

**Friendship Heights
Transportation Management District
Advisory Committee
April 11, 2017**

Voting Members

Barbara Condos (Vice Chair)	Town of Somerset
Charles Crerand	CBRE Asset Services/Wisconsin Place
Joe Dixon	GEICO
Elizabeth Demetra Harris	Friendship Heights Village
John Mertens	Friendship Heights Village
Manuel Ochoa	Citizens Coordinating Committee on Friendship Heights
Charles Simpson	Chevy Chase Village

Non-Voting Members

Sandra L. Brecher	MCDOT/Transportation Policy-Commuter Services
Katie Mencarini	M-NCPPC

TMD Staff

Nakengi Byrd	MCDOT/Transportation Policy-Commuter Services
Jim Carlson	MCDOT/Transportation Policy-Commuter Services

Absent

Tiffany L. Anderson (Chair)	Chevy Chase Land Company
Chief John Fitzgerald	Chevy Chase Village Police
Kenneth Hartman	B-CC Services Center
Christopher Itteilag	Somerset House Management Association

Guests

Darcy Buckley	MCDOT
Bob Joiner	The Agenda News
Julian Mansfield	Friendship Heights Village
Kyle Nembhard	MTA
Tom Quinn	ANC 3E

Item 1, 2 & 3 – Introductions/Minutes/Chair Comments: Members and guests introduced themselves. Minutes were reviewed and approved at meeting's end.

Item 4 - Bus Rapid Transit: Darcy Buckley, Montgomery County Department of Transportation (MCDOT), and Kyle Nembhard, Maryland Transit Administration (MTA), presented an update of the Bus Rapid Transit (BRT) system, a joint MCDOT/MTA project.

Ms. Buckley reported that the 11 corridor, 102-mile system that is part of the Countywide Transit Corridors Functional Master Plan features level boarding stations, off-board fare collection, dedicated lanes, enhanced vehicles and distinctive branding. Four of 11 BRT corridors are in the planning stages – Route 29 will be first to be constructed in 2020, then Veirs

Mill Road, connections to the Corridor Cities Transitway (CCT) and MD 355. The station design project is grant funded. Stations will be modular and adaptable for the system.

Ms. Buckley's team provides outreach and education to stakeholders and the public via open houses and other public venues. The BRT will be known as "Flash" – the selected winner in a naming contest. Information can be found on the website: www.getonboardbrt.com.

Mr. Nembhard reported that Route 355 is a 22-mile corridor starting in Bethesda to Clarksburg Outlets, that is divided into seven sections due to the diverse traffic patterns along the route. Sections 1 & 3 are the ones that affect the TMD. Also discussed:

- Feedback from The Corridor Advisory Committee (CAC) identified constraints and alternatives which were used in the Alternatives Report issued on April 28th, providing alternatives for detailed study. Observation Drive was a major alternative suggested by the CAC.
- Alternatives looked at station location & access points and a service plan of how the system will run – lane repurposing will provide dedicated lanes to BRT during off-peak hours.
- Different alternatives affecting ridership and operational characteristics were discussed, such as alternating south- and north-bound buses in a single lane away from traffic wherever feasible.
- BRT is expected to provide commuters access to employment; 45-60 minutes away is the standard.
- BRT targets a different market than Metro along the 355 corridor because rail riders are generally DC bound and have fewer stops than BRT system.
- Total person input looks at how many people move through a section, opposed to how many cars.
- The next phase of the project will look at signal timing and system travel to provide faster run times.

Also discussed:

- Rockville as a transportation hub and navigating the three routes that converge to best manage run times.
- CAC recommendation to detour 355 route to serve Lake Forrest Mall and the Transit Center.
- Conceptual Alternatives report released in May.
- Discussion regarding how the different agencies are working together on the project and the State Highway Administration (SHA) concern that storm water be properly managed.
- **Sandra Brecher** announced "Ride On extRa" a limited stop express bus service starting in October, traveling from Lakeforest to Medical Center that will have transit signal priority.
- Bus operators will be trained to run buses in the median for the BRT system.
- The Committee discussed Ride On payment options, since commuters will not be able to load money on to their SmarTrip cards when boarding an extRa bus to cover fare cost (slows run times). The fare is same as regular Ride On service.
- Discussion regarding why the BRT system terminates in Bethesda and does not continue to Friendship Heights and into the District – community objection.

- There will be two CAC meetings: May 16th & May 18th – meetings are open to the public and videotaped.

Item 5 – Employer Traffic Mitigation Plans: **Jim Carlson** presented traffic mitigation plan annual reports, detailing the mitigation measures companies have implemented over the past year.

The Committee approved the TMP annual reports, with the exceptions of Pacific Bank and Victor O. Schinnerer – both pending follow up to complete their plans.

Item 6 – Updates: **Mr. Carlson** announced that **Barbra Condos** represented the TMD Advisory Committee at the annual meeting with the County Executive.

Also announced:

- Bike to Work Day –May 19th
- Five bike safety classes hosted by the Washington Area Bicyclist Association (WABA) – classes are free for MCLiberty participants
- Master planning efforts underway for the Bethesda Master Plan, Rock Spring Park, White Flint 2 and Grosvenor-Strathmore parking garage redevelopment

Miguel Ochoa expressed appreciation for the new trees along Friendship Blvd and discussed having a ADA lawyer look into the hazardous sidewalks at the corner of Wisconsin Avenue and Circle in front of Clyde's.

Next Meeting: May 9, 2017