



**GREATER SHADY GROVE
TRANSPORTATION MANAGEMENT DISTRICT
ADVISORY COMMITTEE**

AGENDA

**Greater Shady Grove Transportation Management District
Advisory Committee Meeting – Teams Format
Wednesday November 3, 2021**

8:30 – 10:00 a.m.

Staff Contact: Jim Carlson / (301) 318-0328
james.carlson@montgomerycountymd.gov

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- | | | |
|--------------|---|---|
| 8:30 | 1. Welcome & Introductions | Jim Carlson |
| | 2. Minutes Approval
Tabled | |
| | 3. Shady Grove Bio+Tech Campus Development | C.J. Overly
Property Manager-Boston Properties |
| | 4. Metro Update | Gary Erenrich
Special Assistant to the Director-MCDOT |
| | 5. Employer TDM Plans
Summary (©5) | Jim Carlson/All |
| | 6. Marketing Outreach Update | Jennifer Bolick
Van Eperen & Co. |
| | 7. Updates: Police/TMD/DOT/Other County Updates | Jim Carlson
Greg Wims
Capt. David McBain |
| 10:00 | 8. Adjourn
Next meeting date: January 5, 2022 | |

Information Items

Federal Face Mask Requirement on Public Transportation is still in Place Until at Least January 18, 2022

Reduced Metrorail service to continue November 1 – 15

Montgomery County Department of Transportation Celebrate Ones-Year Anniversary of 'Flash' Rapid Transit

First of Its Kind Street Design Guide from MCDOT to Improve Accessibility for People with Vision Disabilities

**Greater Shady Grove TMD
Transportation Demand Management Plan Summary
November 2021**

Code Requirements:

1. *Contact person designated to receive and distribute commuter information to employees*
2. *Information on transit and other commute alternatives distributed/ posted regularly (furnished by Commuter Services/CSS)*
3. *Facilitate CSS/TMD staff presentations and commuter information events for employees and HR/administrative staff. This could include benefits fares and other employer-sponsored events*
4. *Guaranteed Ride Home Promotion (free regional program offering emergency rides)*
5. *Annual Commuter Survey distributed to employees (short survey of transportation– supplied by CSS/TMD)*
6. *ADA information provided (transportation services for people with disabilities)*
7. *Permanent display area for bus schedules and other transportation information*
8. *Compile information on yearly TDM activities and submit annual report*

Employer	Employee Total	Status	Recommend to MCDOT
Advanced Surgery Center (Voluntary Plan)	18 FT 3 PT	Meets requirements and has voluntary measures: <ul style="list-style-type: none"> • Carpool matching 	Yes
Dimensional Marble & Tile	50FT	Meets requirements and has voluntary measures: <ul style="list-style-type: none"> • Carpool matching 	Yes
Giant Crabbs Branch	80 FT	Meets requirements and has voluntary measures: <ul style="list-style-type: none"> • Carpool matching • Flexible schedules • Bike racks/lockers 	Yes
Good Will Industries	105 FT 1 PT	Meets requirements and has voluntary measures: <ul style="list-style-type: none"> • Pre-tax deduction • Formal telework – all employees currently • Carpool matching • Flexible/compressed shedules 	Yes
Guardian Fire Protection Services	84 FT	Meets requirements and has voluntary measures: <ul style="list-style-type: none"> • Bike racks/lockers • Carpool matching 	Yes
J. Craig Venter Institute	26 FT 4 PT	Meets requirements and has voluntary measures: <ul style="list-style-type: none"> • Pre-tax deduction • Flexible schedules • Carpool matching 	Yes
Keystone Title Settlement Services (Voluntary Plan)	10 FT	Meets requirements and has voluntary measures: <ul style="list-style-type: none"> • Flexible schedules • Bike racks/lockers • Flexible schedules 	Yes

Montgomery Medical Associates, P.C.	30 FT 2 PT	Meets requirements and has voluntary measures: <ul style="list-style-type: none"> • Flexible / Compressed schedules • Carpool matching 	Yes
Montgomery Surgery Center	30 FT 10 PT	Meets requirements and has voluntary measures: <ul style="list-style-type: none"> • Bike racks / lockers • Flexible schedules • Carpool matching 	Yes
Nutricia North America	65 FT	Meets requirements and has voluntary measures: <ul style="list-style-type: none"> • Pre-tax deduction • Flexible schedules • Carpool matching 	Yes
Potomac-Hudson Engineering, Inc. (Voluntary Plan)	20 FT	Meets requirements and has voluntary measures: <ul style="list-style-type: none"> • Formal telework – all employees • Flexible schedules • Bike racks/lockers 	Yes
TFC Consulting, Inc	60 FT 5 PT	Meets requirements and has voluntary measures: <ul style="list-style-type: none"> • Pre-tax deduction • Carpool matching 	Yes
The Center for Organizational Excellence	34 FT	Meets requirements and has voluntary measures: <ul style="list-style-type: none"> • Pre-tax deduction • Formal telework – all employees • Carpool matching • Flexible schedules 	Yes



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Federal Face Mask Requirement on Public Transportation is still in Place Until at Least January 18, 2022

For Immediate Release: Thursday, October 28, 2021

Attention: Ride On Passengers
Atención Pasajeros de Ride On

Face coverings required & available for riders.

Se requieren cubiertas para la cara y están disponibles para los pasajeros.



The Transportation Security Administration (TSA) extension of the requirement for face coverings on all public transportation is still in place, until at least January 18, 2022.

All passengers are required to wear face coverings when traveling by public transportation. The regulation covers Ride On buses, Ride On extRa, Flex, Flash, Metrobus, Metrorail, Taxis and On-demand car services. Riders must continue wearing the covering for the entire time of their trip. All MCDOT buses have a supply of face coverings for those who cannot provide their own.

Ride On services remain free to all passengers—a temporary change made during the health crisis.

Buses will continue to be cleaned by the County's Department of General Services twice daily with hospital-grade disinfectant. Bus filter and ventilation systems also are treated each night with a disinfectant.

For the most up-to-date service information, riders should follow @RideOnMCT on Twitter, Facebook, YouTube and Instagram. In addition, information is available at rideonbus.com, by subscribing to receive email alerts or text MONTGOMERY RIDEON to 468311.

For other MCDOT information, follow @MCDOTNow on Twitter, visit the department website at montgomerycountymd.gov/mcdot, and subscribe to MCDOT's 'Go Montgomery!' newsletter.

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Release ID: 21-146

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For immediate release: October 28, 2021

Reduced Metrorail service to continue November 1 – 15

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Metrorail service will remain at the current reduced levels through at least November 15 as Metro continues to work with the Washington Metrorail Safety Commission on a plan to get 7000-series railcars safely back into service.

Trains will continue operating every 15-20 minutes on the Red Line and every 30-40 minutes on all other lines. Silver Line service will continue to operate between Wiehle-Reston East and Federal Center SW only. Customers are encouraged, where it makes sense for them, to use Metrobus service as an alternative.

“It has been a difficult few weeks for those who rely on transit in the region, and we thank our customers for their continued patience as we work to increase service as quickly as we can with safety being our top priority,” said Metro General Manager Paul J. Wiedefeld. “We’ve completed inspections of every 7000-series railcar, over 3,000 axles in all, and are now working with the WMSC on a testing plan that will allow the trains to safely return to service. We will continue to provide regular updates to our customers and the public as more is known about a timeline for full service restoration.”

To make service more frequent and reduce crowding at certain times, Metro is working to grow the number of trains available for daily service from 31 trains to 50. That work entails accessing additional 2000, 3000 and 6000-series railcars and ensuring they are safe for service.

Customers are encouraged to use Metro’s trip planning tools for schedule information. Metro’s [Trip Planner](#) is updated with the current schedule, and Metro’s [Live Train Map](#) provides real-time information on where trains are throughout the system allowing customers to better prepare for their commute. Please allow additional travel time as a result of these schedule changes.

Additional information is also available in the [Metrorail Service and Derailment Investigation Update](#).

Information on service and updates will be communicated to customers through [MetroAlerts](#) text or email messages, on Twitter [@MetrorailInfo](#) and through the [Status and Alerts](#) page at [wmata.com](#).



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Montgomery County Department of Transportation to Celebrate One-Year Anniversary of ‘Flash’ Rapid Transit Service on Thursday, Oct. 14—and Plans for Expansion

For Immediate Release: Thursday, October 14, 2021



The Montgomery County Department of Transportation (MCDOT) will celebrate the one-year anniversary of the County's first rapid transit service—the Flash—with special greetings of riders on Thursday, Oct. 14. More than 500,000 riders have used the frequent and reliable Flash service. And now the County is looking toward expansion.

MCDOT outreach teams will be at several Flash stations on Oct. 14 to greet riders, solicit feedback about the service and distribute Flash anniversary items to riders.

Outreach teams will be at the following Flash stations:

- Tech Road, Castle Blvd, April Lane: 7-11 a.m. and 3-7 p.m.
- White Oak: 7-11 a.m. and 3-7 p.m.
- Silver Spring Transit Center: 7 a.m.-7 p.m.

The Flash currently operates on Colesville Road/Columbia Pike (US 29) and connects Downtown Silver Spring Transit Center with White Oak, Briggs Chaney and Burtonsville with stops along the way. Flash buses feature bike racks inside, free Wi-Fi service and USB ports.

The Flash has two routes that each start at the Silver Spring Transit Center. The Orange route makes 10 stops from the Transit Center to Briggs Chaney. The Blue route makes five stops from the Transit Center, ending at the Park and Ride in Burtonsville.

The service—which uses 60-foot-long articulated buses—carries more than 1,800 riders per day. Buses run every 15 minutes from 5:30 a.m. until midnight seven days a week and twice as often during peak hours. At full capacity, the buses can transport up to 80 passengers and are more time-efficient than traditional buses.

The US 29 Flash was the first step in creating a network of rapid transit lines in the County. The County is performing preliminary engineering and design for its next two planned Flash corridors along MD 355 (Rockville Pike) and MD 586 (Veirs Mill Road). It also is in preliminary planning stages for New Hampshire Avenue and North Bethesda.

“Many of our residents depend on our public transportation systems to get to work, school and to run essential errands for their families,” said County Executive Marc Elrich. “They deserve a transit network that is efficient and gets them where they want to go. That is why we will continue to work to improve and expand Flash to support economic development and improve quality of life. Effective and efficient public transportation is good for the economy, our residents and the environment.”

The service along US29 links a continuous corridor of neighborhoods, retail operations, job centers and regional Park and Ride lots. The route serves the Food and Drug Administration headquarters in White Oak and expands transit connection options near the new Adventist Healthcare White Oak Medical Center and the emerging East County development that includes Viva White Oak.

MCDOT is currently providing all bus services free of charge in response to the COVID-19 health crisis, but when fares are reinstated, the cost to ride Flash will be the same as the regular price of Ride On. That will make Flash a premium transit experience at an economical price.

Flash has distinctive, modern stations along the route that feature weather protection, pre-payment kiosks and real-time transit information.

Bus safety features include Mobileye, a pedestrian detection system that alerts bus operators when a pedestrian is approaching the vehicle’s path. Flash buses are the first in the region to use this new technology, which further supports the County’s Vision Zero Initiative to eliminate serious and fatal injuries related to traffic incidents.

“I’m encouraged by the success the Flash has seen in its first year despite the unprecedented impacts of the COVID-19 pandemic on transit services,” said MCDOT Director Chris Conklin, “The Flash has demonstrated its ability to provide fast, comfortable and reliable travel in Montgomery County. This system is shaping the future of local transit. Even with the pandemic, our ridership numbers demonstrate that this is a valued transit system, and we are looking forward to its expansion.”

Total project costs for Flash on US 29 were nearly \$40 million, of which \$10 million was funded by a Federal TIGER (Transportation Investment Generating Economic Recovery) grant. Flash vehicles and stations were all fabricated in the United States.

MCDOT continues to advance planning for additional improvements to US 29, including dedicated lanes and additional high occupancy vehicles.

Passengers are required to wear a face covering to board and must continue wearing the covering for the entire time riding on a bus. All buses have a supply of face coverings for those who cannot provide their own. Bus interiors are cleaned twice daily with hospital-grade disinfectant. Bus filter and ventilation systems are treated each night with a disinfectant.

For the most up-to-date service information, riders should follow @RideOnMCT on Twitter, Facebook and Instagram, In addition, information is available at RideOnBus.com or by subscribing to MCDOT news releases.

For department updates, follow @MCDOTNow on Twitter, visit the department website at montgomerycountymd.gov/mcdot or subscribe to MCDOT's 'Go Montgomery!' newsletter.

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First of Its Kind Street Design Guide to Improve Accessibility for People with Vision Disabilities Now Available from Montgomery County Department of Transportation

For Immediate Release: Monday, October 18, 2021



The Montgomery County Department of Transportation (MCDOT) now has available a first-of-its-kind design guide titled Planning and Designing Streets to be Safer and More Accessible for People with Vision Disabilities. The guide will facilitate accessibility for people who are blind or have low vision by outlining optimized strategies for public engagement, staff training and improved pedestrian walkway design.

The guide involved extensive input from residents, service providers and organizations supporting people with vision disabilities.

“Montgomery County is leading the nation with this guide on inclusive infrastructure design,” said Montgomery County Executive Marc Elrich. “Throughout COVID-19, our residents have enjoyed spending more time outdoors and walking. It is imperative that safe and accessible walkways and gathering spaces are built with everyone in mind.”

The work was funded through assistance from the Metropolitan Washington Council of Government’s (MWCOC) Transportation Land Use Connections (TLC) Program, and while the project was conceived and overseen by Montgomery County, it is intended to serve as a useful resource for the entire metropolitan region.

In addition to supporting safer and more consistent design approaches in the region, the toolkit will serve as a model for national guidance to bring global best practices in design for people with vision disabilities to the United States.

The guide incorporates feedback from the visually disabled community, service providers and caregivers. Engagement included a virtual community meeting in January of 2021, online surveys, in-person site visits and access to tactile graphics. Specifically, the project team observed how people with vision disabilities

navigated Downtown Silver Spring and provided updates and sought feedback throughout the study process to the Montgomery County Commission on People with Disabilities.

“MCDOT aims to make our urban environment and transit centers accessible and safe for everyone,” said MCDOT Director Chris Conklin. “The guide was developed through a process of extensive community involvement, feedback and corresponding technical adjustments. Implementation of these recommendations will undoubtedly improve the lives of our residents and will set an example to support improvements on a national level.”

The toolkit can help planners and designers understand the unique needs of people with vision disabilities. It introduces strategies for effective engagement with this community and design tools that make it easier and safer for people with vision disabilities to navigate. Understanding how different types of vision disabilities impact the ability of people to navigate safely is critical to improving designs. The guide also includes an overview of the approaches taken, and lessons learned, from communities around the world.

For example, the toolkit offers guidance on creating tactile graphics so that people who cannot read paper plans are still able to be engaged in the planning process by access to plans that allow understanding of information through touch. Montgomery County used tactile graphics as part of the process of developing the toolkit and is already using tactile graphics with a project currently going through the planning process as a pilot to refine this form of outreach.

The design guide highlights three types of Tactile Walking Surface Indicators that can be used to guide blind and low-vision pedestrians. One of these is already used extensively in the United States and is required by the Americans with Disabilities Act. Known as the Detectable Warning Surface, the walkway inserts with truncated domes appear at the ends of crosswalks and train platforms or other areas where pedestrians may encounter conflicting traffic.

The guide introduces two additional tools that are not as common in the United States, but are used internationally. The first is the Detectable Guidance Surface, which is comprised of a walkway insert with linear surface of ridges and valleys (similar to Detectable Warning Surface, but with different shape and pattern) that people with vision disabilities can follow to navigate to key areas, such as the Accessible Pedestrian Signal push button, to cross wide-open spaces or to find transit stops. The second new design recommendation is use of the Detectable Delineator Surface, which can be used to delineate areas where pedestrians should not cross, but which may not be readily apparent to people with vision disabilities.

MCDOT is already working to put the toolkit to work.

“Within the next several months, we will be constructing a testing and training facility to use temporary materials to construct mock-ups of proposed designs so that blind and low-vision pedestrians can test out the designs in person and at real scale to determine whether additional changes are needed to improve accessibility,” said Matt Johnson, a capital project manager for MCDOT.

Following the development of the testing and training facility, and based on the feedback received there, the County will start work to apply the guide-recommended treatments at two pilot intersections in Downtown Silver Spring.

For details, to sign up for email updates about this project and to view the toolkit visit, montgomerycountymd.gov/DOT/Projects/TLCVision/.

For more information on MCDOT's programs visit, montgomerycountymd.gov/dot. Follow @MCDOTNow on Twitter, and subscribe to MCDOT's 'Go Montgomery!' newsletter.

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