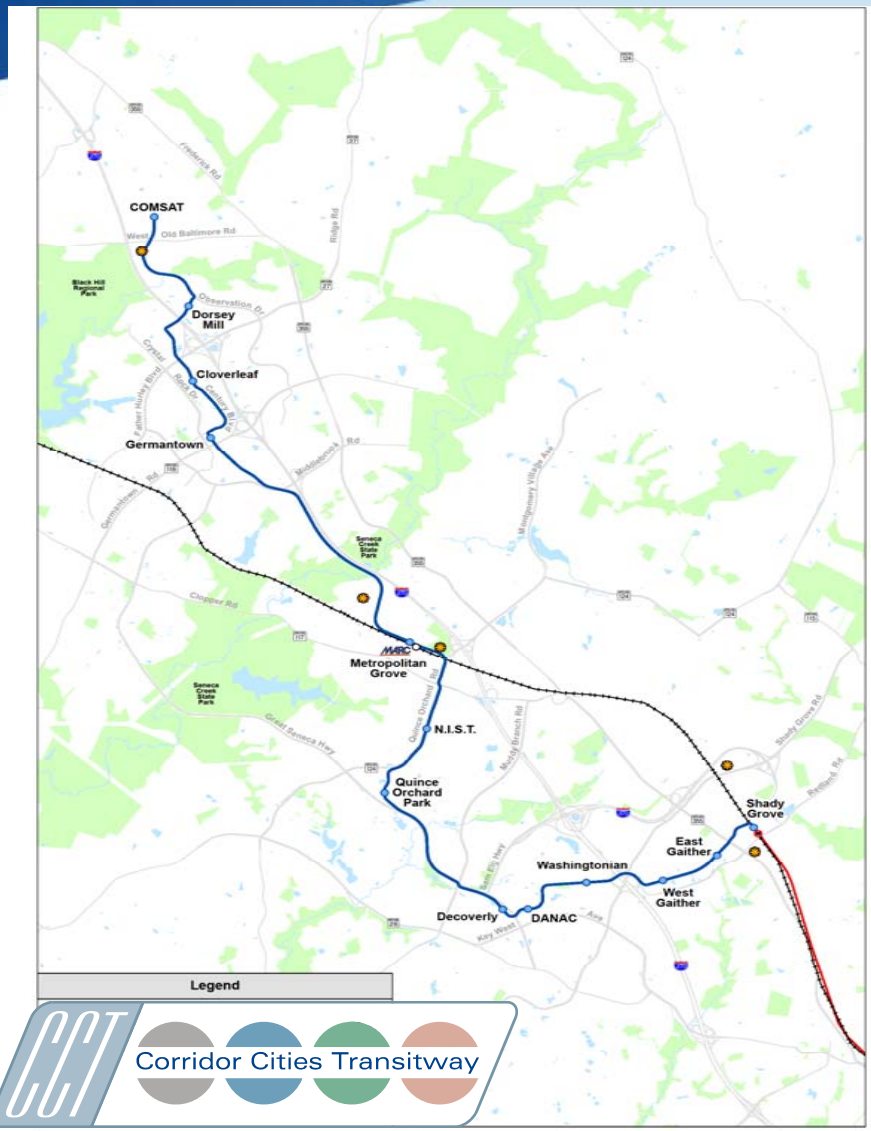
- **May 2002:** I-270/US 15 Multi-Modal Corridor Study DEIS and Section 4(f) Evaluation
- **May 2009:** I-270/US 15 Multi-Modal Corridor Study Environmental Assessment/Alternatives Analysis
- **November 2010:** Corridor Cities Transitway Supplemental Environmental Assessment
- **December 12, 2011:**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

Corridor Cities Transitway

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

Draft Environmental Impact Statement

Alternatives Studied

- Alt. 1: No-Build Alternative
- Alt. 2: TSM/TDM Alternative

- Alt. 3A: MP HOV w/LRT
- Alt. 3B: MP HOV w/BRT

- Alt. 4A: MP GPL w/LRT
- Alt. 4B: MP GPL w/BRT

- Alt. 5A: Enhanced MP HOV/GPL w/LRT
- Alt. 5B: Enhanced MP HOV/GPL w/BRT
- Alt. 5C: Enhanced MP HOV/GPL w/Premium Bus

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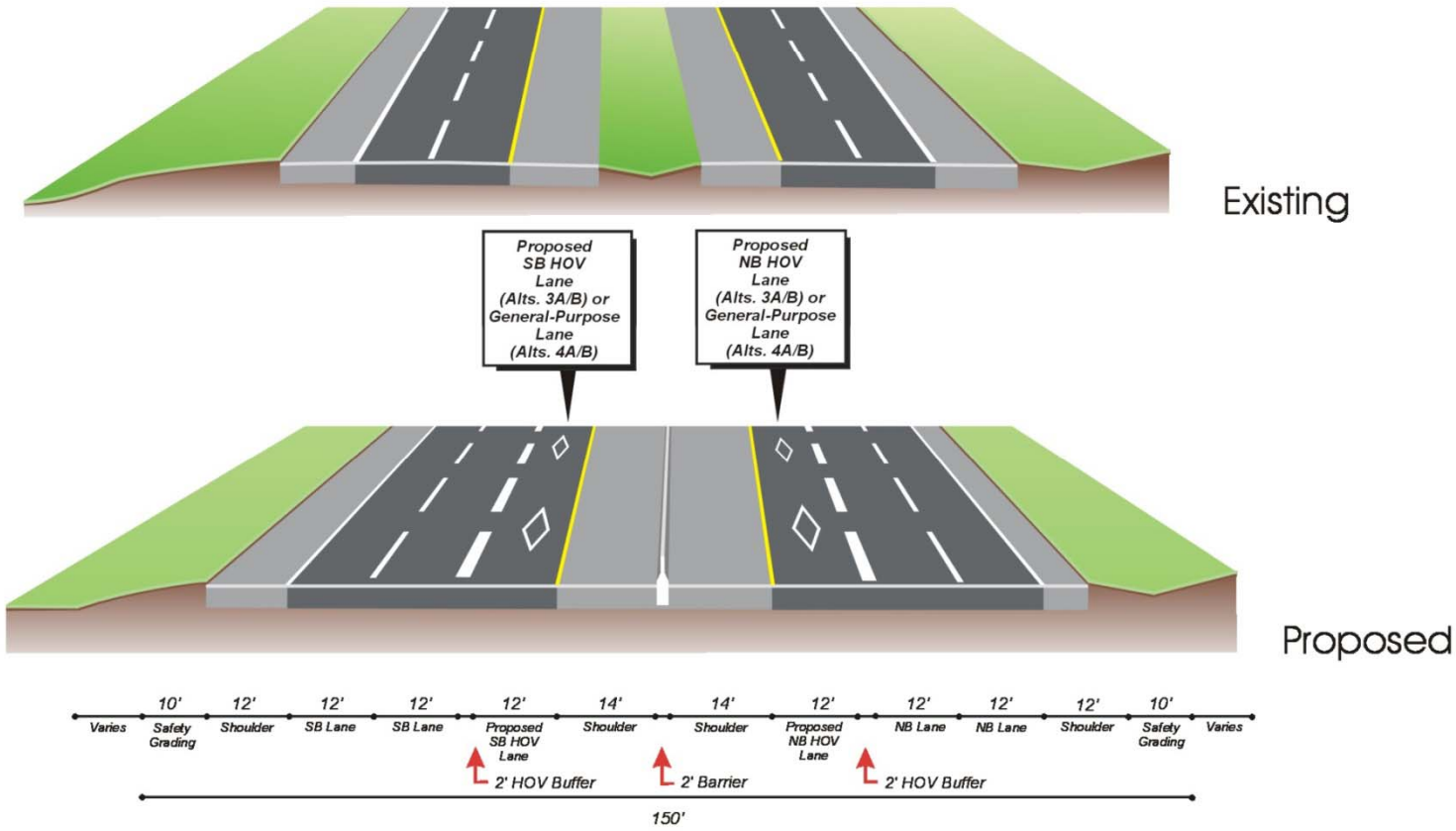
DEIS Alternatives 3A/B and 4A/B



Alternatives 3A/B, 4A/B
I-270 (MD 121 to MD 85)

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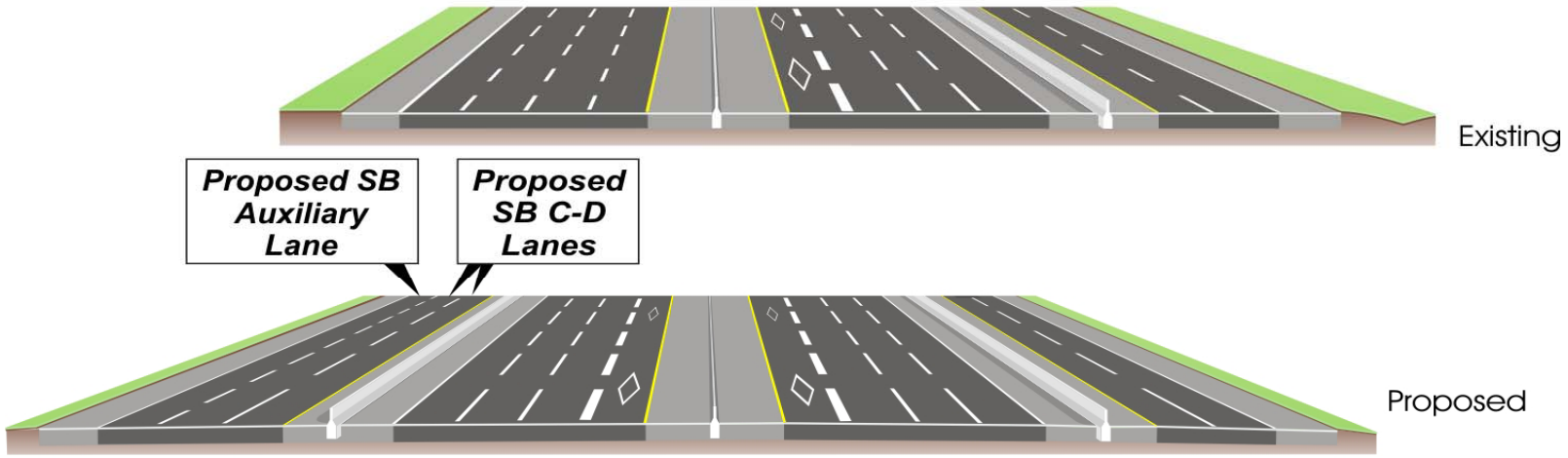
DEIS Alternatives 3A/B and 4A/B



Alternatives 3A/B, 4A/B, 5A/B/C
I-270 (MD 124 to MD 117)

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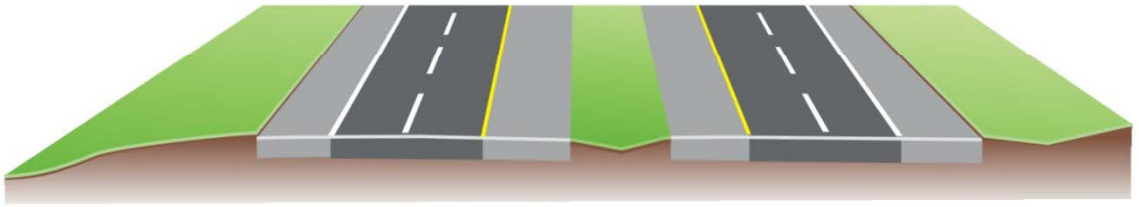
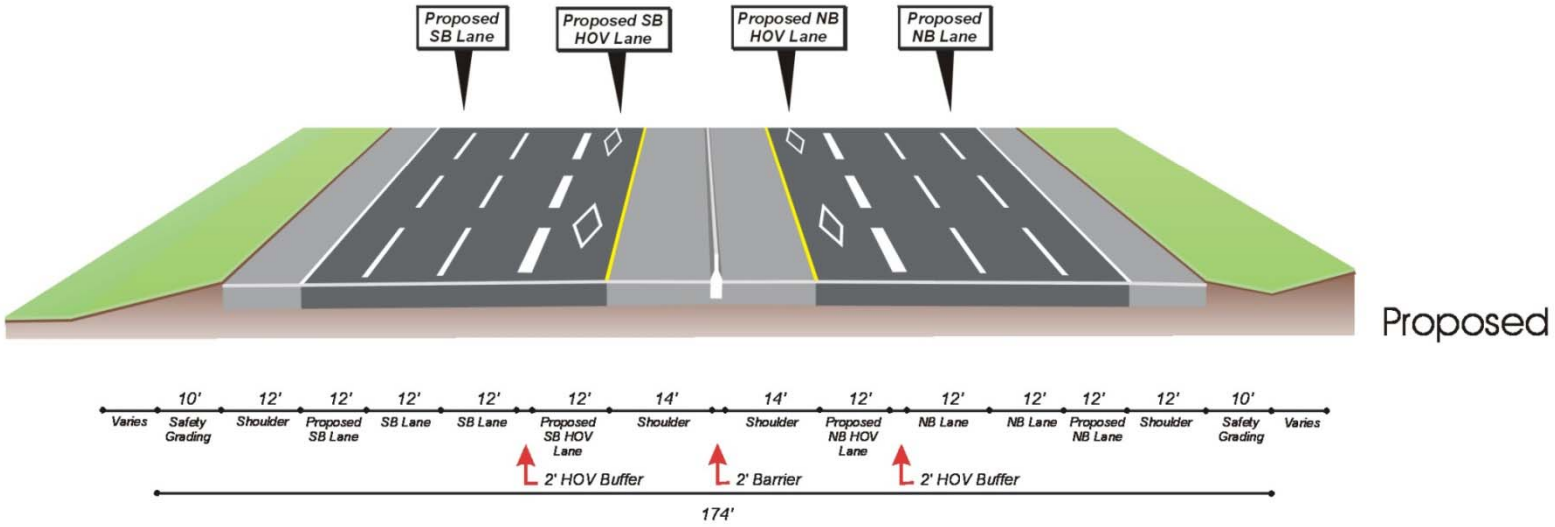
DEIS Alternatives 5A/B and 5C



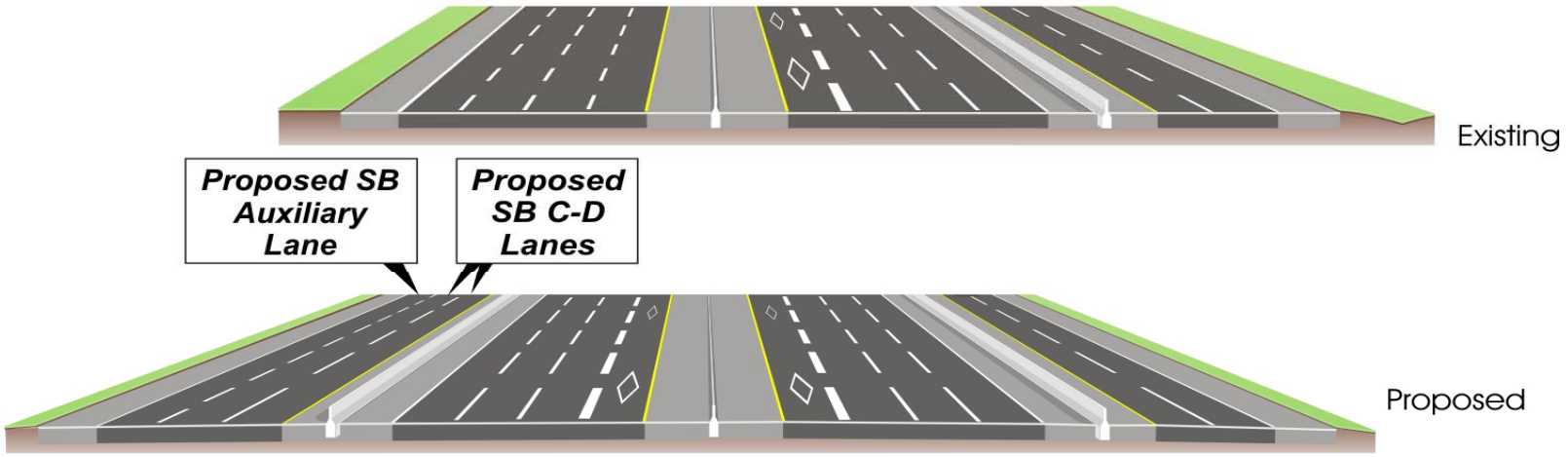
Existing



Proposed

Alternatives 5A/B/C
I-270 (MD 121 to MD 85)

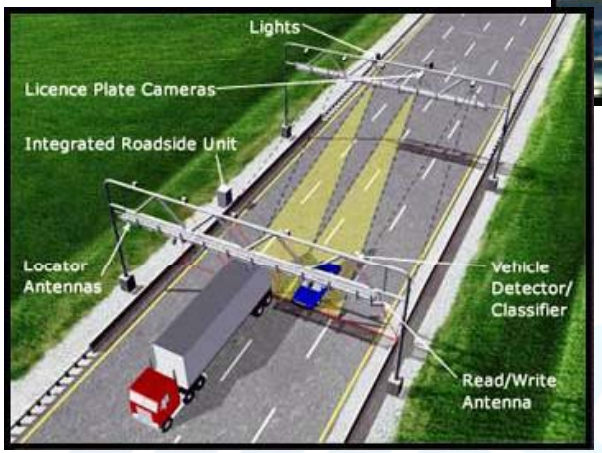
DEIS Alternatives 5A/B and 5C



Alternatives 3A/B, 4A/B, 5A/B/C
I-270 (MD 124 to MD 117)

Express Toll Lanes

- ETLs are the latest type of “Managed Lanes”.
  - Other types of managed lanes include HOV, Truck only, Transit only, and HOT lanes.
- Provides needed highway capacity to address congestion through an alternative funding strategy (toll financing) much sooner than traditional funding approaches allow.



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Alternatives Analysis/Environmental Assessment

Alternatives Studied

- Alt. 6A: Enhanced MP w/1 ETL/LRT
- Alt. 6B: Enhanced MP w/1 ETL/BRT

- Alt. 7A: Enhanced MP w/2 ETL/LRT
- Alt. 7B: Enhanced MP w/2 ETL/BRT

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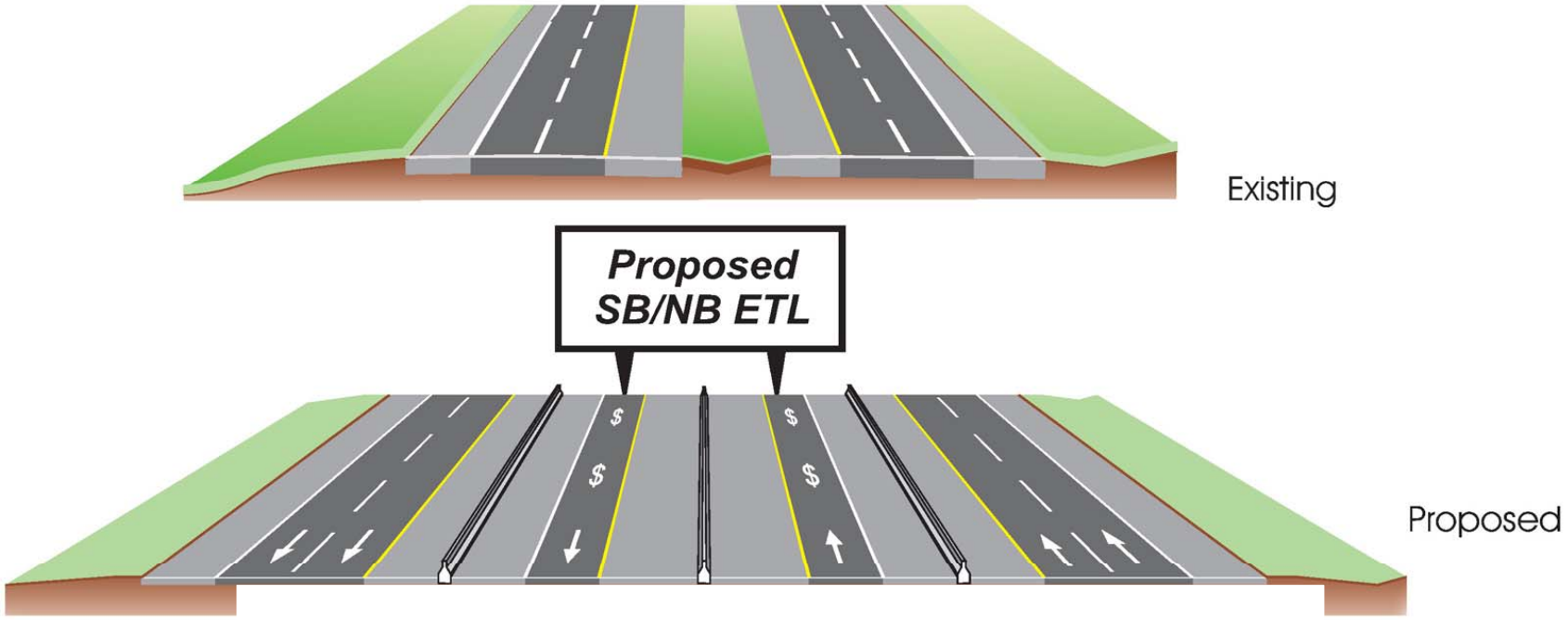
EA Alternatives 6A/B



Alternatives 6A/B
MD 121 to ETL Terminus (North of MD 80)

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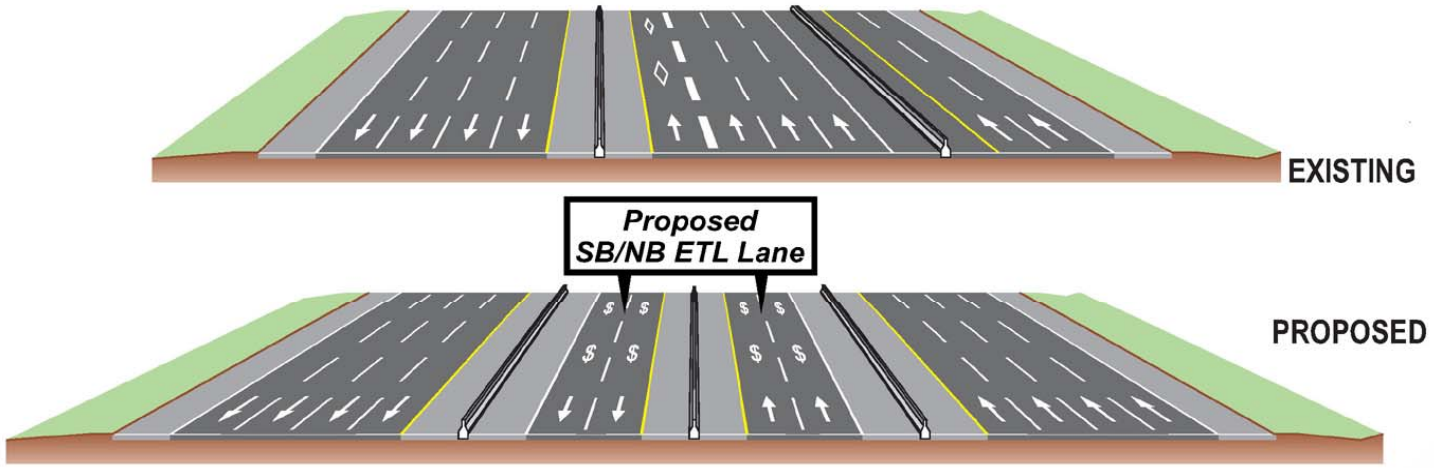
EA Alternatives 6A/B



Alternatives 6A/B and 7A/B
MD 117 to MD 124

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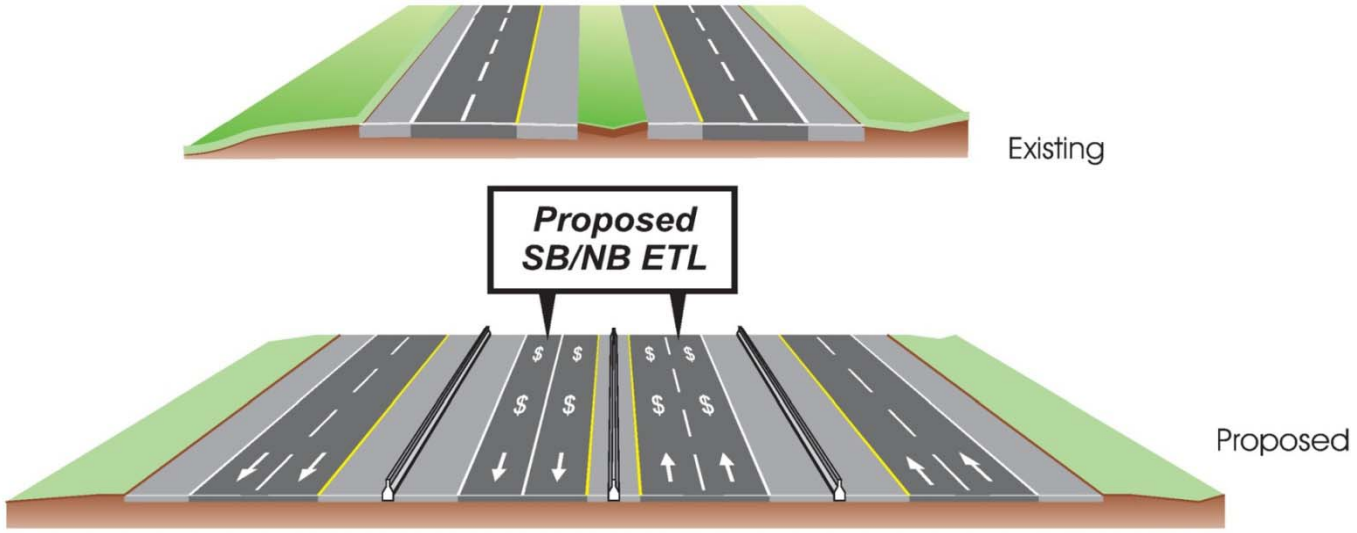
EA Alternatives 7A/B



Alternatives 7 A/B
MD 121 to ETL Terminus (North of MD 80)

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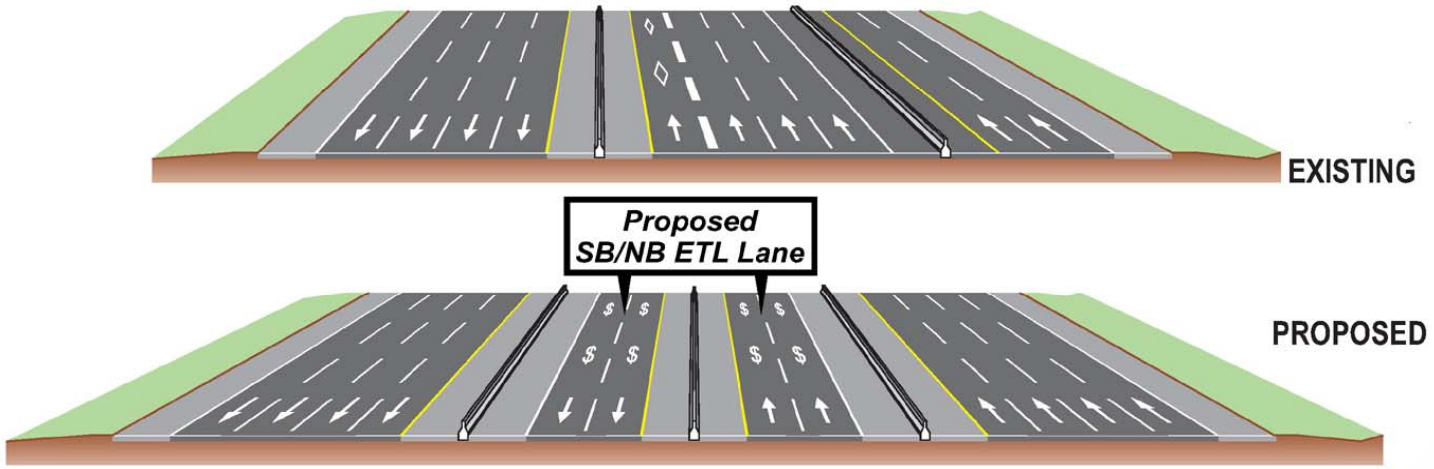
EA Alternatives 7A/B



Alternatives 6A/B and 7A/B
MD 117 to MD 124

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Direct Access Ramps

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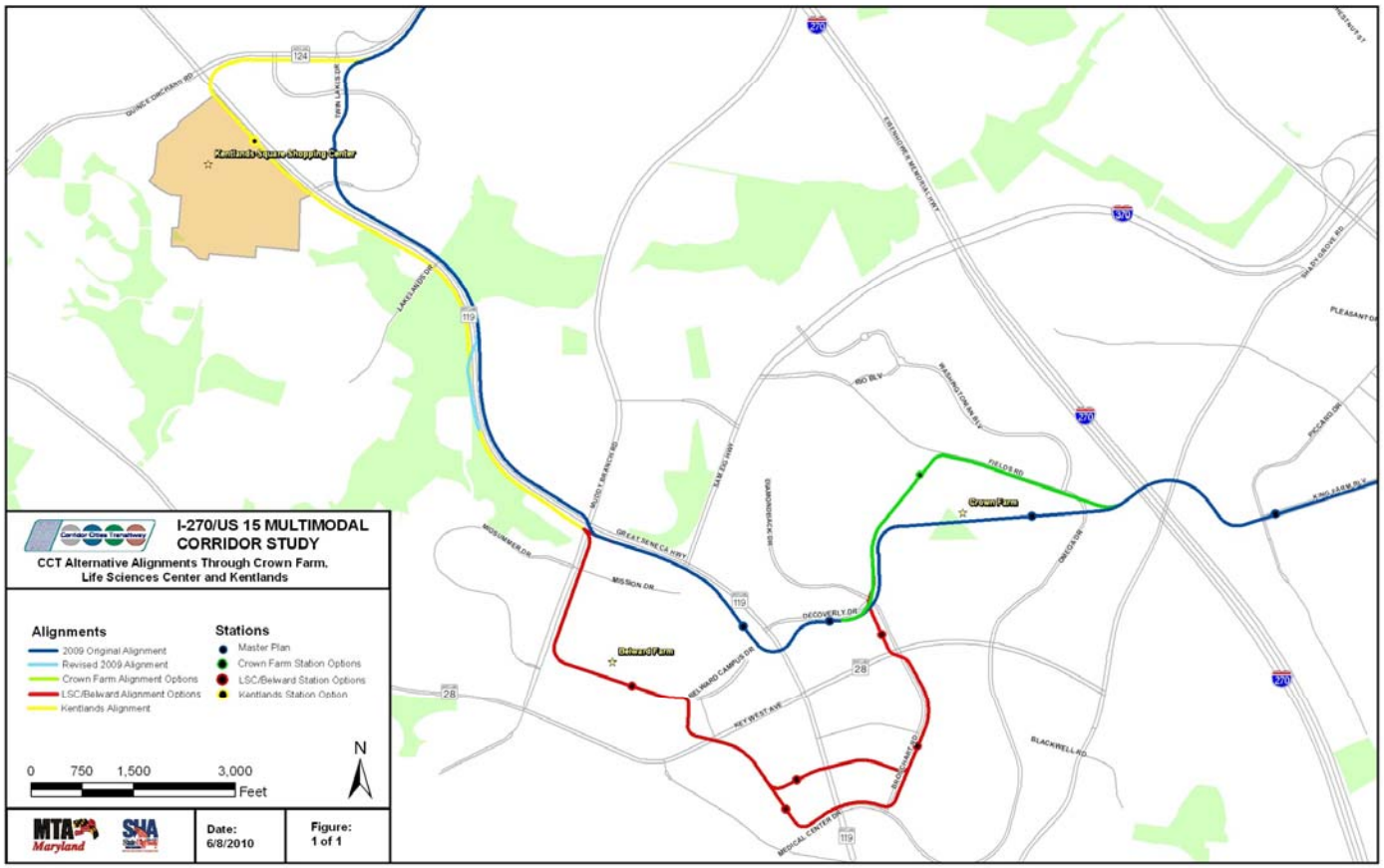
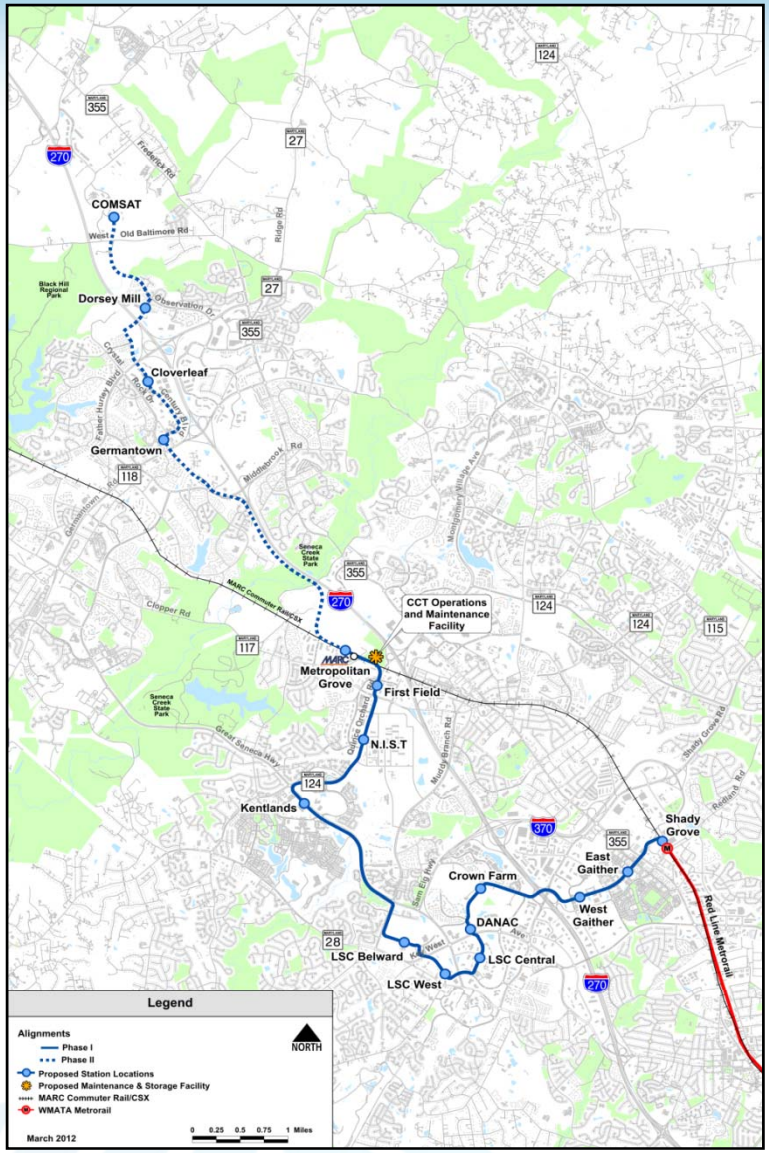
SEA Alternative Alignments

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



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



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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)

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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

Corridor Cities Transitway

What is BRT?

- LRT on Rubber Tires
  - Modern, low floor vehicles
  - Multiple door entry
  - Advanced fare payment
  - Varied runningways
  - Stations
  - Signal priority/preemption
  - 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.

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What is Unique About CCT?

- Designed for *future* development, not around *existing* development
  - Many 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

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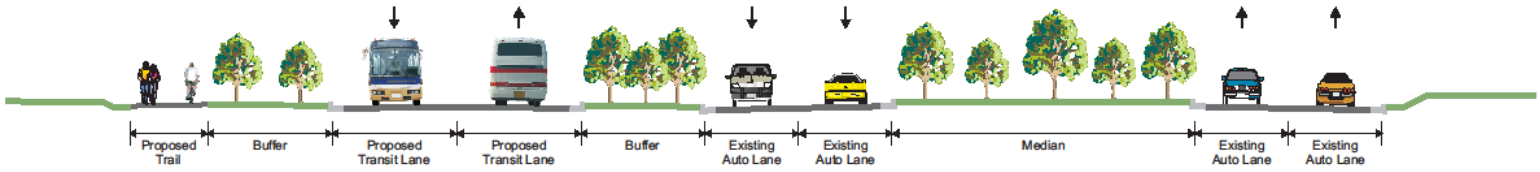
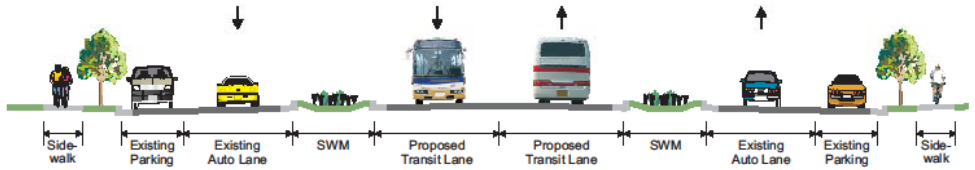
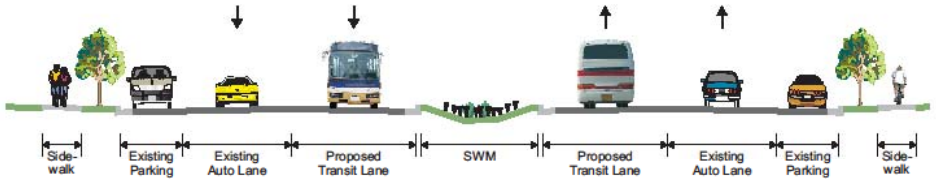
CCT Typical Sections



Side Running Transitway



Transitway in Center



SWM Between Transitway

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Current Land Uses

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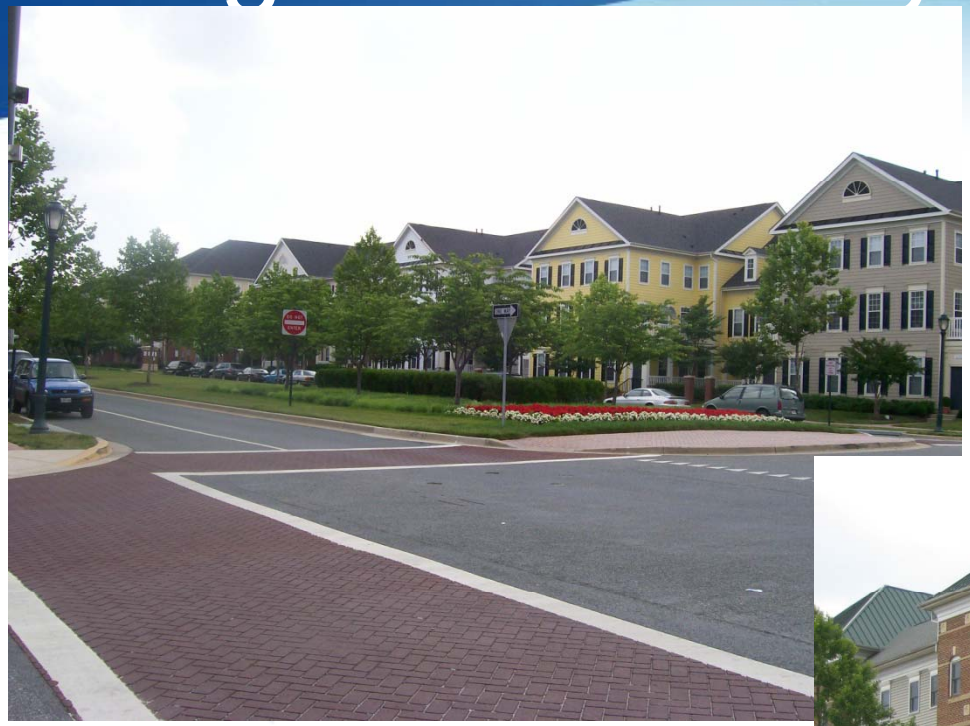
King Farm Today



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King Farm Renderings

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King Farm Station – Side Platform

King Farm Renderings

King Farm Station – Center Platform

Crown Farm

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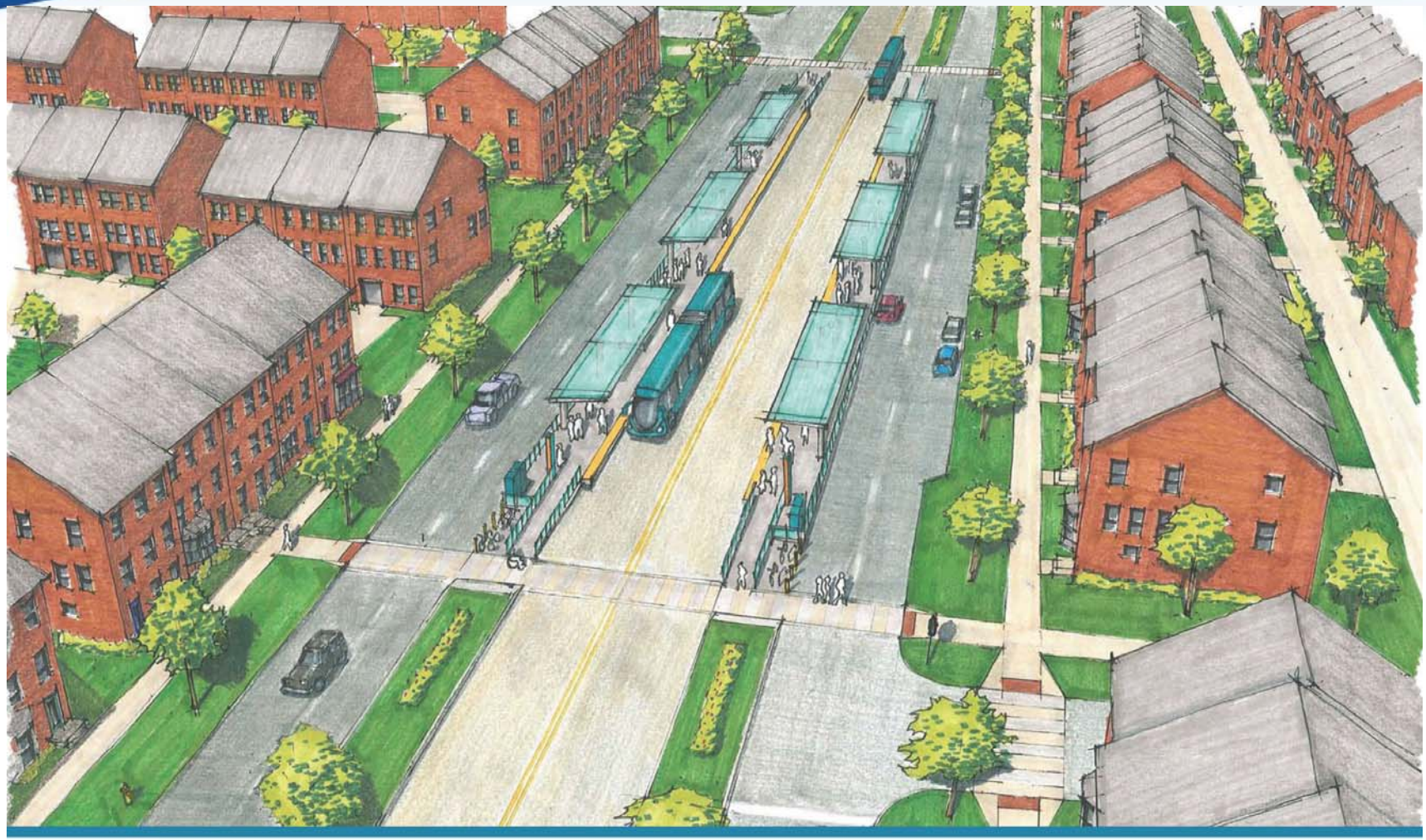
Crown Farm Renderings



Conceptual BRT Station

Crown Farm Renderings

Conceptual BRT Station Entrance

Kentlands Station Renderings

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Kentlands Station

Kentlands Station Renderings

Kentlands Station

Metropolitan Grove Today

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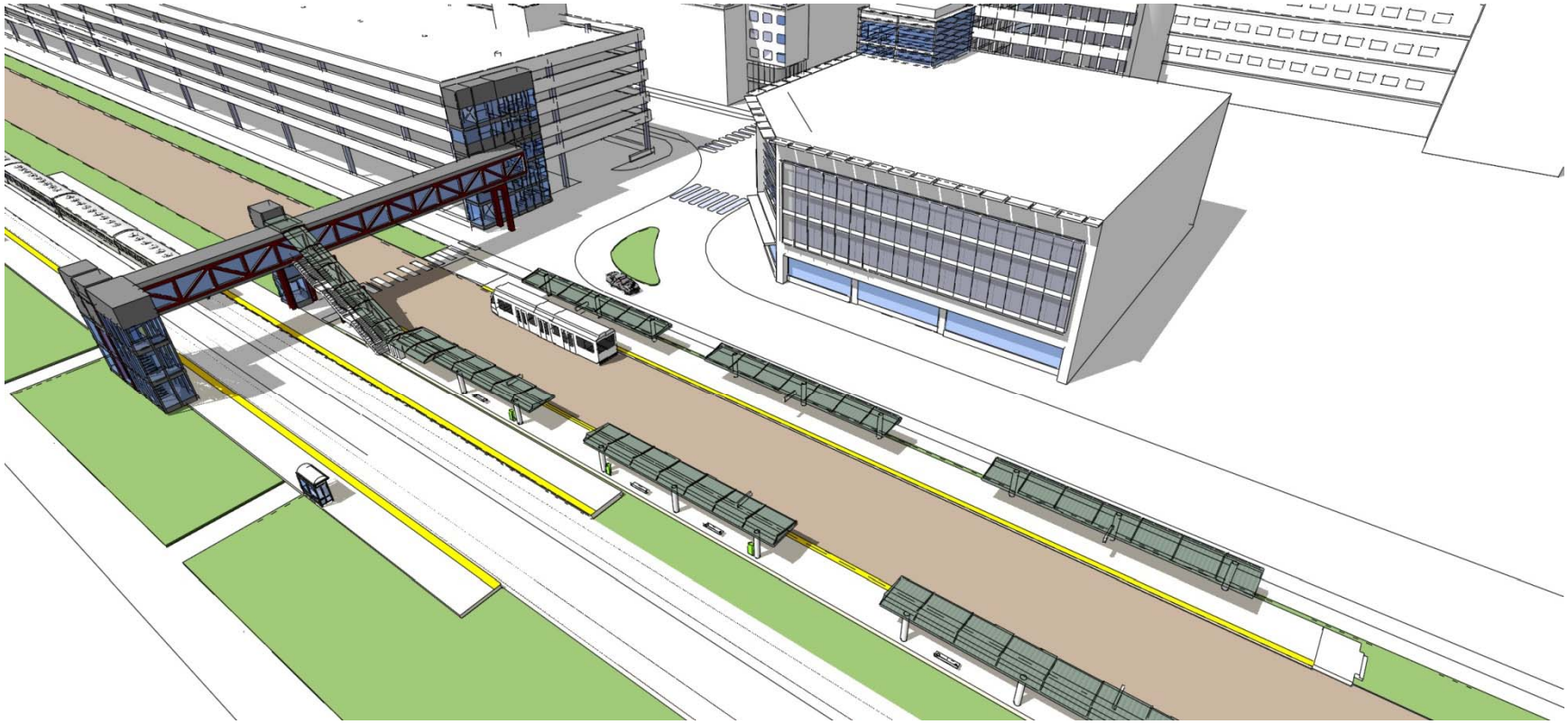
Metropolitan Grove



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Thank You

Rick Kiegel, McCormick Taylor
410-767-1380 (MTA)
rkiegel@mta.maryland.gov

www.mta.maryland.gov/cct

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