CAC Ground Rules

A. How we treat each other:

• Each member has an equal right to speak and ask questions.
• All concerns and issues should be raised during the CAC meetings.
• Each member is encouraged to share individual viewpoints. Individual opinions are valid whether others agree with them or not.
• We will listen to, respect and seek to understand the views of others, particularly those perspectives that differ from our own.
• Disagreements will be explored not suppressed. In some instances, however, disagreements may be discussed outside of meetings so that we are not distracted from achieving the purpose of the meetings.
• We will be courteous when addressing other members, staff and consultants.
• We will refrain from interrupting each other, staff or consultants.
• We will keep our comments relevant to the topic under discussion.
• The CAC facilitator is responsible for running the meeting and covering each agenda item; please respect their approach and partner with them to ensure the best and most productive meeting environment.
CAC Ground Rules

B. How we provide feedback and how this feedback will be used:
   • The CAC is an advisory group; not a decision-making group.
   • The CAC will not take votes; but rather provide input/feedback.
   • Information will be presented to the CAC and the project team will seek input/feedback from the CAC members.
   • The project team will summarize the input/feedback provided by the CAC and publish the meeting summary on the project website.
   • Information will not be repeated from one meeting to the next; if a CAC member misses a meeting it is his/her responsibility to review information from that meeting and/or speak with the CAC facilitator to stay up to date.
   • Members may designate an alternate to attend and participate in discussions in his or her absence.
   • Non-members may attend meetings as observers. However, non-members will not participate in the meetings. If there is time available at the end of meetings the facilitator may allow comments from members of the public in attendance.

C. How we communicate with those outside the CAC:
   • It is expected that CAC members will share information with other stakeholders and be a liaison between the CAC and the constituency they represent.
   • When speaking about the work of the CAC outside of meetings, CAC members are speaking for themselves only.
   • Draft materials shared by and among members, staff and consultants shall be treated as working papers.
CAC Meeting No. 2 Agenda

- Topics to be discussed:
  - Where we have been (Functional Master Plan)
  - Where we are now and where this phase of study will take us (Project Development Process)
  - What we know now about MD 355 (Existing Conditions Review)
  - What the study will accomplish (Corridor Planning Study Outcomes)
  - What we want transit investment in MD 355 to achieve? (Values and Concerns Exercise)
CAC Meeting No. 2 Agenda

- Topics to be discussed:
  - Project Development
    - Local Planning Process
    - Countywide Transit Corridors Functional Master Plan
    - SHA Project Development Process
    - Project Schedule and Milestones
  - Existing Conditions (Available data)
  - Corridor Planning Study
  - Interactive Exercise
Local Planning Process

Transportation

- Maryland’s 23 counties and the City of Baltimore each develop transportation planning documents

- State law requires localities to develop a comprehensive plan or master plan that has a transportation component that will:
  - Propose the most appropriate pattern & location for the components of the transportation system
  - Include bicycle/pedestrian access to the system
  - Estimate the probable utilization of any proposed addition to the system

- Within Montgomery County, the Cities of Rockville and Gaithersburg are responsible for the development of their own transportation plans

- As part of the local planning process the Montgomery County Planning Board approved the Countywide Transit Corridors Functional Master Plan in 2013
Countywide Transit Corridors Functional Master Plan

- **What it does**
  - Recommends implementing a 102-mile bus rapid transit (BRT) network comprising of 10 corridors and the Corridors Cities Transitway
  - Recommendation to create dedicated lanes for bus transit along certain segments
  - Recommends locations of proposed stations
  - Establishes public rights-of-way to implement the BRT network

- **What it doesn’t do**
  - Does not endorse specific “treatments” to determine whether:
    - A dedicated lane should be in the median or on the curb
    - Right-of-way could accommodate bi-directional BRT, or if
    - Single reversible lane could achieve the same objective
    - Whether dedicated lanes achieved by repurposing are warranted and achievable given further detailed traffic analysis and ridership forecasts.
  - Does not define staging or phasing to implement the BRT corridors
  - Does not make any recommendations within the Cities of Rockville and Gaithersburg

- This master plan is similar to other road projects recommended in master plans where alternatives are reviewed and subject to considerable community feedback
What this BRT Corridor Study Accomplish?

- Will build upon the Countywide Transit Corridors Functional Master Plan as a starting point in the development and evaluation of alternatives, and will investigate the following in greater detail:
  - Development of conceptual alternatives
    - Horizontal and vertical alignments
    - Station locations
    - Investigate conceptually drainage and utilities
  - Assess potential impacts and cost estimates (design, construction, right-of-way)
  - Ridership – existing and forecasted
  - Traffic – existing and forecasted
  - Environmental Resources Inventory

- Conduct a thorough and transparent public process to receive input and feedback on proposed alternatives

- Develop final report and recommendation on proposed BRT conceptual alternative for MD 355
State Project Development Process

The Steps to Getting a Project Developed...

* We are here

Planning
- Project scoping, purpose and need
- Develop alternatives and cost estimates
- Evaluation of socio-economic, cultural and natural environmental impacts
- Environmental documentation

Engineering
- Field surveys
- Geotechnical investigations
- Detailed engineering studies, specifications, and cost estimates

Right-of-Way
- Right-of-way plats
- Appraisals
- Acquisitions

Construction
- Construction bids opened and contract awarded
- Construction management and inspection
- Material testing
- Project built

Public Involvement
## MD 355 BRT Corridor Study – Project Schedule and Milestones

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Meets at least quarterly
CAC Meeting Topics

CAC meetings are planned to brief and receive feedback from members on a variety of topics/issues:

• Existing Conditions
• Environmental Inventory
• Purpose and Need
• Typical Sections
• Crash Data
• Traffic Analysis
  • Existing
  • Future (No-Build/Build)
• Ridership
• Preliminary Concepts
  • Range of alternatives
  • Station locations
• Anticipated impacts
• Costs
Topics/Issues Discussed at Later Stages

• Station design, architecture and area planning
• Technology requirements
• System branding

• BRT vehicle
• Operation & Maintenance facilities
• Special access improvements
CAC Meeting No. 2 Agenda

- **Topics to be discussed:**
  - Project Development
  - Existing Conditions (Available data)
    - Existing land use and future zoning
    - Where employees of major corridor employment districts live
    - Where corridor residents work
    - Transit service today
    - Roadway features and typical sections along MD 355
    - Existing and planned bicycle networks
    - Existing environmental and historic resources
  - Corridor Planning Study
  - Interactive Exercise
Existing Land Use and Future Zoning

**Existing**

**Proposed**

Germantown

- Clarksburg
  - Clarksburg East Environmental Overlay Zone

montgomerycountymd.gov/rts
Existing Land Use and Future Zoning

http://www.mcatlas.org/zc/
Where Clarksburg Residents Work
Where King Farm Residents Work
Where Rockville Residents Work
Where People Who Work in Rockville Live
Where People who Work in Germantown West of I-270 Live
Where People Who Work in Germantown East of I-270 Live
Where People Who Work In Montgomery Village Live

Montgomery County
RAPID TRANSIT
MD 355

On The Map

Distance/Direction Analysis
Home to Work

Job Counts by Distance/Direction in 2011
All Workers

Jobs by Distance - Home Census Block to Work Census Block
2011

Total Jobs: 12,004

- 1 to 10 jobs: 3,614 (45.1%)
- 11 to 19 jobs: 4,073 (33.9%)
- 20 to 50 jobs: 1,404 (11.7%)
- 51 to 100 jobs: 613 (5.1%)
- 100+ jobs: 44 (0.4%)

View as: Radar Chart
Existing Transit Service

- **WMATA Metrobus**
  - Eleven Routes (C4, C8, J1, J2, J3, J4, J5, J7, J9) serves MD 355 intermittently between the Washington, D.C. border and the White Flint Metro Station
  - Six Routes (Q1, Q2, Q4, Q5, Q6) serve MD 355 intermittently between the Wheaton Metro Station and Shady Grove Metro Station

- **MTA Commuter Bus**
  - Four MTA Commuter Bus Routes (201, 202, 505, 515) serve the Shady Grove Metro Station
Existing Transit Service

- **Montgomery County Ride On**
  - Thirty-nine Routes (5, 6, 10, 26, 30, 32, 33, 34, 36, 37, 38, 44, 45, 46, 52, 53, 55, 56, 57, 58, 59, 60, 61, 63, 64, 65, 66, 67, 70, 71, 74, 76, 78, 79, 81, 90, 93, 96, 100) serve MD 355 intermittently between Washington, D.C. border and Redgrave Place in Clarksburg

- **Rail**
  - WMATA Metrorail Red Line
  - MARC Brunswick Line
  - Amtrak Capitol Limited Line
Existing Transit Service
Existing Transit Service
Roadway Features and Typical Sections

- Approximately 22-mile corridor from the Bethesda Metro Station to Redgrave Place in Clarksburg
- Mix of two-to-six lane divided and undivided typical sections
  - Six lanes typically from Bethesda Metro to Middle Brook Road in Germantown
  - Four lane typically from Middle Brook Road to Milestone Manor Lane in Germantown
  - Two lanes from Milestone Manor Lane to Redgrave Place in Clarksburg
- There are 78 signalized intersections, 80 un-signalized intersections, numerous driveways, and four grade separated interchanges
- Service roads along some sections of the corridor
Roadway Features and Typical Sections

- Sidewalks are mostly present from Bethesda to MD 27 (Ridge Road) in Germantown.
- Bicycle paths and on-road bicycle lanes are intermittent.
- 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.
- There are at least 25 unique typical sections.
MD 355 – Rockville Town Center
(Looking north)
MD 355 – Montgomery College (Rockville Campus)
(Looking north)
MD 355 – Shady Grove Metro Entrance
(Looking north)
MD 355 – Gaithersburg
(Looking north)
MD 355 – North of MD 124
(Looking north)
MD 355 – Clarksburg
(Looking north)
MD 355 – Clarksburg
(Looking north)
Existing Pedestrian and Bicycle Facilities
Existing Pedestrian and Bicycle Facilities
Existing Environmental Resources

- Several stream crossings and wetlands
- 100-year floodplains within study corridor related to Great Seneca Creek, Rock Creek, Muddy Branch and Cabin John Creek
- Habitat for Forest Interior Dwelling Bird Species (FIDS)
- Forested areas in northern portion of county, north of Gaithersburg
- Coordinating with FWS and DNR on rare, threatened, or endangered species within the study area
Existing Environmental Resources

- Parks: 33 public parks throughout the corridor owned by M-NCPPC, City of Rockville, City of Gaithersburg and State of Maryland
- 3 National Register Listed Historic Resources:
  - Bethesda Meeting House (M:35-5)
  - Bethesda Naval Hospital Tower (M:35-8)
  - Bethesda Theatre (M:35-14-4)
- 19 resources eligible for listing
CAC Meeting No. 2 Agenda

- Topics to be discussed:
  - Project Development
  - Existing Conditions (Available data)
  - Corridor Planning Study
    - Simplified Study Process
    - Purpose & Need
  - Interactive Exercise
Simplified Study Process

Public Outreach
- Your Input & Feedback
- CAC Member Involvement
- General Public Meetings and Workshops

Corridor Planning Study
- Data Collection
- Purpose and Need
- Alternatives Development
- Alternatives Retained for Detailed Study

Recommendations for Future Study
- Evaluation of Alternatives
- Final Study Recommendations based on Public Input, Purpose and Need, and Evaluation of Alternatives

We are here
Purpose and Need Overview

What is Purpose and Need?

- Contains a statement of **what** the project intends to address based on the “needs”
- Clearly demonstrates that quantifiable “needs” exist that support **why** the project development process should be pursued

How is Purpose and Need Used?

- Utilizes quantifiable data to identify problem(s) that require attention and further study
- Acknowledges problems have multiple potential solutions
- Forms baseline for comparison of future evaluations
- Drives conceptual alternatives discussion
- Supports recommendation of an alternative
What We Heard From You

MD 355 North: Mapped Comments from CAC Kickoff Meeting Homework Exercise
What We Heard From You

MD 355 North: Mapped Comments from CAC Kickoff Meeting Homework Exercise

- Easy access to 270, and close to shopping district. Pedestrian and bike friendly.
- There is an existing Ride On stop. It has sidewalks and a big gas station area, which could provide good access to BRT stops.
- Site of proposed the station and church on MD 355. These locations can provide additional area to metro bus station.
- Needs more streetlights, encircled bus stops, more reliable police patrol, and wider bike trails.
- Needs more streetlights, encircled bus stops, more reliable police patrol, and wider bike trails.
- Wishing the road is proposed. Sidewalks are needed.
- Needs more streetlights, encircled bus stops, more reliable police patrol, and wider bike trails.
- Stop signs and crosswalks already in place, could be used for a station.
- Could be a good location for a BRT stop because:
  - Existing sidewalk and Ride On stops
  - Crosswalks already available
  - In the vicinity of Clarksburg High School

Legend:
- Metro Station
- Bicycle Route
- Proposed MD 355 BRT Route
- Proposed MD 355 BRT Station
- Proposed MD 355 BRT Alignment
- Nature of the U.S. Department of Transportation

montgomerycountymd.gov/rts
Needs Categories

Connectivity
Livability
Project Purpose
Mobility
Transit Appeal
Mobility & Transit Appeal

- Create reasonable, appealing and reliable transportation choices (other than a private automobile) to reach employment, education, commercial, and social/recreational destinations near the corridor while maintaining reasonable automobile travel.
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.
Livability

- Develop MD 355 Corridor land uses that support premium transit investments
- Preserve the character of existing neighborhoods
## Interactive Exercise: Needs, Values and Concerns

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<th>NEEDS</th>
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| **TRANSIT APPEAL AND MOBILITY:** Create reasonable, reliable transportation choices besides a private automobile, to reach employment, education, commercial, and social/recreational destinations near the corridor while maintaining reasonable automobile travel | Serve commute/regional travel from the MD 355 Corridor into downtown DC  
Serve commute/regional travel from I-270 north of the MD 355 Corridor into downtown DC  
Serve local/shorter distance trips in and along the MD 355 corridor  
Serve existing and future activity centers  
Maintain or improve travel times for residents near the corridor  
Provide transit service that is competitive with the automobile (travel times) |
| **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 safe pedestrian access to transit stations and activity centers along and across MD 355  
Provide local transit service between neighborhoods to MD 355 transit stations  
Provide safe, well-lit access to transit stations and at the stations |
## Interactive Exercise: Needs, Values and Concerns

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<th>VALUES/CONCERNS</th>
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<td><strong>LIVABILITY:</strong> Develop MD 355 Corridor land uses that support premium transit investments</td>
<td>Locate transit stations to maximize service to existing and planned developments</td>
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<td>Locate transit stations in mixed-use, higher density areas</td>
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<td><strong>LIVABILITY:</strong> Preserve the character of existing neighborhoods</td>
<td>Implement transit service that is consistent with the context of the neighborhoods</td>
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CAC Meeting No. 2 Agenda

- Topics to be discussed:
  - Project Development
  - Existing Conditions (Available data)
  - Corridor Planning Study
  - Interactive Exercise
    - Your Input and Feedback
    - Needs Exercise
    - Prioritization of Needs
Interactive Exercise

- Needs, Values and Concerns – A starter list of needs, values and concerns was developed based on the existing data/conditions, input from the CAC during the Kick-off Meeting and the Homework Exercise received from CAC Members after CAC Kick-off Meeting

- Break into Groups and Work Together to Share the Values and Concerns You Would Like to See as a Result of the MD 355 Transit Investment

- Come Back Together and Share Values and Concerns
What Values and Concerns Are Most Important to You?

- Place your dots next to the Values and Concerns that are most important to you.
Future Meeting Schedule & Logistics

- Next Meeting: Wednesday June 3, 2015. 6:30 – 8:30 pm
- Location: Upcounty Regional Services Center, 12900 Middlebrook Road, Suite 1000, Germantown MD 20874
Questions