

MD 355 South Corridor Advisory Committees (CAC) Meeting #2 Summary
April 16, 2015 | 6:30 PM – 8:30 PM
Montgomery County Executive Office Building
101 Monroe Street, Rockville, Maryland

Attendees:

Members	
Nancy Abeles	Anthony (Tony) Kouneski
Joshua Raymond Arcurio	Richard O. Levine
Peter Benjamin	Todd Lewers
Francoise M. Carrier	Damon C. Luciano
Barbara Moir Condos	Deborah Michaels
Jay Corbalis	Philip Neuberg
Kristi Cruzat	Sasha Page
Jad Donohoe	Chad Salganik
Ryan Emery	Ralph Schofer
Miti Figueredo	David Sears
Greg Ford	Eric Siegel
Roger Fox	Gerard Stack
Debbie Friese	John Alex Staffier
Jerry Garson	Emily Vaias
Victoria (Tori) Hall	Francine Waters
Celesta Jurkovich	Anne (Jan) W. White
Peter Katz	Steven P. Wilcox
Eleanor Kott	Max Wilson
Apologies	
Bill Carey	Ananda (Andy) Palanisamy
Elizabeth Crane	D. Todd Pearson
Ronit Dancis	Ana Milena Sobalvarro
Jeremy Martin	Jon Weintraub
Patty Mason	
Project Team	
Facilitator – Yolanda Takesian	Facilitation Team – Conor Semler
Study Team – Alvaro Sifuentes	Mary Raulerson
Andrew Bing	Harriet Levine
Staff	
Joana Conklin, Montgomery County DOT	Tom Pogue, Montgomery County DOT
Drew Morrison, Councilman Berliner’s Office	Joe Harrison, SHA
Tessa Young, SHA	Kyle Nembhard, MTA
Rafael Olarte, Montgomery County DOT	
Public	
Cindy Kebba	Paul Seder

Handouts:

Handouts provided to CAC Members included:

- Summary from CAC Meeting #1/Kick-off Meeting
- Summary of the Homework responses from CAC members (in map form)
- Presentation for CAC Meeting #2 and larger versions of the keys maps from this presentation
- Starter Matrix of Needs, Values and Concerns that was used in the interactive exercise

Introductions:

Each CAC member and attendees provided a brief introduction and mentioned how they traveled to the meeting. Yolanda Takesian reviewed the meeting agenda and reminded the group of the need to follow ground rules to ensure that presentation information and CAC members' questions and contributions could be covered in the time allotted.

Project Development:

Alvaro Sifuentes began the presentation. Maryland State law requires Maryland's 23 counties and the City of Baltimore to develop their own planning documents. These documents set the vision that the local authorities and residents have on a specific area. Within these planning documents a transportation component is identified within the plan that explains the existing roadway network, improvements to the existing roadway network, the utilization of the road to provide transit, bicycle and pedestrian accommodations. The project team noted that within Montgomery County both the Cities of Rockville and Gaithersburg are responsible for developing their own planning documents that set the vision within these municipalities. As part of this local planning process, the Montgomery County Council approved the Countywide Transit Corridors Functional Master Plan (CTCFMP) in 2013.

The project team described what the CTCFMP does and what it does not do. The CTCFMP recommends implementing a 102 mile bus rapid transit (BRT) network comprised of 10 corridors. The MD 355 corridor was divided into two separate corridors: the MD 355 South Corridor from Bethesda to Rockville and the MD 355 North Corridor from Rockville to Clarksburg. The plan also recommends the creation of dedicated lanes along certain segments of the corridors, the location of stations and the public right-of-way necessary to implement the system. The locations of the stations in the CTCFMP were based on the presence of an existing Red Line station, the presence of a planned Purple Line or CCT station, the presence of an existing intersecting transit route, the concentration of existing or planned land use and on a reasonable distance between stations. The plan however does not endorse specific treatments to determine where the dedicated lane should be, what the operational characteristic of the dedicated lane should be and whether dedicated lanes achieved by lane repurposing are warranted and achievable given detailed traffic analysis. In addition the plan does not define the staging or phasing to implement the corridor and does not make recommendations within the Cities of Rockville and Gaithersburg.

Alvaro added that as part of the current study, the team will build upon the work done for the CTCFMP. However, this phase of the study will investigate alternatives to a greater level of detail by developing horizontal and vertical alignments, typical sections, proposed station locations and by investigating drainage and utilities at a conceptual level. This level of detail will enable the team to assess potential impacts and develop cost estimates for the design, right-of-way and construction of the corridor. The team will also develop forecasted ridership for the BRT and future traffic along the corridor with and without the BRT. CAC members

are being engaged at these very early stages of planning to provide them with the opportunity to shape the project from the very beginning. In addition to the CAC, the project includes two public workshops that will allow the general public to learn about the findings and alternatives, discuss them and comment on them. At the end of this stage of planning, a final report and recommendation on a proposed BRT conceptual alternative will be developed.

There are four steps in the project development process; planning, engineering, right-of-way and construction. We are currently at the beginning of the planning phase. During this phase, we will develop the project scope, purpose and need, alternatives, cost estimates and perform an environmental inventory. For a transit project the environmental documentation begins in planning and continues into the design phase. If funding is available right-of-way can be done consecutively with engineering. After all the first three phases are complete, construction can begin.

Alvaro presented an overview of the MD 355 BRT Corridor schedule and milestones through summer 2016. There are four major aspects of work being performed; engineering, environmental, traffic and ridership analysis and public involvement. The public involvement aspect includes meeting with the CACs at least quarterly and holding two meetings with the general public. Although the corridor planning study is scheduled to end by Summer 2016, subsequent phases of engineering, environmental, traffic and ridership analysis and public involvement will be necessary to obtain approvals and permits before construction can begin.

Within the current corridor planning study there will be some topics that will be discussed with the current CAC members. There are other topics however that will be covered during later stages of planning.

Existing Conditions

Alvaro Sifuentes described the existing conditions for the MD 355 corridor from the Bethesda Metro Station to Redgrave Place in Clarksburg. The existing condition assessment provides planners and engineers with an understanding of the corridor and the opportunities, issues and constraints along the corridor. However, even though we are focusing on existing conditions, he stated one thing that we need to keep in mind for any transportation study is not only what the corridor looks like now but what it will look like in the future. Everyone is familiar with what the existing land use is around where they live, however as part of the local planning process future land use and future zoning changes are made that could change the character of the corridor.

Yolanda Takesian then provided an overview of the Longitudinal Employer-Household Dynamics Data (LEHD) provided by the census bureau. The census-based data uses a mapping tool to show the locations where people living in a specific area work and where people working in a specific area live. Several examples were shown that demonstrated how there was a very high correlation between the Red Line employment areas, including downtown DC for employees living in Bethesda, Grosvenor Station area and Garrett Park. NIH's 20,000 employees live all over the region with the highest concentrations of long distance commuters living NW and North of Bethesda. Downtown Bethesda's 36,000 employees are also spread more liberally around the region except with higher concentrations commuting from the NE. Twinbrook station reports about 12,000 employees also living more broadly around the region with highest concentrations to the NE and SE of the station. One particularly interesting analysis prepared for the MD 355 North area showed that King Farm

residents' work locations are highly concentrated along the I-270 corridor into Germantown, Clarksburg with very few employment destinations south of North Bethesda.

There are four major existing transit components along the MD 355 corridor. These include WMATA Metrobus, MTA Commuter Bus, Ride-On and several rail alternatives. The WMATA Metrobus has many bus routes that serve MD 355 intermittently. Most of these routes provide east-west connectivity along the different branches of the Metro system. The Q line is WMATA's highest ridership bus in Maryland and serves MD 355 from the Shady Grove Metro Station to the Rockville Metro Station then heading along 586 to the Wheaton Metro Station. The MTA Commuter Bus service provides the 201 and 202 lines from Gaithersburg to major destinations in Anne Arundel County; Fort Meade and BWI. The 505 and 515 lines serve as feeder routes into the Shady Grove Metro Station from Frederick and Hagerstown. Ride-on has 39 routes that serve intermittently along MD 355. Two of these routes remain on MD 355 for longer segments. Route 46 serves from the Medical Center Station to Shady Grove Metro station. This route has an average of 3,700 daily riders and it takes about an hour to travel from Medical Center to Shady Grove Metro in rush hour. It has 15 minute headways. Route 55 serves from the Rockville Metro Station to the Germantown Transit Center. This route has an average of 8,100 daily riders and it takes about one hour and twenty minutes to travel from the Rockville Metro Station to the Germantown Transit Center. It has 12 minute headways. Presenting pie charts to show the makeup of how people using Metrorail arrive at the station, Alvaro Sifuentes showed how the more southern stations, Bethesda and Medical Center have high levels of walk-up transit users. About 1/3 of Grosvenor riders arrive on foot and another 1/3 park all day. The dominant arrival mode for Twinbrook, Rockville and Shady Grove riders is park-and-ride. Shady Grove ridership surveyed was about three times higher than the other study area stations.

Alvaro next presented an overview on the existing roadway features and typical sections. The corridor from the Bethesda Metro Station to Redgrave Place in Clarksburg is approximately 22 miles long. Within these 22 miles the corridor has six lanes typically from Bethesda Metro to Middlebrook Road in Germantown. North of that the typical section narrows down to four lanes and north of Milestone Manor in Germantown the typical section narrows down to two lanes. There are 78 signalized intersections, 80 unsignalized intersections and hundreds of driveways and entrances. There are four grade-separated interchanges; these include the Capital Beltway, the new Montrose Parkway interchange, the I-370 bridge over MD 355 and the MD 355 bridge over the rail track in Gaithersburg. Both residential and commercial service roads exist throughout the corridor. MD 355 south of MD 27 (Ridge Road) is an urban principal arterial with posted speeds of 25 to 45 mph. MD 355 north of MD 27 (Ridge Road) is an urban minor arterial with posted speeds of 30 to 50 mph. A presentation of several existing typical sections occurred next which described the varying conditions from Bethesda to Rockville.

A handout showing existing sidewalk and bicycle paths was provided to the CAC members. Sidewalks are mostly present from Bethesda to MD 27 (Ridge Road). There is however a gap in the existing sidewalk in the vicinity of the Capital Beltway. Bicycle paths are intermittent throughout the study area; however there is a long bicycle path adjacent to MD 355 north of MD 124 up to Middlebrook Road.

An environmental inventory is being conducted as part of the study to identify specific areas that should be avoided if possible, minimized or mitigated. As part of this environmental inventory, several streams, wetlands and 100-year floodplains have been identified. The forested areas in the northern part of the county have the habitat for Forest Interior Dwelling Species (FIDS). Coordination with Fish and Wildlife Services (FWS) and the Department of Natural Resources (DNR) is ongoing to determine if there are any rare, threatened or endangered species within the study area. 33 public parks owned by M-NCPPC, City of Rockville and City of

Gaithersburg and the State of Maryland have been identified within the study area. There are three National Register-listed Historic Resources within the study area; these are the Bethesda Meeting House, the Bethesda Naval Hospital Tower and the Bethesda Theatre. In addition, there are 19 resources eligible for listing within the study area. A CAC member indicated that the Bethesda Meeting House also includes its Graveyard as part of the National Register listing.

Corridor Planning Study

Alvaro discussed the process being followed as part of this study. This process includes public outreach throughout the duration of the study. As part of the Corridor Planning Study the team is collecting data and beginning the development of the Purpose and Need statement. Once complete, the team moves into the alternatives development and evaluation, ending this phase of the study with a final report.

One of the goals of the exercise that the CAC members will participate in will help establish the Purpose and Need of the project. The Purpose and Need contains a statement of what the project intends to address based on the needs. The Purpose and Need document is used throughout the planning phase to drive the conceptual alternatives discussion, to compare alternatives and to support recommendation of alternatives that advance into the next phase of study. The second goal of the exercise will be to assist Montgomery County in a separate effort to develop Goals, Values and Measures of Effectiveness (GVME) which will assist in evaluating and prioritizing corridors and sections within the corridors.

Yolanda Takesian informed members that the team consolidated CAC contributions provided through the homework exercise, noting general aspirations as well as locations of specific concern cited on the corridor maps. She indicated that these maps and the contributions made during the kickoff meeting will not only support the analysis, but also helped the team develop a starter set of Needs, Values and Concerns for discussion today. These comments fit into four Needs categories: connectivity, mobility, transit appeal and livability and will be used to inform the project's Goals, Values and Measures of Effectiveness as well as its Purpose and Need document/statement. She highlighted examples of member expectations about the service: BRT needs to reach more places along MD 355 and fill gaps between Metrorail station areas; service should complement and leverage the Red Line; station locations and related improvements should reduce major barriers and fragmented street patterns for more direct access to stations; new development is building livable community gathering places; and, the unique neighborhoods and small businesses that exist today need to be protected as the corridor changes.

A general description of each Need category was described. A Needs, Values and Concerns matrix was handed out which grouped the values and concerns received thus far into the four Need items identified.

Values and Concerns Exercise:

CAC members divided into four groups of approximately nine people, and used large versions of the Needs, Values and Concerns matrices to conduct a discussion of the draft needs, values and concerns, with the direction to add, delete, or modify values and concerns until they represented the opinions of their group. Each group designated a spokesperson who shared their final items with the room. After the groups presented, the groups' posters were placed on the wall, and each CAC member used the three sticky dots they were given to indicate which of the values/concerns are most important to them. They were able to place their dots/stickers

any way they wished – they could place all three on their most important value/concern, or spread them out across two or three different ones.

The following matrix shows the compiled values/concerns that the groups developed, as well as the number of times a CAC Member identified it as an important value/concern. Photographs of the posters are attached as an appendix to this summary.

Needs	Values and Concerns	Number of Times a CAC Member Identified this as One of Three Most Important
TRANSIT APPEAL AND MOBILITY: Ensure convenient, appealing and reliable transportation choices (other than the private automobile), to reach major corridor employment, educational, commercial, and social/recreational destinations while maintaining reasonable automobile travel along MD 355.	Serve commute/regional travel from the MD 355 Corridor into downtown DC <i>(This proposed item was removed by two of the four groups)</i>	
	Integrate service to complement and leverage existing Red Line service	
	Serve local/shorter distance trips in and along the MD 355 corridor, particularly between Red Line stations	
	Serve existing and future activity centers (frequently spaced as future growth)	
	Maintain or improve travel times to corridor destinations for residents living near the corridor (dedicated lanes)	3
	Provide transit service that is competitive with the automobile (travel times and reliability). Provide real incentives, longer span of service (all day, weekends), balanced frequent stops with speed and reliability, competitive fare relative to cost of driving	14
	Expand and adjust Ride On feeder service to MD 355 BRT stations with increased service and frequency – Reduce expenses for parking and gas	
	Reduce traffic congestion on MD 355 and intersecting streets to better serve local trips for residents	
	Cost effective solutions, "do-ability"	3
	System that can fund a major portion of the project	1
	Additional bridges over Potomac/reduce congestion on 495/270/355	5
	Improve existing bus service on 46 (and expand)	
	Move as many people as possible in most efficient way (any mode); Emphasize moving people not autos	4
	Recognize changing travel patterns to emerging employment (residential hubs)	3
	Free up Red Line capacity for more local trips	
Create redundant service to Red Line to support growth - 60% of riders go to Shady Grove		
Fare integration - reasonable/competitive fare		

	Make transit cheaper the more you use it	
	Phase for today's traffic	1
	Preserve ability to get in/out of neighborhoods (by car)	3
	Distinguish BRT service from Red Line - don't duplicate efficiency	4
	Use BRT to enable existing buses to operate more efficiently in addition to the one main line	4
	Connect residential areas to the stations on MD 355	1
	Provide transit service that is attractive	
	Make transfers easy and convenient	
	Provide real-time arrival info (electronic)	
MOBILITY AND CONNECTIVITY: Create efficient and safe access to transit stops from existing neighborhoods and between major transit nodes, including safe and comfortable pedestrian access along the corridor, and across the corridor.	Provide highly visible , frequent and safe pedestrian crossings of MD 355, particularly at station areas	
	Ensure Ride On and Circulator services connect neighborhoods to one another and to MD 355 transit stations	
	Ensure stations and main pedestrian access ways are active spaces with lighting provided by adjacent buildings as well as streetlights	
	Provide a connected network of streets beyond station areas	
	Recognize local nature of roadway	1
	Taxi, Uber, Zipcar future travel options	1
	Leverage new technologies	
	Tie to future development (land use/zoning)	1
	Appropriately managed corridor (signals, monitoring etc.)	
	Bridge gaps between metro and 355 stations	1
	Examine County policy allowing bikes on sidewalks	
	Integrate all transit modes (metro, bus, BRT); Integrated system: buses faster, BRT faster yet, Metro fastest	4
	Integrated network to incorporate feeder system from neighborhoods	6
	Ensure bike access is safe, comfortable	
	Incorporate Capital Bikeshare as part of the transit network; routes safe for all; Increase accessibility for all modes (bikes, kiss -n-ride to stations); Strong bike connectivity beyond stations "last mile;" Improve bike facilities	6
	Provide safe, well-lit pedestrian access to stations	
	Locate transit stations to maximize service to existing and planned developments	
	Locate transit stations in mixed-use, higher density areas	
	Attract a mix of land uses to provide live/work/play along the corridor	
	Redevelop underutilized land (e.g., surface parking lots) with active uses	
Don't take from existing ped facilities / expand		
Permit lefts into shopping and neighborhoods	1	
LIVABILITY: Develop MD 355 Corridor to support walking and a car-light lifestyle		

	Take local considerations in considering use of r/w width (ped vs buffer vs road vs transit)	
	Off-peak frequency of service high	1
	Make transit more affordable unlike Metrorail	
	Intersections need to prioritize ped safety and design	2
	Reduce distance between intersections, ped crossings	
	Provide a mix of (non-residential) services that are available at the stations	1
	Make it safe and easy and attractive to get to stations and along and across MD 355 (weather proof and covered station)	2
LIVABILITY: Improve conditions for bringing people to the unique and interesting businesses and special uses along the MD 355 Corridor	Create transit amenities that support area character.	
	Leverage transit infrastructure investment to enhance the look and feel of the corridor, particularly for pedestrians	
	Ensure unique businesses and destinations are valued in design of station areas	
	Lure/incentives/preserve unique aspects of the corridor	
	"Circulator" needs within retail areas	1
	More park and rides - easier for riders to use the system (Particularly groceries and nightlife)	1
	Support service alleys and back roads along the pike	
	Minimize property impacts (business, parking, residential, green, trees, sidewalks, bike lanes; Retain existing roadway width - don't increase road width in Bethesda	4
	Implement project on a fast track while doing good planning	
	Phase the project in (build on Ride-on)	3
LIVABILITY: Leverage transit investment for economic development	Economic development and transit oriented development	5
	Build transit for economic development	
	Provide range of housing options near metro - options from affordable to high end	

Questions/Comments from CAC Members and non-member observers:

- What is the source of the commute data? Commute data does not address the shopping and dining hours of weekends and evenings.
 - Response: The data product for the presentation is called Longitudinal Employer-Household Dynamics (LEHD) and was provided by the US Census Center for Economic Studies.
- Referring to the discussion regarding future land use where formerly residential mixed use zones are now commercial mixed use zones, a member asked whether or not we are expecting significant growth in commercial development?
 - Response: The Commercial MX zoning classification refers to mixed use, which includes office, although no one is building office right now, and housing.

- Given that 80% of Metro boardings in Montgomery County exit the Metro system outside of the county, how will BRT address this? The county may be better served by making Ride-On bus free to subsidize Metro access; Route 42 would be a good candidate.
- What is the timeline for this project? How will we coordinate project phasing and the timeline of growth and development in the County? If growth occurs differently from projections, how will the project respond?
 - Response: The project is too early in the process to make any decisions regarding phasing. Planning Phase 1 is scheduled to be completed by the Summer of 2016.
- The Bethesda neighborhood took a position to implement transit in the most cost-effective and least impactful way. We are looking ahead to 2040; some projects may be a good idea in 2025 but not 2040 (and vice versa).
- What data are available? When will the data be available to the public?
- This project needs to look at cost-effectiveness.
- Who do we send our alternatives to? How detailed do they need to be?
 - Response: Send alternatives to Yolanda Takesian with as much detail as the CAC member is comfortable.
- A meeting observer spoke of issues that the study should address:
 - Can we address rush hour versus non-rush hour?
 - How will we handle traffic using the bus lane in bad weather?
 - How will we serve special needs? NIH, Walter Reed (handicapped).
 - How do you deal with curb lane as it is used for driveways?
- Does the County have the authority to tell Rockville where BRT will go?
 - Response: The City of Rockville is preparing a guiding document that the State and County will use to inform priorities for consideration by the team as they develop alternative alignments. Ultimately the MD 355 is a State route, the City has land use authority and the County will likely operate and maintain the system. Each of these entities will need to support a “locally preferred alternative”.
- How will the Purpose and Need statement be used?
 - Response: The purpose and need will outline the framework and inform the criteria that will be used to evaluate alternatives.

Next Steps:

Yolanda Takesian advised the members and other attendees that the next MD 355 North CAC meeting has been scheduled for June 4 from 6:30 to 8:30 pm. It will be held at the Bethesda-Chevy Chase Regional Services Center at 4805 Edgemoor Lane, Bethesda MD 20814.

Appendix: Needs, Values and Concerns Posters

MD 355 Initial Needs, Values and Concerns	
Needs	Values and Concerns
<p>TRANSIT APPEAL AND MOBILITY: Ensure convenient, appealing and reliable transportation choices (other than the private automobile), to reach major corridor employment, educational, commercial, and social/recreational destinations while maintaining reasonable automobile travel along MD 355</p>	<p>Serve commute/regional travel from the MD 355 Corridor into downtown DC</p> <p>Integrate service to complement and leverage existing Red Line service</p> <p>Serve local/shorter distance trips in and along the MD 355 corridor, particularly between Red Line stations</p> <p>Serve existing and future activity centers</p> <p>Maintain or improve travel times to corridor destinations for residents living near the corridor</p> <p>Provide transit service that is competitive with the automobile (travel times and reliability)</p> <p>Expand and adjust Ride On feeder service to MD 355 BRT stations with increased service and frequency</p> <p>Reduce traffic congestion on MD 355 and intersecting streets to better serve local trips</p>
	<p>Cost Effective solutions / "Disability" - separate category</p> <p>Add bridges over Potomac / Reduce Congestion on 495/270/955</p> <p>Appropriate scale of stations to Community - residential</p> <p>Improve existing bus service on 46 (and expand)</p> <p>Make as many people as possible in most efficient way (any mode)</p> <p>Recognize changing travel patterns to emerging employment / res. hubs</p>
	<p>that fares can fund a small portion of</p>
	<p>Provide highly visible, frequent and safe pedestrian crossings of MD 355, particularly at station areas</p> <p>Ensure Ride On and Circulator services connect neighborhoods to one another and to MD 355 transit stations</p> <p>Ensure stations and main pedestrian access ways are active spaces with lighting provided by adjacent buildings as well as streetlights</p> <p>Provide a connected network of streets beyond station areas</p>
	<p>Improve bike facilities / connections</p> <p>Recognize local nature of roadway</p> <p>Taxi, Uber, future travel options Zip Car</p> <p>Leverage new technologies</p> <p>Tie related to future development (land use/zoning)</p> <p>Appropriately managed corridor (signals, monitoring, etc.)</p>
	<p>Locate transit stations to maximize service to existing and planned developments</p> <p>Locate transit stations in mixed-use, higher density areas</p> <p>Attract a mix of land uses to provide live/work/play along the corridor</p> <p>Redevelop underutilized land (e.g., surface parking lots) with active uses</p> <p>Don't take from existing ped facilities / expand</p> <p>Retain existing roadway width -- don't increase road width in Bethesda</p> <p>Permit lefts into shopping and neighborhoods</p> <p>Take local considerations in considering use of r/w width (ped vs. buffer vs. road vs. transit)</p>
	<p>retail restaurants shops</p> <p>Create transit amenities that support area character</p> <p>Leverage transit infrastructure investment to enhance the look and feel of the corridor, particularly for pedestrians</p> <p>Ensure unique businesses and destinations are valued in design of station areas</p> <p>Lure / incentives / preserve unique aspects of corridor</p> <p>"Circulator" needs within retail areas</p> <p>More park and rides -- meter for riders to use system</p>
	<p>A system that fares can fund a major portion of</p>
	<p>Progressive systems</p>
	<p>LIVABILITY: Develop MD 355 Corridor to support walking and a car-light lifestyle</p>

MD 355 Initial Needs, Values and Concerns

Needs	Values and Concerns
<p>TRANSIT APPEAL AND MOBILITY: Ensure convenient, appealing and reliable transportation choices (other than the private automobile), to reach major corridor employment, educational, commercial, and social/recreational destinations while maintaining reasonable automobile travel along MD 355</p>	<p>Serve commute/regional travel from the MD 355 Corridor into downtown DC ✓ Integrate service to complement and leverage existing Red Line service Serve local/shorter distance trips in and along the MD 355 corridor, particularly between Red Line stations ●</p> <p>Serve existing and future activity centers - frequently spaced activity growth Maintain or improve travel times to corridor destinations for residents living near the corridor - <i>Dedicated lanes ● ● ● ●</i></p> <p>Provide transit service that is competitive with the automobile (travel times and reliability) - <i>real locations - longer span of service - all day ● ● ● ●</i> <i>weekends</i></p> <p>Expand and adjust Ride On feeder service to MD 355 BRT stations with increased service and frequency - <i>reduce expenses for parking & gas</i></p> <p>Reduce traffic congestion on MD 355 and intersecting streets to better serve local trips - <i>for residents</i> <i>Free up red line for more local trips</i></p> <p>Create redundant service to red line to support growth <i>60% of rider gets steady growth</i> <i>diff peak frequency</i> <i>fare integration - reasonable/competitive fare</i> <i>make transit cheaper the more you use it</i></p> <p>● <i>Phase for today's traffic</i></p>
<p>MOBILITY AND CONNECTIVITY: Create efficient and safe access to transit stops from existing neighborhoods and between major transit nodes, including safe and comfortable pedestrian access along the corridor, and across the corridor</p>	<p>Provide highly visible, frequent and safe pedestrian crossings of MD 355, particularly at station areas</p> <p>Ensure Ride On and Circulator services connect neighborhoods to one another and to MD 355 transit stations</p> <p>Ensure stations and main pedestrian access ways are active spaces with lighting provided by adjacent buildings as well as streetlights</p> <p>Provide a connected network of streets beyond station areas</p> <p><i>Bridge gaps between metro & 355 stations ●</i></p> <p><i>Strong - bike connectivity beyond station "last mile" ●</i></p> <p><i>Bikesharing & racks - safe for all ●</i></p> <p><i>Examine Co policy allowing bikes on sidewalks.</i></p>
<p>LIVABILITY: Develop MD 355 Corridor to support walking and a car-light lifestyle</p>	<p>Locate transit stations to maximize service to existing and planned developments</p> <p>Locate transit stations in mixed-use, higher density areas</p> <p>Attract a mix of land uses to provide live/work/play along the corridor</p> <p>Redevelop underutilized land (e.g., surface parking lots) with active uses</p> <p><i>off-peak frequency of service high ●</i></p> <p><i>make transit more affordable unlike metro rail</i></p>
<p>LIVABILITY: Improve conditions for bringing people to the unique and interesting businesses and special uses along the MD 355 Corridor</p>	<p>Create transit amenities that support area character</p> <p>Leverage transit infrastructure investment to enhance the look and feel of the corridor, particularly for pedestrians</p> <p>Ensure unique businesses and destinations are valued in design of station areas</p> <p><i>particularly grocery, nightlife</i></p> <p><i>Support service along back roads along the pike</i></p>



MD 355 Initial Needs, Values and Concerns

Needs	Values and Concerns
<p>TRANSIT APPEAL AND MOBILITY: Ensure convenient, appealing and reliable transportation choices (other than the private automobile), to reach major corridor employment, educational, commercial, and social/recreational destinations while maintaining reasonable automobile travel along MD 355</p>	<p>(do not replace Red Line)</p> <p>Serve corridor regional travel from the MD 355 Corridor into downtown DC</p> <p>Integrate service to complement and leverage existing Red Line service</p> <p>Serve local/shorter distance trips in and along the MD 355 corridor, particularly between Red Line stations</p> <p>Serve existing and future activity centers</p> <p>Maintain or improve travel times to corridor destinations for residents living near the corridor</p> <p>Provide transit service that is ^{superior to} the automobile (travel times and reliability) ^{and cost (lower) & predictability}</p> <p>Expand and adjust Ride On feeder service to MD 355 BRT stations with increased service and frequency</p> <p>Reduce traffic congestion on MD 355 and intersecting streets to better serve local trips</p> <p>Connect residential areas to stations on MD 355</p> <p>Increase accessibility for all modes to stations (main)</p> <p>Provide transit service that is attractive</p> <p>Make transfers easy & convenient</p> <p>Provide real-time arrival info (electronic)</p>
<p>MOBILITY AND CONNECTIVITY: Create efficient and safe access to transit stops from existing neighborhoods and between major transit nodes, including safe and comfortable pedestrian access along the corridor, and across the corridor</p>	<p>Provide highly visible, frequent and safe pedestrian crossings of MD 355, particularly at station areas</p> <p>Ensure Ride On and Circulator services connect neighborhoods to one another and to MD 355 transit stations</p> <p>Ensure stations and main pedestrian access ways are active spaces with lighting provided by adjacent buildings as well as streetlights</p> <p>Provide a connected network of streets beyond station areas</p> <p>Provide safe, well-lit pedestrian access to stations</p> <p>make transit stations covered & weather friendly</p>
<p>LIVABILITY: Develop MD 355 Corridor to support walking and a car-light lifestyle</p>	<p>Locate transit stations to maximize service to existing and planned developments</p> <p>Locate transit stations in mixed-use, higher density areas</p> <p>Attract a mix of land uses to provide live/work/play along the corridor</p> <p>Redevelop underutilized land (e.g., surface parking lots) with active uses</p> <p>provide mix of (non residential) services that are available @ the stations</p> <p>make it safe & easy & attractive to get to stations & along & across MD 355 (weatherproof stations)</p>
<p>LIVABILITY: Improve conditions for bringing people to the unique and interesting businesses and special uses along the MD 355 Corridor</p>	<p>Create transit amenities that support area character.</p> <p>Leverage transit infrastructure investment to enhance the look and feel of the corridor, particularly for pedestrians</p> <p>Ensure unique businesses and destinations are valued in design of station areas</p> <p>minimize property impacts (business parking, residential from sidewalks, bike lanes)</p>

Implement project on a fast track while doing good planning

Phase the project in (build on Ride-On)



Montgomery County
RAPID TRANSIT
 South

MD 355 Initial Needs, Values and Concerns

Needs	Values and Concerns
TRANSIT APPEAL AND MOBILITY: Ensure convenient, appealing and reliable transportation choices (other than the private automobile), to reach major corridor employment, educational, commercial, and social/recreational destinations while maintaining reasonable automobile travel along MD 355	<p>Serve commute/regional travel from the MD 355 Corridor into downtown DC</p> <p>Integrate service to complement and leverage existing Red Line service</p> <p>Serve local/shorter distance trips in and along the MD 355 corridor; particularly between Red Line stations</p> <p>Serve existing and future activity centers</p> <p>Maintain or improve travel times to corridor destinations for residents living near the corridor</p> <p>Provide transit service that is <i>competitive with</i> the automobile (travel times and reliability) <i>and cost</i> <i>better than</i></p> <p>Expand and adjust Ride On feeder service to MD 355 BRT stations with increased service and frequency</p> <p>Reduce traffic congestion on MD 355 and intersecting streets to better serve local trips</p> <p><i>Preserve ability to get in/out of neighborhoods (by car)</i></p> <p><i>Emphasize moving people, not autos</i></p> <p><i>Distinguish BRT service from Red Line -> Don't duplicate</i></p> <p><i>Use BRT to enable existing buses to operate more efficiently in addition to the main line</i></p>
MOBILITY AND CONNECTIVITY: Create efficient and safe access to transit stops from existing neighborhoods and between major transit nodes, including safe and comfortable pedestrian access along the corridor across the corridor	<p>Provide highly visible, frequent and safe pedestrian crossings of MD 355, particularly at station areas</p> <p>Ensure Ride On and Circulator services connect neighborhoods to one another and to MD 355 transit stations</p> <p>Ensure stations and main pedestrian access ways are active spaces with lighting provided by adjacent buildings as well as streetlights</p> <p>Provide a connected network of streets beyond station areas</p> <p><i>Integrate all transit modes (Metro, bus, BRT) -> Don't sacrifice</i></p> <p><i>Integrated network without sacrificing travel time</i></p> <p><i>Ensure bike access is safe, comfortable</i></p> <p><i>Integral system: cross-streets, buses, BRT, Metro</i></p> <p><i>Incorporate Capital Bikeshare as part of transit network</i></p>
LIVABILITY: Develop MD 355 Corridor to support walking and a car-light lifestyle	<p>Locate transit stations to maximize service to existing and planned developments</p> <p>Locate transit stations in mixed-use, higher density areas</p> <p>Attract a mix of land uses to provide live/work/play along the corridor</p> <p>Redevelop underutilized land (e.g., surface parking lots) with active uses</p> <p><i>Intersections need to prioritize ped safety + design</i></p> <p><i>Reduce distance between intersections, ped crossings?</i></p>
LIVABILITY: Improve conditions for bringing people to the unique and interesting businesses and special uses along the MD 355 Corridor	<p>Create transit amenities that support area character</p> <p>Leverage transit infrastructure investment to enhance the look and feel of the corridor, particularly for pedestrians</p> <p>Ensure unique businesses and destinations are valued in design of station areas</p> <p><i>Economic development; Transit-oriented Development</i></p> <p><i>Build transit for economic development</i></p>

Need: Economic Development

providing a range of housing options - affordable to high end near Metro