

Montgomery County 2007-2009 Growth Policy

County Council must adopt a Growth Policy to provide policy guidance to the agencies of government and the general public on matters concerning land use development, growth management and related environmental, economic and social issues.

Guidelines for the Administration of the Adequate Public Facilities Ordinance

The APFO directs the Montgomery County Planning Board to approve preliminary plans of subdivision only after finding that public facilities will be adequate to serve the subdivision. This involves predicting future demand from private development and comparing it to the capacity of existing and programmed public facilities.

CO₂ Emissions from Cars, Trucks & Buses in the Metropolitan Washington Region

Presentation to the
COG Climate Change
Steering Committee

Ronald F. Kirby
Director of Transportation Planning

June 27, 2007

2002-2030 Changes in Households, Employment, VMT, NO_x, VOC and CO₂ for the 8-Hour Ozone Non-Attainment Area

	2002	2030	% Change
Households	2,893,646	4,162,621	44%
Employment	1,742,117	2,463,893	41%
Annual VMT (000,000's)	39,212	53,726	37%
NO _x (tons/day)	259.232	34.899	-87%
VOC (tons/day)	101.117	39.41	-61%
CO ₂ (tons/year)	23,273,168	34,450,922	48%

Reductions in Annual CO₂ Emissions (Millions of Tons) with Regionwide CAL LEV II Vehicles

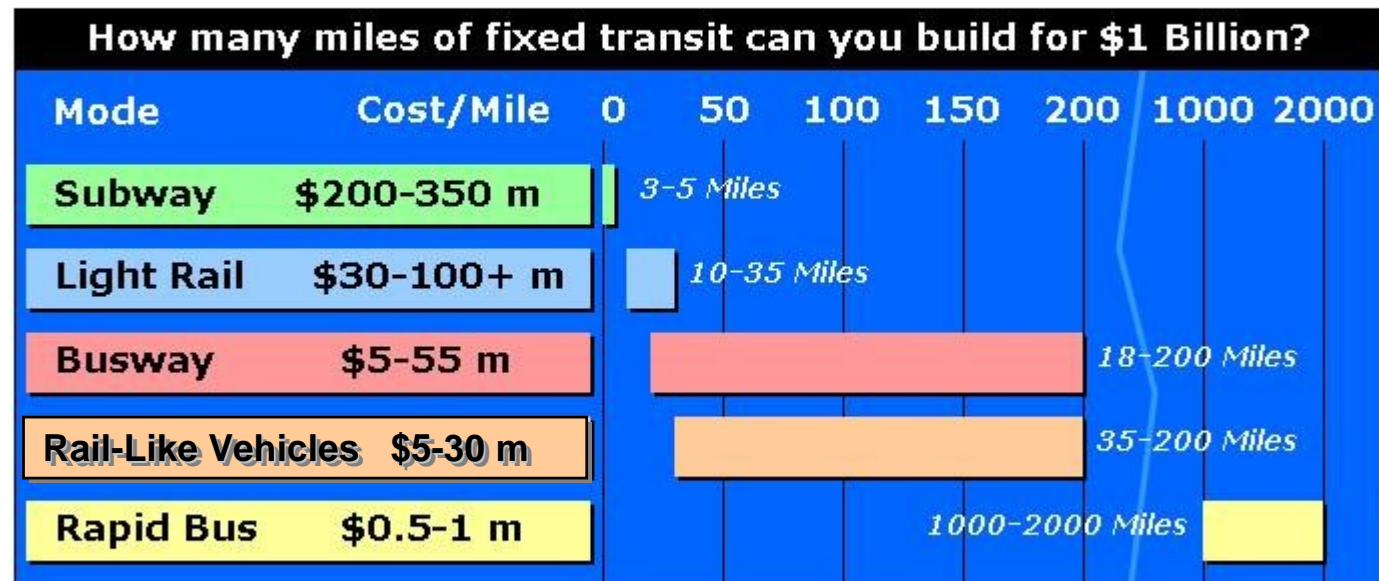
	2002	2020	2030	% Change 2002 - 2030
Baseline	23.273	31.018	34.451	48%
CAL LEV II Reductions	0	4.386	5.993	-
Percent Reductions	0	14.1	17.4	-
Reduced Emissions	23.273	26.632	28.458	22%

Reductions in Annual CO₂ Emissions (Millions of Tons) with “35 mpg by 2020” Federal CAFE Standards

	2002	2020	2030	% Change 2002 - 2030
Baseline	23.273	31.018	34.451	48%
CAFE Reductions	0	4.185	7.512	-
Percent Reductions	0	13.5	21.8	-
Reduced Emissions	23.273	26.833	26.939	16%

“Everyone is not going to ride the bus.”

Comparative Capital Costs



If the goal is to raise transit's mode share in the region within a relatively short time span, it will be necessary to consider means of providing higher grade transit at lower cost.



It's no single trait, but the combination of traits that make BRT systems successful!



Leeds England



Automated Guided Bus at Essen



Eugene, Oregon EMX

Photos: Vanasse Hangen Brustlin, Inc.

“Rail-Like” Busway Stations





Photos: Vanasse Hangen Brustlin, Inc.



The Solution



MAX

Transit's Future, Today





REPORT AND RECOMMENDATIONS OF THE COUNTY EXECUTIVE'S TRANSIT TASK FORCE



MAY 2012

Transit Task Force All Phases & Extensions



- Routes - Phase 1**
- 10b-MD355 South
 - 3-MD586 Veirs Mill Rd
 - 4a-GA North
 - 14-Randolph Rd
 - 19-US29 Columbia Pike
 - CCT South
 - 20-200-ICC

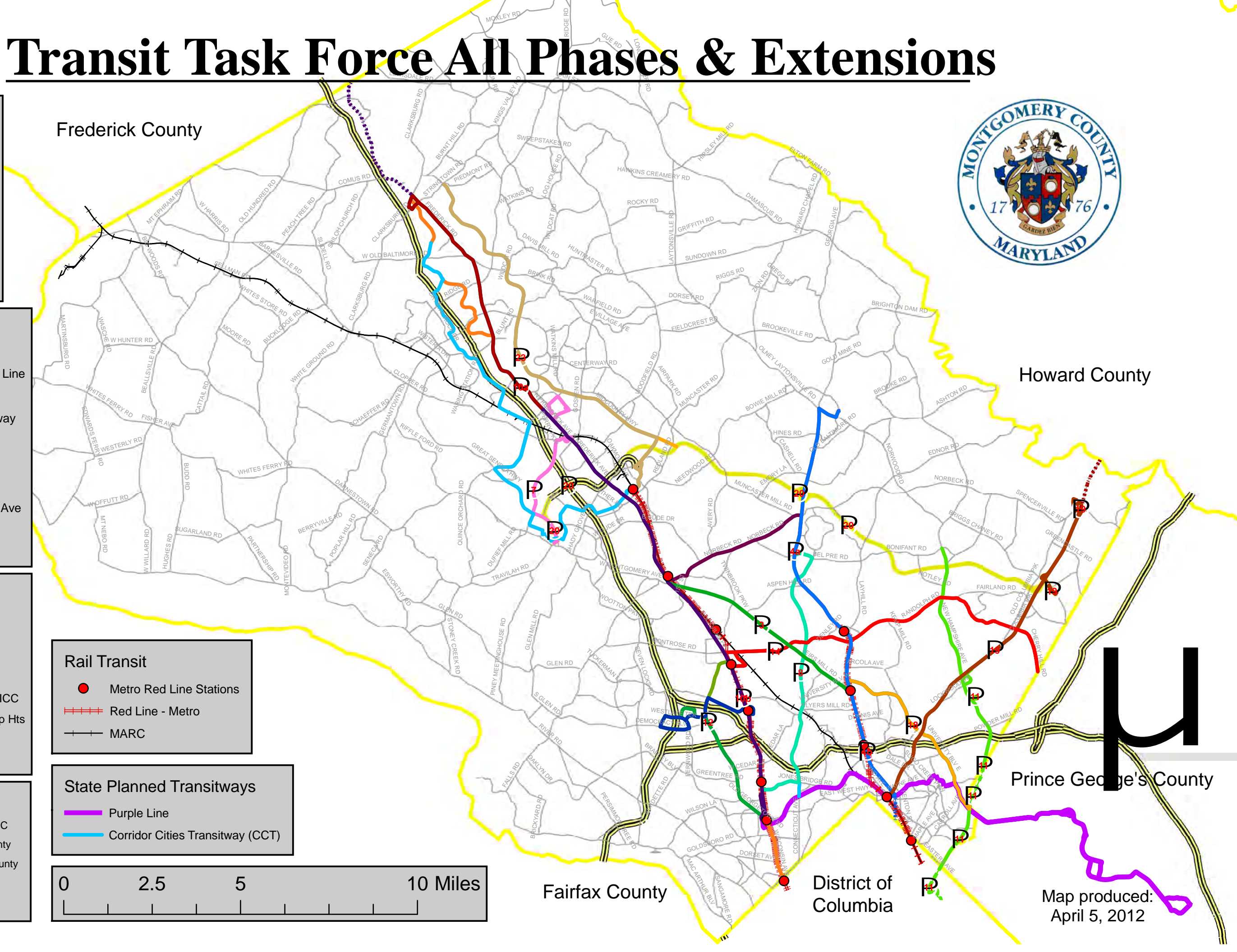
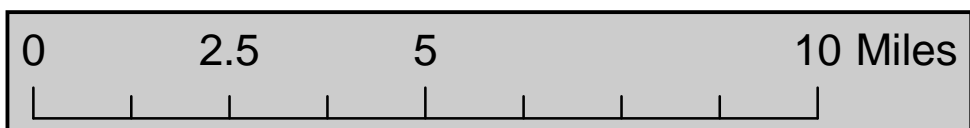
- Routes - Phase 2**
- 8-MD185 Connecticut Ave
 - MD185 extension to Purple Line
 - 18-MD193 University Blvd
 - 21-North Bethesda Transitway
 - 12-Old Georgetown Road
 - Old Georgetown Extension
 - MD28-Norbeck Road
 - 11-MD650 New Hampshire Ave
 - MD650 White Oak to ICC
 - CCT North

- Routes - Phase 3**
- 4b-GA South
 - 7-MD124 Muddy Branch
 - 10a-MD355 North
 - 23-M83 Mid-County Highway
 - Mid-County Hwy extension to ICC
 - MD355 Bethesda to Friendship Hts
 - ComSat to Clarksburg
 - Observation Dr

- County Line Extensions**
- 11-New Hampshire Ave in PG & DC
 - FDA Blvd to Prince George's County
 - US29 - Burtonsville to Howard County
 - Silver Spring to DC Line
 - Clarksburg to Frederick County

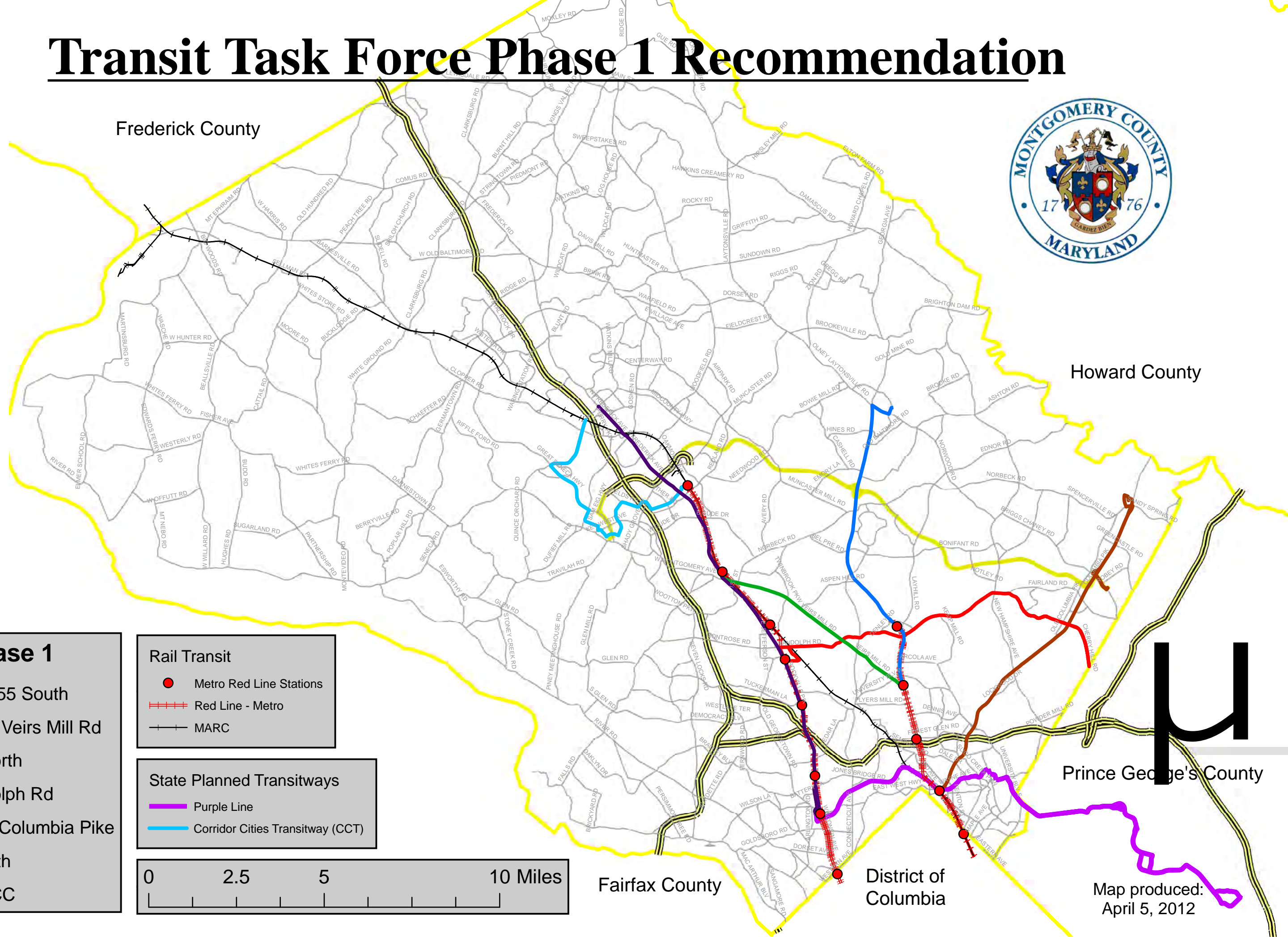
- Rail Transit**
- Metro Red Line Stations
 - Red Line - Metro
 - MARC

- State Planned Transitways**
- Purple Line
 - Corridor Cities Transitway (CCT)



Map produced:
April 5, 2012

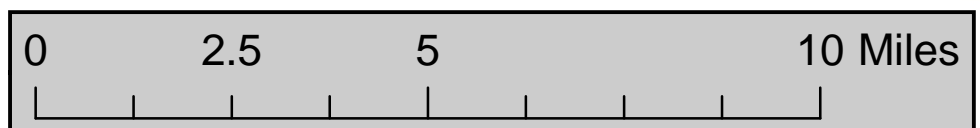
Transit Task Force Phase 1 Recommendation



- Routes - Phase 1**
- 10b-MD355 South
 - 3-MD586 Veirs Mill Rd
 - 4a-GA North
 - 14-Randolph Rd
 - 19-US29 Columbia Pike
 - CCT South
 - 20-200-ICC

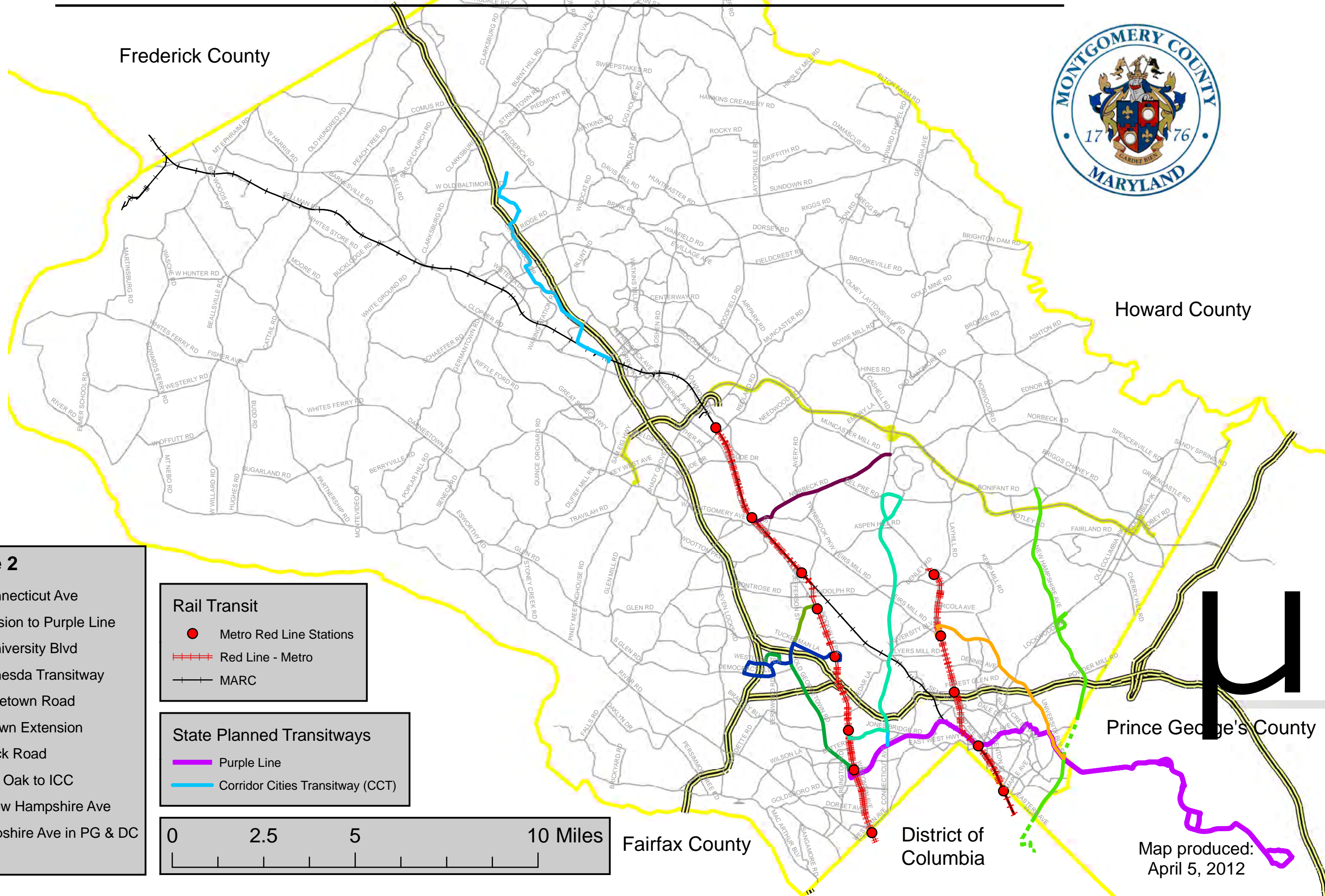
- Rail Transit**
- Metro Red Line Stations
 - + + + + Red Line - Metro
 - + — + MARC

- State Planned Transitways**
- Purple Line
 - Corridor Cities Transitway (CCT)



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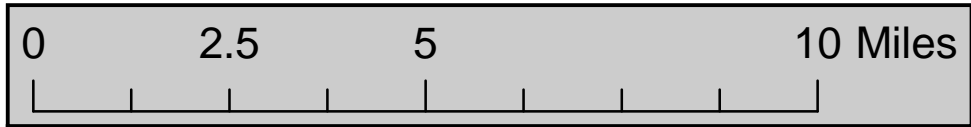
Transit Task Force Phase 2 Recommendation



- Routes - Phase 2**
- 8-MD185 Connecticut Ave
 - MD185 extension to Purple Line
 - 18-MD193 University Blvd
 - 21-North Bethesda Transitway
 - 12-Old Georgetown Road
 - Old Georgetown Extension
 - MD28-Norbeck Road
 - MD650 White Oak to ICC
 - 11-MD650 New Hampshire Ave
 - 11-New Hampshire Ave in PG & DC
 - CCT North

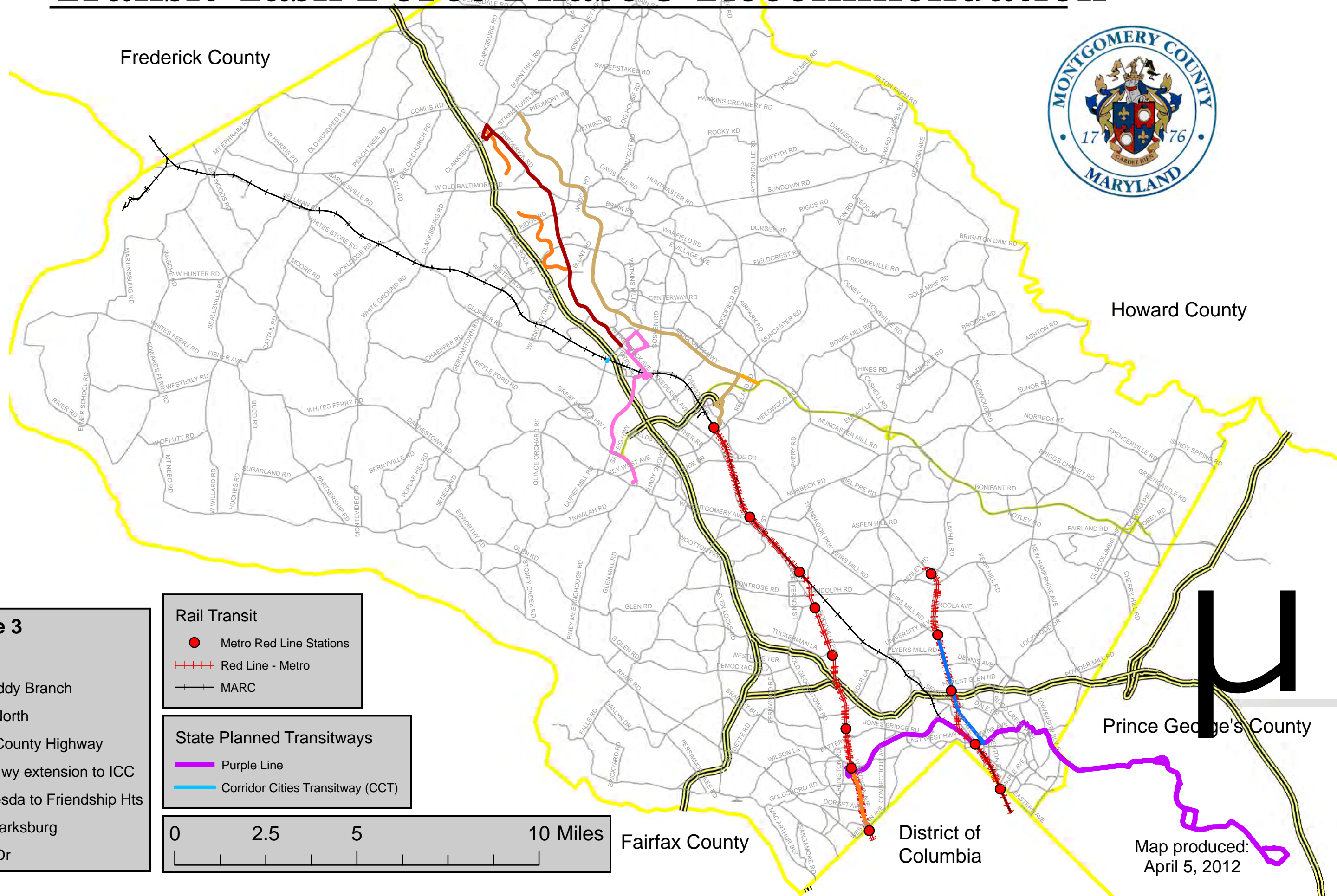
- Rail Transit**
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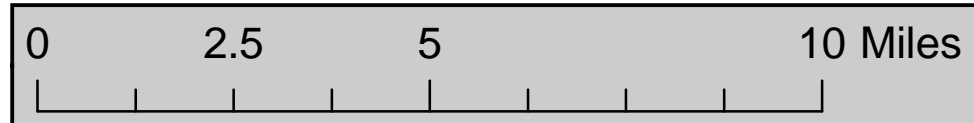
Transit Task Force Phase 3 Recommendation



- Routes - Phase 3**
- 4b-GA South
 - 7-MD124 Muddy Branch
 - 10a-MD355 North
 - 23-M83 Mid-County Highway
 - Mid-County Hwy extension to ICC
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- Rail Transit**
- Metro Red Line Stations
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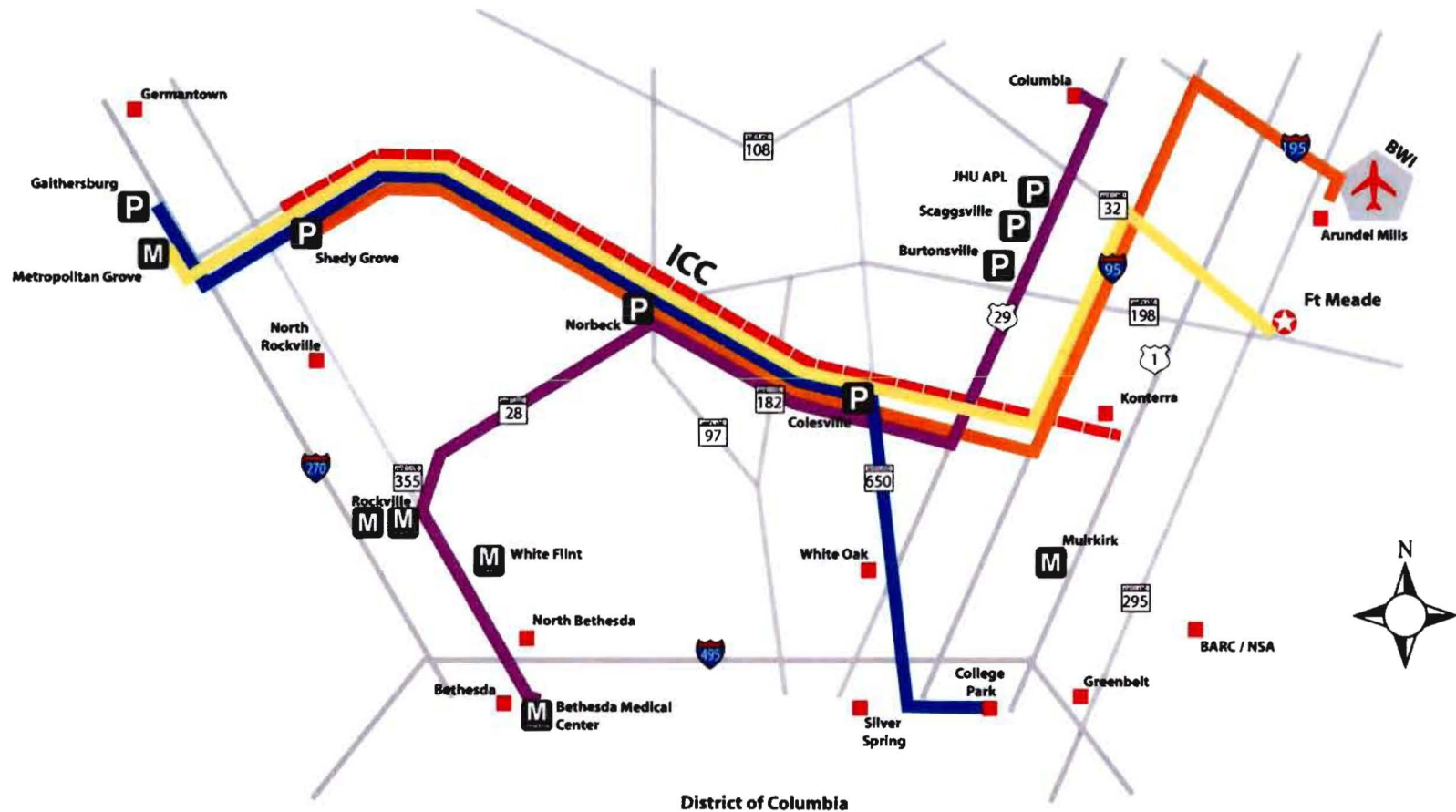


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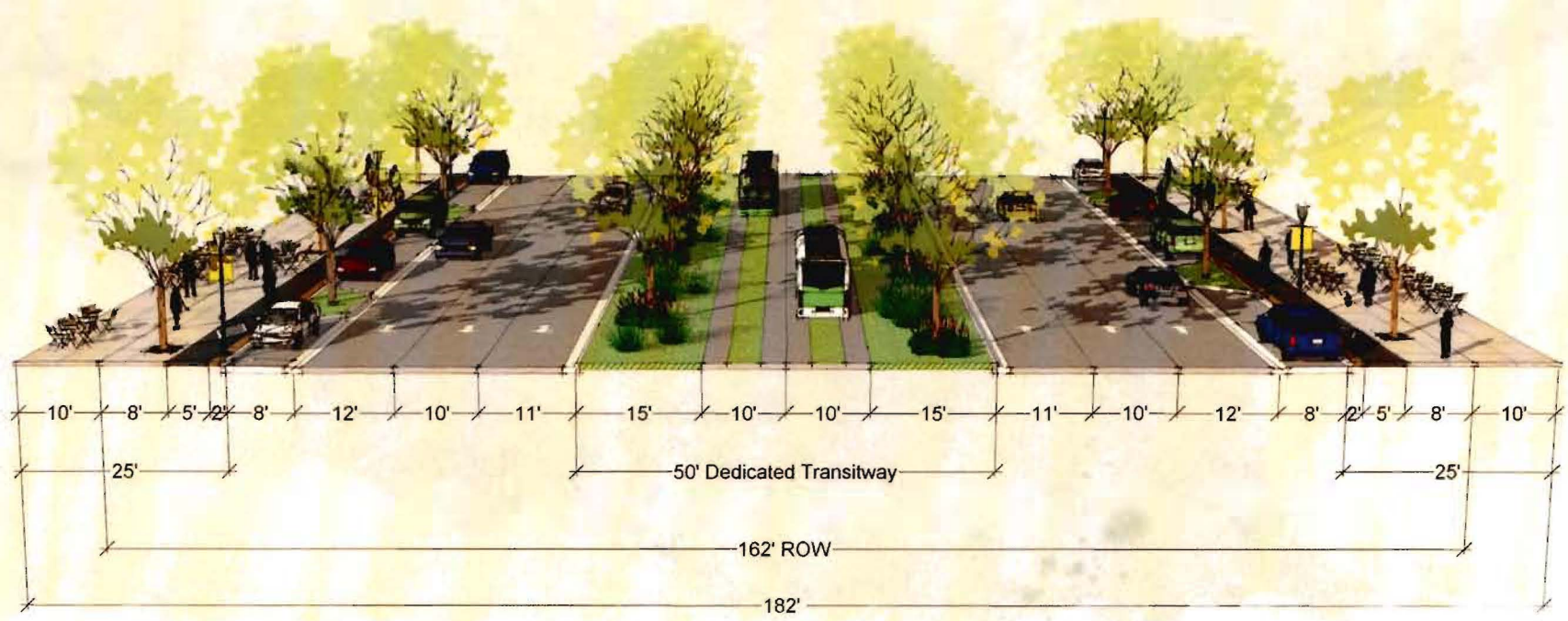


Opening Day Service - ICC

Opening Day Service : ICC Enhanced Transit Plan







VIII. CONCLUSION

People living and working in, and traveling through, the County, experience increasing congestion on highways and roadways. Travel times are increasingly unpredictable. Indeed, the length of “rush hour” has expanded over the last few decades so that traditional peak periods of congestion have expanded to include several hours of the day in both the morning and evening. This congestion has increased air quality problems. Balanced economic growth has also been adversely effected by vehicular congestion. While State and local policy-makers have developed plans for “smart growth” real estate development, transportation constraints have made it difficult, if not impossible, to implement these planning approaches, and land use plans adopted in conformity with those policies.

While a balanced overall approach to addressing our transportation needs is required, including but not limited to investment in road maintenance and construction as appropriate, alleviation of congestion problems, and improvement of environmental health and our quality of life requires that our community increase the capacity of existing transportation assets within the given physical limitations that we face.

This Report and the Recommendations contained herein contemplate the creation of a people-moving capacity asset as described more fully in the Report. The Task Force refers to it as an RTV network or system, with RTV standing for a sophisticated, surface level rapid transit vehicle system. These systems are frequently referred to as bus rapid transit (“BRT”) systems; however, the Task Force has deliberately elected to refer to it as an RTV system because the nature, appearance and performance of the system will be qualitatively different from what is typical of BRT systems in the United States or abroad, which do not have qualities that will make them transformative nor become transportation solutions of choice.

As the Recommendations contained in this Report are considered and discussed, the Task Force hopes that the general public and policy-makers will understand that while adoption of the RTV system we propose is advisable to help alleviate existing problems, it is even more essential to create future opportunities and avoid extraordinary future problems. These include intolerable congestion and the County’s compromised ability to chart its own destiny in terms of the implementation of adopted land use policies, and the economic climate the County wants to create.

During its deliberations the Task Force has become aware of certain concerns about what the Task Force is proposing – and those concerns must be addressed directly. There are those who prefer to see our County remain as it has, in their view, been in the past: a relatively idyllic suburban community. To people holding this view, the development of a rapid transit network unleashes too much growth and development and fundamentally changes the community in which we live. Leaving to the side that the suburban place of earlier generations of Montgomery County residents has already fundamentally changed, we must also face the fact that not implementing the County's already existing growth policies will not prevent some growth from taking place and will no doubt result in increasing traffic congestion without the attendant benefit of a vibrant and balanced economy and the tax revenues needed to maintain our services and quality of life.

There are also those who are worried about what will happen to our road system if we repurpose lanes or take more property to enable the County to build the rapid transit system being proposed by the Task Force. This concern again gives evidence of the underlying and persistent belief that by refusing to make certain changes in our transportation policies (and by continuing to treat automobiles in the same way we have for the last 60 years) we can prevent the exacerbation of our traffic congestion problems. The truth is, there are limits to how much real estate we can devote to our road system – and we must figure out how to more efficiently use that scarce resource. The best way to increase capacity is to shift more people to transit.

There are also those who have raised questions about what a system with lanes dedicated to a rapid transit system will do to the technical functioning of road ways, including how vehicles will make various kinds of turns and how the safety of pedestrians will be assured. While reasonable, and issues that must be addressed, such questions relate to specific design solutions about a myriad of specific locations. They are reasons to plan and design carefully. They are not reasons to decline to build the system. Other jurisdictions have found ways, some routine and some imaginative, to address these concerns. So can Montgomery County.

Finally, there are and will be those who are concerned about the cost of the system, how the County will pay for it, who will pay for it, and whether it is prudent to make such an investment in a time of unique stress on public sector and family budgets. The Task Force has taken these questions very seriously. However, it is obvious that

meaningful solutions to a serious problem that has vexed our community for more than a generation will not be solved without a significant investment. The word “investment” is thrown around too frequently in describing some kinds of expenditures. In this case, the concept applies. We will be investing in the future strength of our community.

Notwithstanding all of the foregoing, the question we should be asking is: “What will happen if we do nothing different – and simply cling to our current approaches in the hope that things will turn out alright?”

The Task Force has been reminded of two famous definitions of the word “cynic.” Oscar Wilde defined a cynic as someone “who knows the price of everything and the value of nothing.” Sydney Harris (American Journalist) captured the thought a bit differently: “An idealist believes the short run doesn’t count. A cynic believes the long run doesn’t matter. A realist believes that what is done or left undone in the short run determines the long run.” The Task Force has approached its charge as would the realist. The Task Force urges that our community not leave this vital thing undone – and let us be assured that in the long run we and our children will look back on this time and know that far-sighted and important decisions were made in the interests of that community.