



# MD 355 BRT Corridor Planning Study Phase 2 Station Screening Report





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# 1 Introduction and Executive Summary

The Montgomery County Department of Transportation (MCDOT) is preparing a Corridor Summary Report for the MD 355 Bus Rapid Transit (BRT) Corridor Planning Study located in Montgomery County, Maryland. The project purpose is to evaluate preliminary concepts for providing enhanced premium transit service along MD 355 from Bethesda to Clarksburg, Maryland.

The purpose of this *Station Screening Report* is to describe the station screening criteria and the screening approach for the *Corridor Summary Report*. Information in this report, described below, will support discussions presented in the *Corridor Summary Report*.

### 1.1 MD 355 BRT Project Purpose and Need

The purpose of the MD 355 BRT Planning Study is to provide a new transit service with higher speed and frequency along MD 355 between Bethesda and Clarksburg. The purpose and need statement has been consolidated into four distinct goals to guide the development of alternatives and as a framework for comparing alternatives:

- Goal 1. Provide an appealing, functional, and high-quality transit service
- Goal 2. Improve mobility opportunities, accessibility, and transportation choices
- Goal 3. Support planned development
- Goal 4. Support sustainable and cost-effective transportation solutions

### 1.2 Alternatives

Five alternatives, including the No-Build Alternative, are being evaluated as part of Phase 2 of the MD 355 BRT Planning Study. The findings will be summarized in the *Corridor Summary Report* and are assessed in detail in this Technical Report. The four Build Alternative alignments are shown in **Figures 1-1 through 1-4**.

### 1.2.1 No-Build Alternative

The No-Build Alternative would include no additional infrastructure or operational improvements other than those already planned and programmed, including the Ride On extRa service launched in October 2017 from the Medical Center Metro Station to Lakeforest Transit Center. This service includes Transit Signal Priority (TSP) at key locations along the route.

### 1.2.2 Transportation System Management (TSM) Alternative

The TSM Alternative would consist of enhanced bus service operating in mixed traffic using existing lanes from the Bethesda Metrorail Station to Clarksburg along MD 355 and along Clarksburg Road to the Clarksburg BRT terminus. The TSM Alternative's stations include the existing Ride On extRa station locations and any stations added for Alternative A for Segments 1-6 and Alternative C for Segment 7.



Figure 1-1: TSM Alternative

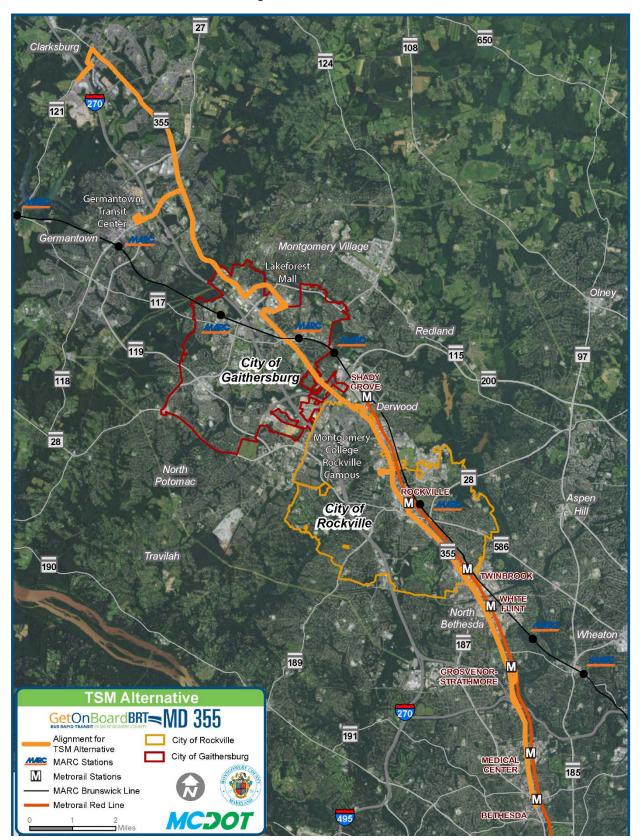




Figure 1-2: Alternative A

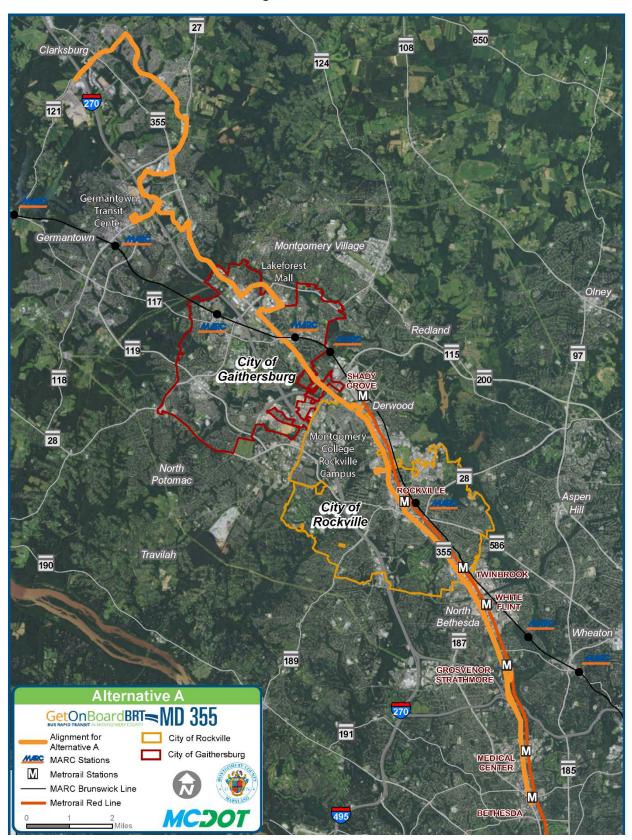




Figure 1-3: Alternative B

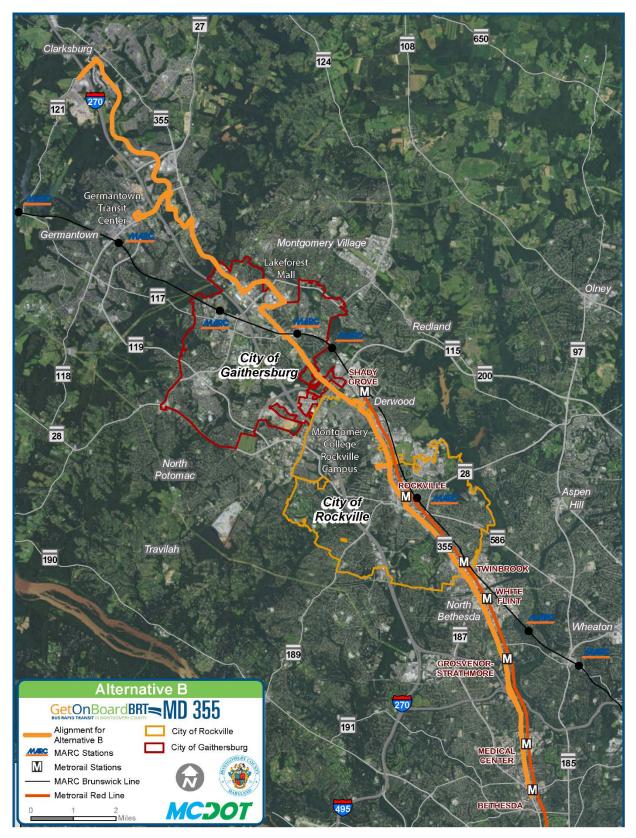
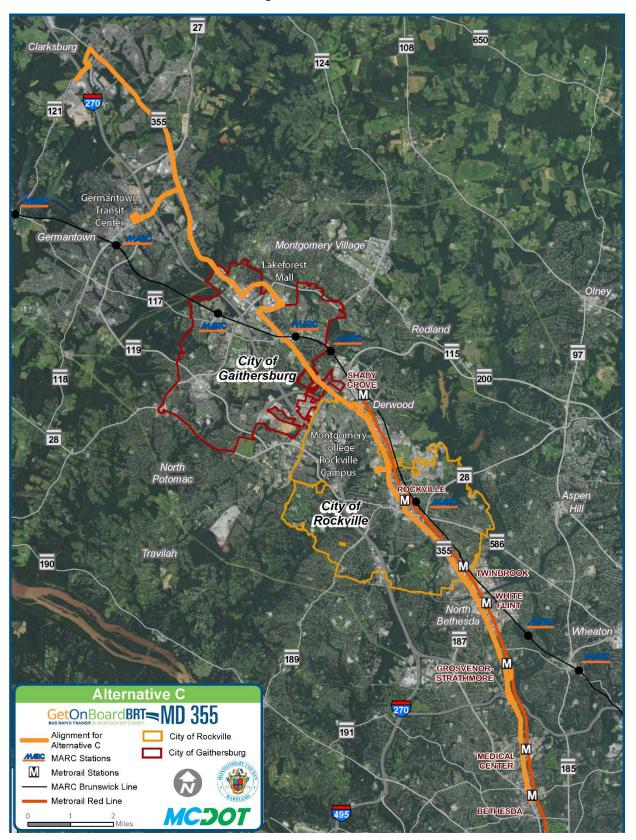




Figure 1-4: Alternative C





This Alternative would extend the Ride On extRa service south from the Medical Center Metro Station to Bethesda and north from Lakeforest Transit Center to Clarksburg and would include additional TSP along the route.

### 1.2.3 Alternative A

Alternative A would enhance elements of the TSM Alternative by including additional elements such as TSP and queue jumps to create a BRT service with limited infrastructure improvements. Alternative A would consist of BRT service, operating in mixed traffic using existing lanes from the Bethesda Metrorail Station to Clarksburg along MD 355. In Segment 7, the BRT would travel along Middlebrook Road to Observation Drive, Goldenrod Lane, Germantown Road, then back to Observation Drive to Ridge Road, and across MD 355 to Snowden Farm Parkway to Stringtown Road to the BRT Terminus at Clarksburg.

Alternative A would include additional TSP along with queue jumps at key locations along the route. It would also include BRT stations with off-board fare collection and level boarding, articulated buses, and Flash branding.

### 1.2.4 Alternative B

Alternative B would generally operate in dedicated median lanes where feasible and in mixed traffic. In Segment 7, the BRT would travel in mixed traffic along Middlebrook Road to Observation Drive, including the unbuilt portion, to Stringtown Road to the BRT Terminus at Clarksburg.

Alternative B would include additional TSP at key locations along the route, BRT stations with off-board fare collection and level boarding, articulated buses, and Flash branding.

### 1.2.5 Alternative C

Alternative C would generally operate in dedicated curb lanes where feasible. In Segment 7, the BRT would operate in mixed traffic along MD 355 from Middlebrook Road to the BRT Terminus at Clarksburg, via Clarksburg Road and Stringtown Road.

Alternative C would include additional TSP along with queue jumps at key locations along the corridor. It would also include BRT stations with off-board fare collection and level boarding, articulated buses, and Flash branding.

# **1.2.6** Alignment Segments

Due to the existing conditions that vary along MD 355 as the roadway transitions from an urban environment in downtown Bethesda to a suburban setting in Clarksburg, the corridor was divided into seven segments during Phase 1 of this study and carried forward into Phase 2. The segments were primarily geographically based with each having its own set of characteristics, opportunities, challenges, and constraints. The seven segment geographic descriptions are listed in **Table 1-1** and shown below in **Figure 1-5**.



**Table 1-1: Alternative Alignment Segments** 

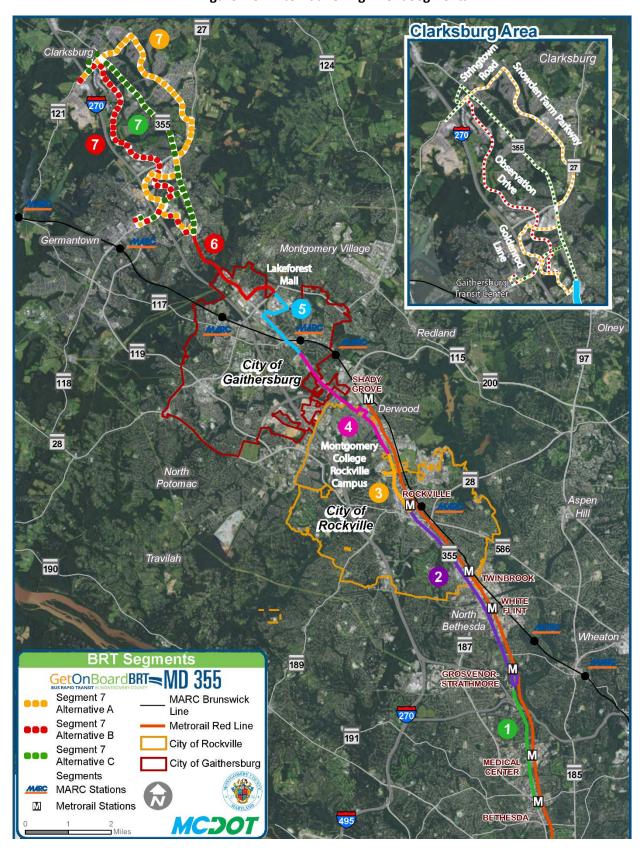
Segment	Geographic Description				
1	Bethesda Metrorail Station to Grosvenor Metrorail Station				
2	Grosvenor Metrorail Station to Dodge Street				
3	Dodge Street to College Parkway				
4	4 College Parkway to Summit Avenue				
5	Summit Avenue to MD 124				
6	MD 124 to Middlebrook Road				
7	Middlebrook Road to Clarksburg				

The information in this technical report has been described based on the seven roadway alignment segments.





Figure 1-5: Alternative Alignment Segments





### 1.3 Previous Studies

The Countywide Transit Corridors Functional Master Plan (CTCFMP) identified an initial set of stations along MD 355 when that study was approved by the Montgomery County Council in 2013. The CTCFMP envisioned that future studies modify these recommendations. Subsequently, the Cities of Rockville and Gaithersburg identified potential station locations in their respective studies. Phase 1 of the MD 355 BRT study, conducted by the Maryland Department of Transportation, evaluated the stations proposed by these previous studies and eliminated or modified twelve station locations. The station recommendations made in these studies were carried forward for further evaluation in this phase of study. These station locations are summarized in **Appendix A**.

### 1.4 Two Levels of Station Screening in this Phase of Study

In this phase of study, two levels of station screening were conducted to evaluate the station options. In the first level of screening, intersections/activity centers were identified at a planning level to determine if they appeared to be suitable for BRT service. At the conclusion of the Level 1 Screening, a determination was made for each proposed station location. The four categories of that determination were:

- Retain This station location was recommended to be carried forward.
- Retain (Location Under Evaluation) The area that this station location served merited a BRT station. However, the precise location needed to be evaluated in further detail in the Level 2 Screening based on engineering and transit planning considerations.
- Future Station Location This station location did not appear to be merited in the short-term due
  to land use and ridership considerations. However, changing conditions in the future have a
  reasonable likelihood of making the station more suitable for BRT service.
- **Eliminate** This station location did not appear to be merited in the short-term. Additionally, long-term conditions are unlikely to make the station more suitable for BRT service.

Preliminary results of the Level 1 Station Screening were communicated to the public through a series of Open Houses in January and February 2018 and through a Corridor Advisory Committee meeting in February 2018.

The Level 2 Screening assessed the retained and future station locations identified in Level 1 on the basis of engineering considerations, service planning, and ridership analysis performed in this phase of study. Certain stations locations were refined or eliminated based on this analysis. At the conclusion of the Level 2 analysis, a set of recommended stations was identified to carry forward along with the Recommended

<sup>&</sup>lt;sup>1</sup> Montgomery-National Capital Parking and Planning Commission. 2013. *Countywide Transit Corridors Functional Master Plan*. Page 16. Available at:

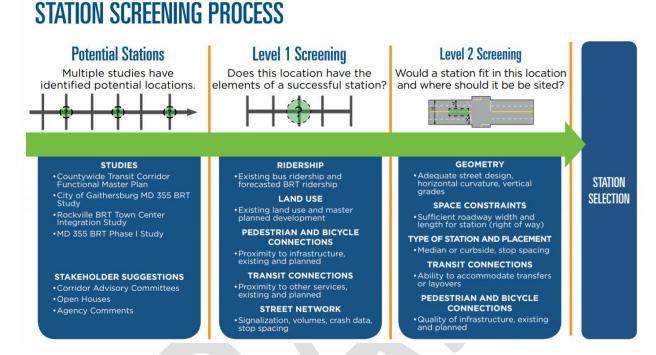
http://www.montgomeryplanning.org/transportation/highways/documents/countywide\_transit\_corridors\_plan\_2 013-12.pdf

<sup>&</sup>lt;sup>2</sup> Maryland Department of Transportation. 2016. *MD 355 BRT Planning Study Conceptual Alternatives Report*. Page 4-22. Available at: <a href="https://www.ridetheflash.com/wp-content/uploads/2018/10/MD-355-BRT-Conceptual-Alternatives-Report.pdf">https://www.ridetheflash.com/wp-content/uploads/2018/10/MD-355-BRT-Conceptual-Alternatives-Report.pdf</a>



Alternative. The two-level screening process is described in further detail in **Section 3** of this report. **Figure 1.1** below illustrates the two-level screening process undertaken in this phase of study.

Figure 1-1: Two-Level Screening Process



### 1.5 Station Recommendations

**Table 1-2** summarizes the stations that are proposed to be carried forward with the Recommended Alternative based on the two-level analysis described in **Figure 1-1**. A more detailed discussion of the screening results is provided in **Section 4.** The stations are divided into the seven segments of the corridor that are used in the MD 355 BRT planning. The TSM Alternative makes use of the same stations as recommended for Alternative A in Segments 1-6 and Alternative 7 in Segment 7, with one exception.<sup>3</sup>

Table 1-2: Proposed Stations for Recommended Alternative at Conclusion of Level 2 Screening<sup>4</sup>

Segment	Station Location				
1	Bethesda Metro Station – South Entrance				
1	MD 355 & Cordell Avenue				
1	Medical Center Station				
1	MD 355 & Cedar Lane (future)				
1	MD 355 & Pooks Hill Road (future)				
2	Grosvenor-Strathmore Metro Station				
2	MD 355 & Security Lane				

<sup>&</sup>lt;sup>3</sup> This one exception is in Gaithersburg in Segments 4 and 5. There, the existing Ride On extRa station at S. Summit Avenue replaces the Cedar Avenue/Fulks Corner Avenue station proposed for the BRT service.

<sup>&</sup>lt;sup>4</sup> Future Stations are located where present and predicted 2025 conditions may not warrant a station, but longer-term development and maturation of the BRT service may improve the viability of the station location. Future stations are denoted with italicized text.



Segment	Station Location			
2	White Flint Metro Station			
2	MD355 & Bou Avenue			
2	MD 355 & Halpine Road			
2	MD 355 & Templeton Place (future)			
2	MD 355 & Edmonston Drive			
2	MD 355 & Mount Vernon Place			
3	MD 355 & E. Middle Lane (Rockville Metro Station)			
3	MD 355 & Future Dawson Avenue (future)			
3	MD 355 & Mannakee Street			
3	Montgomery College – Rockville			
3	MD 355 & College Parkway (future)			
4	MD 355 & Indianola Drive (future)			
4	Somerville Drive & Redland Road (Shady Grove Metro Station)			
4	MD 355 & S. Westland Drive			
4	MD 355 & Education Boulevard			
5	MD 355 & Cedar Avenue/Fulks Corner Avenue			
5	MD 355 & Chestnut Street/Walker Avenue (future)			
5	MD 355 & Lakeforest Boulevard			
5	Lakeforest Transit Center			
6	MD 355 & Watkins Mill Boulevard			
6	MD 355 & Professional Drive (future)			
6	MD 355 & Gunners Branch Road			
7A, 7B	Holy Cross Hospital			
7A, 7B	Montgomery College – Germantown			
7C	MD 355 & Oxbridge Drive			
7A, 7B, 7C	Germantown Transit Center			
7A	Seneca Meadows Office Park			
7B	Observation Drive & Shakespeare Boulevard			
7A	Shakespeare Boulevard & Amber Ridge Drive			
7C	MD 355 & Shakespeare Boulevard			
7A	MD 355 & Milestone Entrance			
7B	Observation Drive & Milestone Center Drive/Royal Crown Drive			
7A Snowden Farm Parkway & Newcut Road				
7A	Stringtown Road & Rainbow Arch Drive			
7A	Stringtown Road & St. Clair Road (future)			
7B	Observation Drive & Shawnee Lane			
7B	Observation Drive & COMSAT (future)			
7A, 7B	Observation Drive & Gateway Center Drive (future)			
7C	MD 355 & Foreman Boulevard			
7C	MD 355 & Redgrave Place			
7A, 7B, 7C	Clarksburg Outlets			



### 1.6 Next Steps

The planning for stations along MD 355 would continue after the Recommended Alternative is identified. As engineering advances, the specifics of the design and locations of stations will be further refined. MCDOT has found that finalizing station locations is an iterative process throughout the life of planning and engineering that involves stakeholders, including adjacent property owners, in order to address challenges and concerns.

Specific areas for further investigation that are known at this time are documented in **Section 4.2.** 





# 2 Screening Criteria

### 2.1 Overview

This section outlines the process that the Project Team undertook to screen and select the station location options for the MD 355 BRT and the criteria that were used in that process to compare and contrast options. This screening process is divided into two levels.

In the first level, a qualitative and quantitative analysis of planning and traffic engineering issues was conducted. This analysis was used to determine the general location where stations would be located and to evaluate whether previously proposed station locations appeared to be appropriate (see Level 1 criteria Figure 2-1). In the second level of analysis, engineering and operational issues were considered to further assess the viability of a station location and to site the station more specifically within an intersection (see Level 2 criteria in Figure 2-1). Some station locations that fulfilled the Level 1 screening criteria were rejected in Level 2. For each criterion, every station location was assessed a score of "high compatibility," medium compatibility," or "low compatibility" based on a qualitative or quantitative standard. A single score of "low compatibility" did not necessarily eliminate a station location option if compatibility with other criteria suggests merit for the location. However, MCDOT viewed potential ridership and land use as comparatively more significant than other criteria because of the nexus of these two criteria with the success of the station and the BRT corridor. Station location options were assessed based on their overall performance in the screening analysis. While some stations were rejected outright, others were identified as future in-fill stations where a station location may become justified as development progresses and site conditions become more supportive.

Potential station locations had previously been identified through comments from stakeholders and the public and in various planning studies, including the Countywide Transit Corridors Functional Master Plan, studies performed by the Cities of Rockville and Gaithersburg, and Phase 1 of this study. For Segment 7A, which includes an alignment on Snowden Farm Parkway that had not been previously studied, the Project Team first identified a series of potential locations using planning and engineering judgment. The potential station locations from these different studies were assessed using the two levels of screening described in this section.

<sup>&</sup>lt;sup>5</sup> Maryland-National Capital Park and Planning Commission. *Countywide Transit Corridors Functional Master Plan.* 2013; City of Rockville. *Bus Rapid Transit Study.* 2015; City of Gaithersburg. *MD 355 BRT Study.* 2015; Maryland Transit Administration. *MD 355 Bus Rapid Transit Corridor Planning Study.* 2017.



Figure 2-1: Level 1 and 2 Screening Criteria

# Level 1

### Ridership

Existing and forecasted, low-income residents

### Land Use

Existing and planned

# Pedestrian and Bicycle Connections

Proximity to infrastructure, existing and planned

# Transit Connections

Proximity to other services, existing and planned

### Street Network and Characteristics

Signalization, volumes, crash data, stop spacing

# Level 2

### Ridership

Phase II modeling results

## Geometry

Horizontal curvature, vertical grades

# Potential Property and Resource Impacts

Space for station, potential for impacts

# Type of Station and Placement

Median/curbside, stop spacing, transit signal priority

### **Transit Connections**

Ability to accommodate transfers or layovers

### Pedestrian and Bicycle Connections

Quality of infrastructure, existing and planned

### 2.2 Level 1 Screening Criteria

The Level 1 screening criteria are used to assess the suitability of potential station locations previously identified. This analysis is done at a planning level using both quantitative and qualitative measures to determine whether a location merits further analysis as a potential initial or future in-fill station. A variety of data sources were used to inform these evaluations, with those data sources provided for each criterion in the sections below.

### 2.2.1 Ridership

### 2.2.1.1 What is the existing bus ridership at this location?

Guideline: Existing local bus (Ride On and Washington Metropolitan Area Transit Authority [WMATA] Metrobus) ridership

Threshold:

High Compatibility: More than 250 daily riders at existing stops within a quarter-mile of this location

**Medium Compatibility**: Between 50 and 250 daily riders at existing stops within a quarter-mile of this location

Low Compatibility: Fewer than 50 daily riders at existing stops within a quarter-mile of this location

Existing ridership functions as a baseline to project future ridership at specific locations. Locations that already have high bus ridership are likely to be strong locations for enhanced bus service, like BRT.

Data Sources: 2018 bus ridership data was provided by Ride On and WMATA.



### 2.2.1.2 What is the projected BRT ridership, based on the Phase 1 assessment?

**Guideline: Forecasted BRT ridership** 

Threshold:

High Compatibility: More than 500 expected daily riders

Medium Compatibility: Between 150 and 500 expected daily riders

Low Compatibility: Fewer than 150 expected daily riders<sup>6</sup>

A preliminary ridership assessment was performed in the Phase 1 study to assess the future ridership of the proposed stations. Existing bus ridership and transit connections are assessed according to a separate criterion below. Ridership information may not be available for stations that were not included in the Phase 1 study.

*Data Sources:* Ridership assessment information comes from the Phase 1 MD 355 BRT Study conducted by the Maryland Department of Transportation (MDOT).

### 2.2.1.3 Does the station serve low-income County residents?

**Guideline: Poverty rate in local census tracts** 

Threshold:

**High Compatibility**: Greater than 10 percent of individuals below 150 percent of the federal poverty line in census tracts within one half-mile of the station

**Medium Compatibility**: Between 5 and 10 percent of individuals below 150 percent of the federal poverty line in census tracts within one half-mile of the station

**Low Compatibility**: Fewer than 5 percent of individuals below 150 percent of the federal poverty line in census tracts within one half-mile of the station

Providing high-quality transit via the BRT to low-income residents is important to achieving equity in transportation and mobility in the County. Low-income residents are more likely not to own cars or to be financially burdened by the cost of owning a car. Many low-income residents may have existing transit commutes that could be shortened by the BRT. While not all stations will be expected to serve large populations of disadvantaged residents and no station option will be eliminated because of this element, it is important for the MD 355 BRT to serve these populations effectively and to use this sub-criterion to understand the equity benefits of the MD 355 BRT.

<sup>&</sup>lt;sup>6</sup> Based on the National Association of City Transportation Officials (NACTO) BRT design guidelines, 150 daily riders represent a minimum standard for BRT station ridership.





*Data Sources:* Census data is provided from U.S. Census Bureau information. 2017 American Community Survey 5-year estimates are used for poverty line information.

### 2.2.2 Land Use

### 2.2.2.1 Existing Land Use and Built Environment

Does the area around the station have land uses that are supportive of transit (such as mix of uses, high density, activity centers, building frontage oriented towards the sidewalk, walkability)?

Guideline: Existing land use plans, built environment, short-term development

Thresholds:

**High Compatibility**: Within one half-mile of the station location, existing land uses and short-term pipeline projects are high density and/or mixed-use development. From a County zoning perspective, it is expected that high-compatibility land uses would largely be zoned "CR," although high-density single land use zones or existing land uses may qualify, as well.

**Medium Compatibility**: Within one half-mile of the station location, existing land uses and short-term pipeline projects are medium density, like townhouses or automobile-oriented activity centers. Medium-compatibility land uses would largely be zoned "CRT" or "RT."

**Low Compatibility**: Within one half-mile of the station location, existing land uses and short-term pipeline projects are low density, like single-family housing or low-density commercial activity. Low-compatibility land uses would include low-density residential zones, like "R-200," or low-density commercial zones, like "NR."

The area around the BRT stations will impact whether and how often people use BRT. The land use around the stations will impact the density of people around a station, the types of activity, and whether they are generators or attractors of riders. The built environment will affect people's decision to use transit or drive to their destinations. A diverse mix of uses at a higher density and other transit-supportive elements will attract more people throughout the day. Short-term pipeline projects are considered as part of the "existing" land use category.

Data Source: Existing land use was assessed visually using site visits, Google Earth, and the Montgomery County Planning Department's Zoning Explorer tool.

### 2.2.2.2 Future Land Use and Built Environment

Does the area around the station have plans for land uses that are supportive of transit (such as mix of uses, high density, activity centers, short setbacks, walkability)?

Guideline: Future land use plans, built environment

Thresholds:

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**High Compatibility**: Within one half-mile of the station location, master plans and zoning call for high density, mixed-use development<sup>7</sup>

**Medium Compatibility**: Within one half-mile of the station location, master plans and zoning call for medium density, such as townhouses or automobile-oriented activity centers

**Low Compatibility**: Within one half-mile of the station location, master plans and zoning call for low density, such as single-family housing or low-density commercial activity

While some potential station locations may have lower density today, local master plans may call for higher levels of density that are more supportive of high-quality transit. This criterion assesses that future condition. In certain cases, a station with low compatibility for existing land use but greater compatibility for the future land use may be proposed as a future in-fill station.

Data Sources: Future land use was assessed based on the Montgomery County Planning Department's Zoning Explorer tool and relevant Council-approved Master Plans, including the Bethesda Downtown Plan (2017), the Grosvenor-Strathmore Metro Area Minor Master Plan (2017), the White Flint Sector Plan (2010), the White Flint 2 Sector Plan (2017), the Shady Grove Sector Plan (2006), the Germantown Master Plan (1989), the Germantown Employment Area Sector Plan (2009), the Clarksburg Master Plan & Hyattstown Special Study Area (1994), and the Clarksburg Limited Master Plan Amendment (2011). Assessment of future land use in Rockville and Gaithersburg was based on master plan documents in those municipalities.

# **2.2.3** Pedestrian and Bicycle Connections

### 2.2.3.1 Proximity to Pedestrian Infrastructure

Are sidewalks, marked crosswalks, or pedestrian signals present to facilitate access? Can new pedestrian infrastructure be reasonably accommodated if it is not present already?

Guideline: Existing and proposed pedestrian infrastructure at and around station, reasonableness of installing new infrastructure if necessary

### Threshold:

**High Compatibility**: Pedestrian infrastructure exists today that connects station location to activity centers within one half-mile of the station location

**Medium Compatibility**: Gaps exist in the pedestrian infrastructure serving activity centers within one half-mile of the station location, but can be reasonably addressed

<sup>&</sup>lt;sup>7</sup> From a County zoning perspective, it is expected that high compatibility land uses would largely be zoned "CR." Medium compatibility land uses would largely be zoned "CRT" or "RT." Low-compatibility land uses would include low-density residential zones like "R-200" or low-density commercial zones like "NR."





**Low Compatibility**: Gaps exist in the pedestrian infrastructure serving activity centers within one half-mile of the station location, and cannot be reasonably addressed

Most BRT trips will start and end with a walking segment. For this reason, all BRT stations need to have adequate pedestrian infrastructure to access the station and the origin/destination of each trip. The extent of the pedestrian infrastructure will also determine how far people are willing to walk to reach the BRT station. If this pedestrian infrastructure does not currently exist, the site will be assessed to determine if there is a planned or potential improvement, as well as the feasibility of implementing those improvements. Station locations will be assessed for opportunities to accommodate Bicycle-Pedestrian Priority Areas to promote safe, convenient access to stations as mentioned in the *Countywide Transit Corridors Functional Master Plan*.

Data Sources: Pedestrian infrastructure was assessed based on Google Earth imagery and site visits.

### 2.2.3.2 Proximity to Bicycle Infrastructure

Are dedicated bicycle facilities (e.g., bike lanes, shared-use paths), bikeshare stations, or bicycle racks/lockers present nearby? Is it reasonable to install facilities if they are not present?

Guideline: Distance to existing and proposed bicycle infrastructure, reasonableness of installing bicycle facilities

### Threshold:

**High Compatibility**: Bicycle infrastructure exists today that connects station location to activity centers and other bicycle infrastructure within one half-mile of the station location

**Medium Compatibility**: Gaps exist in the bicycle infrastructure serving activity centers and other bicycle infrastructure within one half-mile of the station location, but can be reasonably addressed

**Low Compatibility**: Gaps exist in the bicycle infrastructure activity centers within one half-mile of the station location, and cannot be reasonably addressed

Placing BRT stations close to existing or proposed bicycle infrastructure will expand the station access radius. It should be noted that the County Bicycle Master Plan has proposed upgraded bicycle facilities along MD 355. These planned facilities will be reviewed for compatibility with the BRT project. Station locations will be assessed for opportunities to accommodate existing and future Bicycle-Pedestrian Priority Areas to promote safe, convenient access to stations as mentioned in the *Countywide Transit Corridors Functional Master Plan*. While most people who use BRT will walk to and from the station, some people could ride a bicycle to access trip ends that may be farther away. Providing bikeshare stations near the BRT will give people the flexibility and freedom to travel longer distances without a private vehicle; therefore, station location options should be assessed for the reasonableness of installing bicycle facilities if they do not currently exist.





*Data Sources:* Bicycle infrastructure was assessed based on Google Earth imagery, site visits, and the Montgomery County Bicycle Master Plan (2018) and related maps provided by the Montgomery County Planning Department.

### **2.2.4** Transit Connections

### 2.2.4.1 Proximity to Existing High-Quality Transit Stops

Is a Metrorail station, MARC station, or transit center present nearby?

**Guideline: Location of high-quality transit stop** 

Threshold:

High Compatibility: The station is co-located with a Metrorail station, MARC station, or transit center

**Medium Compatibility**: The station is within one half-mile of a Metrorail station, MARC station, or transit center

**Low Compatibility**: The station is more than one half-mile from a Metrorail station, MARC station, or transit center

While the BRT system will provide the backbone to public transportation along the MD 355 corridor, the system will need other transit services to adequately serve its riders. Connections to major high-quality transit stops – Metrorail stations, MARC stations, and transit centers – enhance the opportunity for the BRT to serve riders effectively.

Data Sources: The presence of high-quality transit was assessed based on Ride On, MARC, and WMATA information.

### 2.2.4.2 Proximity to Other Transit Services

Is a local bus/shuttle stop present nearby? How many routes serve the stop?

Guideline: Number and type of existing and proposed transit services

Threshold:

**High Compatibility**: Multiple bus services or at least one high-frequency, all-day service (less than ten-minute headways during peak hours) already serve this location at existing stops within 300 feet of this location

**Medium Compatibility**: Only one bus service and no high-frequency services serve this location at existing stops within 300 feet of this location

**Low Compatibility**: No existing bus service within 300 feet of this location, though bus service may be available beyond that threshold



### **Station Screening Report**

While the BRT system will provide the backbone to public transportation along the MD 355 corridor, the system will need other transit services to adequately serve its riders. Placing BRT service where there are existing bus services will provide a ridership base for the new service. Service planning work will affect future local bus stops and routes.

Data Sources: The presence of bus stops was assessed based on Ride On and WMATA data.

### **2.2.5** Street Network and Characteristics

### 2.2.5.1 Is the location signalized?

**Guideline: Presence of signals at station location** 

Threshold:

High Compatibility: An existing signal is present

**Medium Compatibility**: An existing signal is not present, but is reasonable to install

Low Compatibility: An existing signal is not present and is unreasonable to install

BRT stations will need to be signalized with a traditional or HAWK signal to provide safe and easy access for pedestrians. However, adding additional signals to MD 355 could affect the overall traffic flow of the street and may not be warranted under the Maryland Manual of Uniform Traffic Control Devices (MUTCD). As a result, it would be preferable to locate the BRT stations at existing signalized intersections, if possible. If a new signal is required, the traffic impacts of that new signal must be reflected in grading the location.

*Data Sources:* The presence of a traffic signal was assessed based on Google Earth imagery and site visits. The reasonableness of installation was determined based on coordination with the Montgomery County Department of Transportation's Division of Traffic Engineering and Operations.

# 2.2.5.2 Is the location suitable for Transit Signal Priority?

**Guideline: Suitability of the intersection for Transit Signal Priority (TSP)** 

Threshold:

High Compatibility: TSP has been installed as a part of the Ride On extRa service

**Medium Compatibility**: TSP has not been installed, but the intersection was identified to be suitable for TSP

Low Compatibility: TSP is not suitable for this location





As part of the planning for the Ride On extRa service, the suitability of intersections for transit signal priority was considered. Certain intersections on the corridor were determined not to be appropriate for this treatment.

*Data Sources:* The suitability for transit signal priority was assessed based on the results of the Transit Signal Priority study conducted by MCDOT for the Ride On extRa service.

2.2.5.3 Will the traffic volumes at the station location intersection affect the success and capacity of BRT?

**Guideline: Traffic volume information** 

Threshold:

High Compatibility: Less than 25,000 annual average daily traffic (AADT) on both roads at the intersection

Medium Compatibility: Less than 25,000 AADT on at least one road at the intersection

Low Compatibility: Greater than 25,000 AADT on both roads at the intersection

Every intersection is different and will likely be designed differently to accommodate BRT. Major urban streets can provide high accessibility for pedestrians but may also have the most complex intersections. Additionally, large intersections with high vehicle volumes may pose challenges for accommodating large pedestrian and bicycle demand associated with a BRT station. Station locations need to be analyzed to determine how the presence of BRT will affect the general flow of vehicles. A busy intersection may be unsuitable for BRT because of the effect on traffic and on the reliability of the BRT.

*Data Sources:* Traffic volumes were assessed based on Maryland Department of Transportation State Highway Administration (MDOT SHA) traffic counts from 2015 (intersection turning movement counts).

2.2.5.4 Is the location a low-crash location?

Guideline: Crash data from the past 5 years

Threshold:

High Compatibility: Fewer than 20 total crashes at this location and no pedestrian crashes

**Medium Compatibility**: More than 20 crashes at this location, and between one and five pedestrian-involved crashes

Low Compatibility: More than five pedestrian-involved crashes

Depending on the design, adding a BRT station to an intersection might add additional safety conflicts. Intersections with a high volume of crashes, specifically pedestrian-involved crashes, need to be noted so that planning and engineering work can resolve these conflicts. Safety is an important measure to consider and address through station siting and design strategies.

### **Station Screening Report**



*Data sources:* Crash levels were assessed based on Montgomery County Police Department and Maryland State Highway Administration data from 2012-2017.

### 2.2.5.5 What is the distance to the adjacent (preceding/following) stops?

Guideline: Distance to adjacent stops, area characteristics

Threshold:

**High Compatibility**: In urban areas, <sup>8</sup> approximately one half-mile apart, but no more than three-quarters of a mile apart; in dense suburban areas, approximately three-quarters of a mile apart, but no more than 1.5 miles apart; in low density suburban areas, approximately one mile apart, but no more than 1.5 miles apart.

**Medium Compatibility**: In urban areas, between a quarter- and one half-mile apart, or between three-quarters of a mile and one mile apart; in dense suburban areas, less than one-half mile apart, or between 1.5 and two miles apart; in low-density suburban areas, less than three-quarters of a mile apart, or more than 1.5 but less than two miles apart.

**Low Compatibility**: In urban areas, less than quarter-mile apart or more than one mile apart; in dense suburban areas, less than one quarter-mile apart, or more than two miles apart; in low-density suburban areas, less than half-mile apart, or more than two miles apart.

BRT stations should be placed at a distance that balances the need to provide adequate coverage by spacing stops closely together with the desire to facilitate faster travel time by reducing the frequency of stops relative to regular bus lines. Spacing for BRT stations can vary greatly by demand, adjacent land uses, and environmental factors. Typical spacing can be range from a quarter of a mile to two miles depending on area characteristics and demand. Those characteristics and demand will help to guide appropriate spacing, as stations will not be located in inappropriate locations to meet a spacing threshold.

Data Sources: Distances between stops were assessed using GIS tools.

### 2.3 Level 2 Screening Criteria

The Level 2 Screening Criteria are used to assess both the feasibility of potential stations identified through the Level 1 Screening Analysis and to provide more specific guidance for station feasibility and location/siting based on engineering, service planning, and ridership modeling. These criteria were used to qualitatively evaluate the station locations in a context-specific way. Unless otherwise noted, the source of information for these evaluations is the ongoing engineering work performed in this study.

<sup>&</sup>lt;sup>8</sup> Urban areas include County road code urban area designations.



### **2.3.1** Ridership

# 2.3.1.1 How does the station perform in the Phase 11 ridership modeling?

Guideline: For stations in Segments 1-6, minimum ridership is 500. For stations in Segment 7, minimum ridership is 200, unless the station serves a major activity center.

Ridership modeling performed in Phase 1 of the study was used to evaluate the potential success of station locations. Stations that do not meet the ridership thresholds are proposed to be delayed to future stations or eliminated entirely. The 500-rider standard is consistent with the "high compatibility" assessment for the Level 1 analysis. The 200-rider or activity center service standard for Segment 7 is consistent with land use patterns in that section of the County. There, densities along the corridor are lower and the threshold for a station drops accordingly. The activity centers in Segment 7, that MCDOT has identified as strategic locations to serve, are Holy Cross Hospital (Alternatives A and B), Montgomery College – Germantown (Alternatives A and B), Germantown Transit Center, Milestone Shopping Center, Clarksburg Village Center, Clarksburg Town Center, and Clarksburg Outlets.

Data Source: Ridership was assessed based on the ridership modeling performed in this study.

### **2.3.2** Geometry

# 2.3.2.1 Are there roadway geometric implications for placing a station?

Guideline: Determine geometric design challenges

To accommodate BRT, some segments of MD 355 might be widened, and other segments may have lanes repurposed. These changes will affect the design and operations of the roadway and its intersections. It is important to consider how these changes will impact the street in terms of safety, accessibility, traffic flow, and maneuverability.

2.3.2.2 Does the horizontal curvature of the roadway provide a sufficient tangent segment for a station platform? How long is the segment?

**Guideline: Horizontal tangent length** 

Stations need to be placed along tangent street segments to provide seamless access for boarding/alighting passengers. Stations placed on curves make it difficult for buses to align with the station and leave gaps between the platform and the vehicle that may pose challenges for passengers with wheelchairs or strollers. This type of condition could make it difficult for someone to safely board the vehicle. Stations on curves also raise concerns for safety, sight distances, and undesirable changes in pedestrian crossing behavior.

### 2.3.2.3 Are there elevation/grade challenges?

**Guideline: Presence of grade differences** 





The vertical alignment should be on a tangent and avoid vertical curves, as elevation differences can provide safety and accessibility challenges, such as unwanted gaps between the platform and the vehicle.

### **2.3.3** Potential Property and Resource Impacts

### 2.3.3.1 Is there sufficient space for a station? What type of station?

**Guideline: Station length and depth** 

It is important that the location identified for the station can accommodate the footprint of the station and surrounding pedestrian infrastructure. Ideally, sidewalks should not be part of the station, requiring sufficient horizontal space to fit the platform as well as the minimum sidewalk width, though some station typologies do allow for stations to accommodate passers-by. Several different types of stations are being considered for the BRT. If the station type is known, it can be applied to a specific location. If not, the largest station footprint should be used that is appropriate for the expected passenger volume.

# 2.3.3.2 What is the likelihood of unreasonable private property impacts from locating a station at this intersection?

Guideline: Potential unreasonable impacts to private property caused by a station location

If it is identified that a station cannot be accommodated without potential for unreasonable private property impacts, the entire intersection may be removed as a candidate station location.

### 2.3.3.3 What is the likelihood of cultural resource impacts from locating a station at this intersection?

Guideline: Potential impacts to cultural resources caused by a station location

If it is identified that a station cannot be accommodated without potential for unacceptable cultural resources impacts, including historic properties, the entire intersection may be removed as a candidate station location.

### 2.3.3.4 What is the likelihood of environmental impacts from locating a station at this intersection?

Guideline: Potential impacts to environmental resources from a station location

If it is identified that a station cannot be accommodated without potential for unacceptable environmental impacts, including streams, wetlands, and parks, the entire intersection may be removed as a candidate station location.

### **2.3.4** Type of Station and Placement

### 2.3.4.1 Does the location accommodate a station in the median, curbside, or both?

Guideline: Feasibility of each station type based on impacts to right-of-way, impacts to traffic, and access





Different requirements for stations in the median and stations on the curb should be considered in evaluating station locations. In the engineering analysis, a determination is made as to whether the potential location can accommodate a curb or median station. If only one configuration is feasible, it may restrict the possible guideway alternatives. In other cases, multiple configurations may be possible, but one option is more challenging. These additional challenges are noted at this level of analysis.

### 2.3.4.2 Is the location at a transition for the BRT guideway?

**Guideline: Map BRT guideway transitions** 

Locations where the BRT transitions between mixed traffic and dedicated lanes, or from single- to dual-lane configurations may present challenges to station design or BRT operations. Transitions should be avoided for station locations, unless they are identified as potential passing areas in bi-directional operations. The Level 2 analysis considers the positive and negative impacts of a station located at a transition.

### 2.3.4.3 Is the station located at a TSP-enabled intersection?

Guideline: Use of Transit Signal Priority (TSP) at the intersection

If TSP is being used at the intersection, the far side placement of the stop would be preferred to a near side placement. A far side placement would allow for the BRT vehicle to take better advantage of the signal priority to advance to the station. With a near side station, the BRT may lose a cycle as it dwells at the station.

# 2.3.5 Transit Connections

2.3.5.1 If transit connections exist, is it reasonable to facilitate transfers within a close area around the station with minimal improvements?

Guideline: Appropriate space to accommodate transfers between BRT and local transit

For transit transfers, the presence of adequate curb space to accommodate peak demand for connecting local bus service will be considered. This curb space should preferably be within 300 feet of the BRT station.

### 2.3.5.2 Can layovers be accommodated at the location if it is at the end of a service pattern?

Guideline: Space to accommodate the layover of the BRT or local bus; space to accommodate a BRT turn or local bus turn

If the station location is at the end of a service pattern, it is preferable that space be available to accommodate both the layover of the bus and its ability to turn around to serve the other direction. For mixed traffic BRT stations, local buses may also need to lay over at the stop and similar accommodations for such activity would be preferable, as well.



### **2.3.6** Pedestrian and Bicycle Connections

### 2.3.6.1 Quality of Pedestrian Infrastructure

Where are the planned and existing sidewalks most suitable for a BRT station?

Guideline: Quality of existing and proposed pedestrian infrastructure around the identified intersection

Most BRT trips will start and end with a walking segment. In Level 1, intersections are assessed, in part, for the presence of planned and existing sidewalk infrastructure. In the Level 2 analysis, the quality of the existing and proposed infrastructure around the selected intersection is assessed for the most suitable location for a BRT station. The strength of that infrastructure's connections to major nodes and the ability of the infrastructure to accommodate the volumes of pedestrians associated with a BRT station will be considered. The strongest pedestrian connection to other transit modes, including local bus, is assessed at this level. The best location for the BRT station is identified based on the placement of existing or reasonable new infrastructure.

### 2.3.6.2 Quality of Bicycle Infrastructure

Are dedicated bicycle facilities (e.g., bike lanes, shared-use paths), bikeshare stations, or bicycle racks/lockers nearby?

Guideline: Quality of existing and proposed bicycle infrastructure around the identified intersection

Placing BRT stations close to existing or proposed bicycle infrastructure will expand the station access radius. In Level 1, intersections are identified, in part, for the presence of planned and existing bicycle infrastructure. In Level 2, the quality of the existing and proposed infrastructure around the different parts of the intersection selected is assessed for the most suitable location for a BRT station. The strength of that infrastructure's connections to major nodes, major planned and existing on-street bicycle routes, and planned and existing shared-use paths and trails are assessed. If they are not present, the suitability for the installation of bicycle facilities is considered, and the best location around the intersections for both the BRT and bicycle facility is identified.



# 3 Station Screening Process

### 3.1 Screening Overview

As described in Section 2, potential station locations were evaluated in a two-level screening process. Based on the Level 1 analysis, station location options were assigned to four broad categories. Stations labeled **Retain** were recommended to move forward. Stations labeled **Retain** – **Location Under Evaluation** represent locations that merit BRT service but where the precise location was to be resolved during the Level 2 analysis. **Future Stations** are located where present and predicted 2025 conditions may not warrant a station, but longer-term development and maturation of the BRT service may improve the viability of the station location. This report recommends that those station locations be retained in future County and municipal planning documents and be used to reserve right-of-way for future service expansions. These stations were further evaluated in the Level 2 Screening and were included in ridership analysis performed during this phase of study. Stations that were **Eliminated** in Level 1 were not further considered because of deficiencies that are not expected to be resolved by future changes. Appendix B provides the detailed Level 1 scores for individual stations by segment.

At the conclusion of the Level 1 screening, the Project Team advanced the design of the three alternatives, further developed service patterns for the BRT, and performed modeling of potential travel time and ridership. At this point, Level 2 screening was performed. This screening is based on additional **engineering** analysis, BRT **service planning**, and **ridership modeling** conducted at this phase. For each station, the engineering decision on where to locate the station and the ridership results are recorded. In the engineering analysis, MCDOT determined that far side station locations proximate to the intersection are the preferred design, unless a deviation from this preferred design is dictated by other constraints. Far side stations reduce conflicts with right-turning vehicles and coordinate effectively with TSP. Pedestrian and bicycle access issues identified during the engineering will be further assessed by MCDOT.

### 3.2 Screening Result Reporting Framework

The subsequent subsections (Sections 3.3 to 3.12) summarize the station recommendations by segment for both Level 1 and Level 2 analyses. In these sections, summary Level 1 ratings are provided for each station at the criterion level. This summary rating is based on an average of the sub-criteria scores for that criterion. The sub-criteria scores are provided in Appendix B. A station location with a green check mark is a station location that is being retained. A station location with a yellow circle is a station location that has been identified as a future station location. A station location with a red "X" is a station location that has been eliminated.

In the Level 2 screening tables provided for each station location, stations that are *italicized* are future stations expected to fill in the corridor after service begins. Subsequent to the Level 1 and 2 screening segment-specific tables, a description of the Level 1 and 2 screening analysis and the Phase 2 ridership results are provided. Based on this information, MCDOT decided whether to retain, delay (to future station), or eliminate this station location. Following the Level 2 analysis, recommendations were made regarding station locations in the Recommended Alternative. These are explained below and summarized in **Section 4.1**.



# 3.3 Segment 1 – Screening Results

Table 3-1: Segment 1 – Level 1 Screening Results

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RIDERSHIP	Land Use	PEDESTRIAN & BICYCLE CONNECTIONS	Transit Connections	Street Network

# **Segment 1 (Bethesda Metrorail Station to Tuckerman Lane)**

,	Bethesda Metrorail	South Entrance	High	High	High	High	Medium
<b>~</b>	Station	Bus Bays	High	High	High	High	Medium
<b>√</b>	MD 355 and Cord	lell Avenue	High	High	High	High	High
,	Medical Center	Medical Center Metrorail Station	High	High	High	High	Medium
•		MD 355 at Medical Center	High	High	High	High	High
	MD 355 and Ceda	r Lane	Low	Medium	Medium	High	Medium
	MD 355 and Pool	ks Hill Road	Medium	High	Low	Medium	Medium

Table 3-2: Segment 1 – Level 2 Screening Results

C	Level 2 Result	Direction	Alternative A	Alternative B	Alternative C
Station Location			Station Siting	Station Siting	Station Siting
	Retain	NB	Far side of Waverly	Far side of Waverly	Far side of Waverly
Bethesda Metrorail			Street	Street	Street
Station		SB	Far side of Elm	Far side of Elm	Far side of Elm
			Street	Street	Street
		NB	Far side of West	Far side of West	Far side of West
MD 355 and	Retain		Virginia Avenue	Virginia Avenue	Virginia Avenue
Cordell Avenue		SB	Far side of Cordell	Far side of Cordell	Far side of Cordell
			Avenue	Avenue	Avenue
	Retain	NB	Near side of South	Near side of South	Near side of South
Medical Center			Drive	Drive	Drive
Wiedical Center		SB	Far side of South	Far side of South	Far side of South
			Drive	Drive	Drive
	Future -	NB	Far side of Cedar	Far side of Cedar	Far side of Cedar
MD 355 and			Lane	Lane	Lane
Cedar Lane		SB	Far side of Cedar	Far side of Cedar	Far side of Cedar
			Lane	Lane	Lane
	Future —	NB	Near side of Pooks	Near side of Pooks	Near side of Pooks
MD 355 and		IND	Hill Road	Hill Road	Hill Road
Pooks Hill Road		SB	Far side of Pooks	Far side of Pooks	Far side of Pooks
		36	Hill Road	Hill Road	Hill Road



### 3.3.1 Bethesda Metrorail Station

As a major multimodal hub in the center of one of the County's major urban districts, the Bethesda Metrorail Station has strong ridership, land use, and transit connection opportunities.

In the Level 1 screening, two options were proposed for this station: 1) in the existing bus bays, or 2) at the future southern entrance to the Metrorail Station and the Purple Line.

In the Level 2 screening, these two options for the station at the Bethesda Metrorail Station were further assessed. Based on coordination with the Maryland-National Capital Park and Planning Commission (M-NCPPC), MCDOT determined that the station would be placed at the South Entrance in conformity with the Bethesda Sector Plan.

**Station Location for All Alternatives:** In the northbound direction, the station would be located on MD 355 on the immediate far side of the Elm Street/Waverly Street intersection. In the southbound direction, the station would be located on the immediate far side of the Elm Street/Waverly Street intersection.

Modeled Ridership: At 1,050-1,200 daily riders, modeled ridership exceeds the 500-rider threshold.

Recommendation: Retain station at location of new Bethesda Metrorail South Entrance.

### 3.3.2 MD 355 and Cordell Avenue

This location performs well in the current and future ridership analysis and has dense, urban land uses that are expected to grow under the Bethesda Sector Plan. Some right-of-way has been reserved from redevelopment already.

In both the Level 1 and Level 2 screening, this station was retained.

**Station Location for All Alternatives:** In the southbound direction, the station would be located at the immediate far side of Cordell Avenue. Through the development process, space has been reserved at that location for a BRT station. In the northbound direction, the potential station location options are more constrained due to frequent driveways. Therefore, the station would be placed on the far side of the Cordell intersection after West Virginia Avenue because of space constraints and conflicts with the Cordell Avenue intersection.

**Modeled Ridership:** At 550-600 daily riders, modeled ridership exceeds the 500-rider threshold.

**Recommendation: Retain** this station location.

### 3.3.3 Medical Center Metrorail Station

With the strong connection and ridership at the Medical Center Metrorail Station and bus bays and the substantial activity at both the National Institutes of Health (NIH) and Naval Support Activity-Bethesda, the Medical Center Metrorail station is a strong location for a BRT station.





In the Level 1 screening, two options were considered for this station: 1) in the existing bus bays or 2) on street. Based on the Level 2 screening, MCDOT recommends serving the Medical Center via MD 355, using the existing bus pull-out lane in southbound direction and existing bus stop (with enhancements) in the northbound direction in order to minimize bus delay caused from circling the bus loop.

Station Location for All Alternatives: In the southbound direction, the station is located at the immediate far side of the intersection of South Drive/Wood Road. This station is located in the existing bus pullout lane. However, to accommodate the BRT station, the pullout will be eliminated. Buses will stop in the curb lane. In the northbound direction, the station is located on the immediate near side of the intersection of South Drive/Wood Road. This placement is necessary due to space constraints on the far side of the intersection due to the proximity of the fence line for Naval Support Activity-Bethesda to the sidewalk and road. This station would also facilitate transfers to Metrorail via the new MD 355 Crossing project. Further consideration of potential conflicts with the new tunnel being constructed for the MD 355 Crossing Project will be needed during final design.

**Modeled Ridership:** At 600-700 daily riders, modeled ridership exceeds the 500-rider threshold in all alternatives.

Recommendation: Retain this station at the location on MD 355.

### **3.3.4** *MD 355 and Cedar Lane*

This station location performed relatively poorly on the ridership modeling conducted in the Phase 1 study, has limited existing ridership, and is located at a busy intersection—one of the busiest in the County—with substantial turning movements. While the land use to the north of the station is single-family housing, the station could serve as a potential congestion relief mechanism for Medical Center (NIH and Naval Support Activity-Bethesda) travel. For that reason, both the Level 1 and Level 2 screenings recommend the station should be considered as a **future station**.

**Station Location for All Alternatives:** In the northbound direction, the station would be located at the far side of the Cedar Lane intersection in the vicinity of the existing bus stop between Cedar Lane and Elmhurst Drive. In the southbound direction, the station would be located at the far side of the Cedar Lane intersection in the vicinity of the existing bus stop at North Drive.

**Modeled Ridership:** With 100-150 daily riders, modeled ridership fails to exceed the 500-rider threshold in all alternatives.

**Recommendation:** The Phase 2 ridership results support the Level 1 decision to consider this station location as a **future** station. This station may serve as a relief station for NIH and Naval Support Activity-Bethesda-bound travelers in the future.

### 3.3.5 MD 355 and Pooks Hill Road

This station location serves the high-rise apartments and condominiums of the Pooks Hill area, as well as single-family residential in Locust Hill. Due to I-495, I-270, and the WMATA bridge coming together in this





area, right-of-way is constrained. Existing transit ridership is low. Both the Level 1 and Level 2 screenings recommend considering this station location as a future station.

Station Location for All Alternatives: In the northbound direction, the station would be located at the near side of the Pooks Hill Road intersection. This location was chosen because a far side station would interfere with the I-495 on-ramp and would not be connected to pedestrian infrastructure. However, this station location does have an impact on both private property and Bellevue Road in the Locust Hill neighborhood. That road would need be narrowed in the immediate vicinity of the station to facilitate the construction of a retaining wall. In the southbound direction, the station would be located at the far side of the Pooks Hill Road intersection between the driveways of 9650 Rockville Pike.

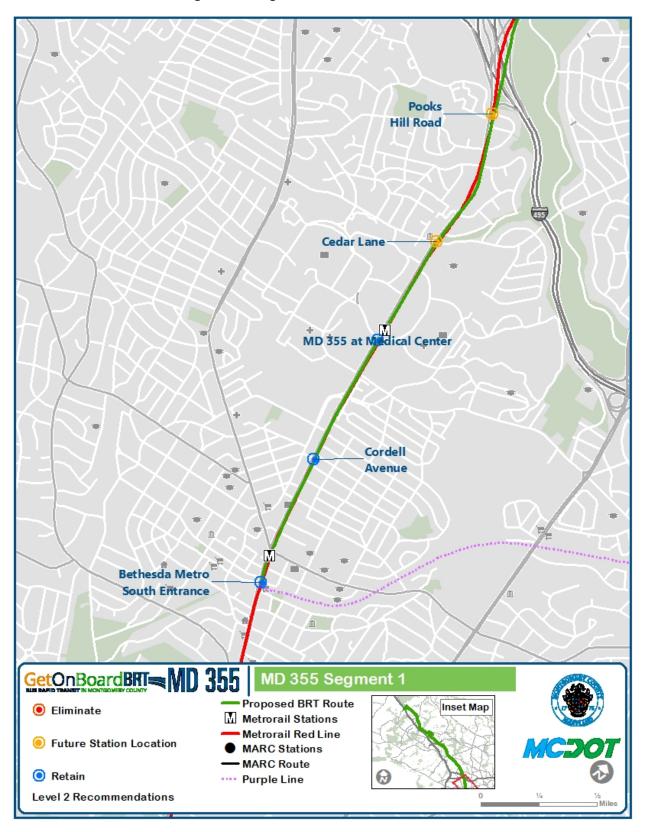
**Modeled Ridership:** With 400 daily riders, modeled ridership fails to exceed the 500-rider threshold in all alternatives.

**Recommendation:** The low ridership and more challenging engineering requirements support the Level 1 decision to consider this station location as a **future** station.





Figure 3-1: Segment 1 Station Recommendations





# 3.4 Segment 2 – Screening Results

Table 3-3: Segment 2 – Level 1 Screening Results

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RIDERSHIP	Land Use	PEDESTRIAN & BICYCLE CONNECTIONS	TRANSIT CONNECTIONS	Street Network

# **Segment 2 (Tuckerman Lane to Dodge Street)**

	Grosvenor- Strathmore	MD 355	High	High	Medium	High	High
<b>√</b>	Metrorail Station	Bus Bays	High	High	Medium	High	Medium
✓	MD 355 and Secu	ırity Lane	Medium-High	High	High	High	Medium
,	White Flint Metrorail	South Entrance	High	High	High	High	High
<b>✓</b>	Station	North Entrance	High	High	High	Medium	High
✓	MD 355 and Hub	bard Drive	Medium	Medium	High	Medium	Medium
<b>√</b>	MD 355 and Halp	oine Road	High	High	Medium	Medium	Medium
	MD 355 and Temp	oleton Place	Medium	Medium	Medium	Medium	Low
✓	MD 355 and Edm	onston Drive	Medium	Medium-High	High	Medium	Medium
	MD 355 and Mour	nt Vernon Place	Low	Medium	Medium	Medium	Medium

Table 3-4: Segment 2 – Level 2 Screening Process

Ctation I continu	Level 2 Decele	Discotion	Alternative A	Alternative B	Alternative C
Station Location	Level 2 Result	Direction	Station Siting	Station Siting	Station Siting
Grosvenor-		NB	Near side in existing bus pullout	Near side in existing bus pullout	Near side in existing bus pullout
Strathmore Metrorail Station	Retain	SB	Far side of Tuckerman Lane (north segment)	Far side of Tuckerman Lane (north segment)	Far side of Tuckerman Lane (north segment)
MD 355 and	Retain	NB	Far side of Security Lane	Far side of Security Lane	Far side of Security Lane
Security Lane		SB	Far side of Security Lane	Far side of Security Lane	Far side of Security Lane
White Flint	Dotain	NB	Far side of Marinelli Rd	Far side of Marinelli Rd	Far side of Marinelli Rd
Metrorail Station	Retain	SB	Near side of Marinelli Rd	Near side of Marinelli Rd	Near side of Marinelli Rd
MD 355 and Hubbard Drive	Retain – Move to	NB	Near side of Bou Avenue	Near side of Bou Avenue	Near side of Bou Avenue
	Bou Avenue	SB	Far side of Bou Avenue	Far side of Bou Avenue	Far side of Bou Avenue



#### **Station Screening Report**

Station Location	Level 2 Result	Direction	Alternative A	Alternative B	Alternative C
Station Location	Level 2 Result	Direction	Station Siting	Station Siting	Station Siting
		NB	Far side of Halpine	Far side of Halpine	Far side of Halpine
MD 355 and	Dotoin	IND	Road	Road	Road
Halpine Road	Retain	SB	Far side of Halpine	Far side of Halpine	Far side of Halpine
		36	Road	Road	Road
		NB	Far side of	Far side of	Far side of Templeton
MD 355 and	Future	INB	Templeton Place	Templeton Place	Place
Templeton Place		SB	Far side of	Far side of	Far side of Templeton
			Templeton Place	Templeton Place	Place
		NB	Near side of	Near side of	Near side of
MD 355 and	Dotoin	IND	Edmonston Drive	Edmonston Drive	Edmonston Drive
<b>Edmonston Drive</b>	Retain	SB	Far side of	Far side of	Far side of Edmonston
		36	Edmonston Drive	Edmonston Drive	Drive
MD 255 and		NB	Near side of Mount	Near side of Mount	Near side of Mount
MD 355 and Mount Vernon Place	Potain	IND	Vernon Place	Vernon Place	Vernon Place
	Retain	CD	Near side of Mount	Near side of Mount	Near side of Mount
		SB	Vernon Place	Vernon Place	Vernon Place

#### **3.4.1** Grosvenor-Strathmore Metrorail Station

Because of the transit connections and ridership at the Grosvenor-Strathmore Metrorail Station and the high-density, though largely residential, land uses, this is a strong location for a station. Level 1 evaluated two options for this station: 1) in the bus bays east of the Metrorail station or 2) on street, including use of the existing bus pull-in lane in the northbound direction. To speed bus operations, it is recommended to serve Grosvenor-Strathmore on street for through-traveling service patterns, using the existing on-street bus pull-in lane on the east side of MD 355 in the northbound direction and the existing area of the bus stop on the west side of MD 355 in the southbound direction. Where service patterns terminate at Grosvenor-Strathmore, buses will make use of the bus loop for layover while providing service on street. This approach was confirmed in the Level 2 screening.

MCDOT generally determined that to promote the efficient operations of the BRT the service should remain on MD 355 where connections to transit centers can be made easily, unless service patterns dictate otherwise.

**Station Location for All Alternatives:** In the northbound direction, the station would be located in the existing bus pullout lane on the near side of the intersection with Tuckerman Lane. In the southbound direction, the station for all continuing service would be located on the immediate far side of the intersection with Tuckerman Lane. For service patterns that terminate at Grosvenor-Strathmore, the southbound station would be located in the existing bus bays.

**Modeled Ridership:** With 600-750 daily riders, the modeled ridership exceeds the 500-rider threshold.

Recommendation: Retain this station location with the specific stops indicated above.



#### 3.4.2 MD 355 and Security Lane

This station serves the southern end of the White Flint Sector Plan, including the future redevelopment of the White Flint Mall and the North Bethesda Market development. The current and future land use support BRT service. The ridership is scored a "medium-high" due to a large discrepancy in current and future ridership projected. Whereas bus ridership is very low at this location presently (due in part to the current status of the White Flint Mall redevelopment), it performs very well in future modeling in the Level 2 Screening. It is recommended to **retain** this station location.

**Station Location for All Alternatives:** In both the north and southbound directions, the station is located at the immediate far side of the intersection with Security Lane.

Modeled Ridership: With 600-650 daily riders, the modeled ridership exceeds the 500-rider threshold.

Recommendation: Retain this station location.

#### 3.4.3 White Flint Metrorail Station

Because of the transit connections at the White Flint Metrorail Station, and the high levels of current and planned development in the White Flint Sector, this is a strong location for a station. There were two options evaluated for this station in Level 1: 1) at the existing WMATA entrance at Marinelli Road or 2) at the proposed WMATA north entrance at Old Georgetown Road (MD 187). Because of the complexity of the intersection at Old Georgetown Road and the strong connections to existing bus service at Marinelli Road, it is recommended to **retain** and locate this station at Marinelli Road.

**Station Location for All Alternatives:** In the northbound direction, the station would be located at the far side of the Marinelli intersection. In the southbound direction, the station would be located at the near side of the Marinelli Road intersection to provide a direct connection to the crosswalk and tunnel to the WMATA Metrorail station.

Modeled Ridership: With 1,950-2,150 daily riders, the modeled ridership exceeds the 500-rider threshold.

**Recommendation: Retain** this station location with the specific stops indicated above.

#### 3.4.4 MD 355 and Hubbard Drive/Bou Avenue

This station serves the Montrose Crossing shopping center and the White Flint II sector more broadly. The current and future land uses at this location support BRT service, though there are constraints due to the proximity of the stop to the Montrose Parkway underpass. It is recommended to **retain** this station location.

During the engineering work for the three Alternatives in the Level 2 screening, MCDOT determined that there was insufficient space to place a station at Hubbard Drive without conflicts with the Montrose Parkway interchange. Therefore, the station location was moved to the nearby Bou Avenue intersection.



#### **Station Screening Report**

**Station Location for All Alternatives:** In the northbound direction, the station would be located at the near side of Bou Avenue. A near side station is preferred to better connect with planned redevelopment at Montrose Crossing. In the southbound direction, the station would be located at the immediate far side of Bou Avenue.

Modeled Ridership: With 700-750 daily riders, the modeled ridership exceeds the 500-rider threshold.

**Recommendation: Retain** this station with the stops at Bou Avenue. Rename the station as **"MD 355 and Bou Avenue**."

#### 3.4.5 MD 355 and Halpine Road

The Phase 1 study determined that the BRT should serve MD 355 and Halpine Road, as opposed to Twinbrook Metrorail Station. This study concurs generally with that approach, as connections to Metrorail are available at White Flint and Rockville Stations. Meanwhile, there is substantial housing and retail use west of MD 355 that is not as well served by a stop at the Twinbrook Metrorail Station, which is located to the east of MD 355. New development is proposed at this intersection. It is recommended to **retain** this station location.

**Station Location for All Alternatives:** In the northbound and southbound directions, the station would be located at the immediate far side of the Halpine Road intersection.

Modeled Ridership: With 1,700-1,850 daily riders, the modeled ridership exceeds the 500-rider threshold.

**Recommendation: Retain** this station with the specific stops indicated above.

## 3.4.6 MD 355 and Templeton Place/MD 355 and Edmonston Drive

These two stations between White Flint and the Rockville Town Center offer potential benefits to serving the southern area of Rockville. However, they serve similar markets. The land use and street network evaluation scores in the Level 1 Screening are better at Edmonston Drive, which also presents future redevelopment opportunities and strong east-west connections. Meanwhile, the limited street network and developable area at Templeton Place, constrained by the Country Club and the Metrorail Red Line/CSX Metropolitan Subdivision, limit the effectiveness of that stop location. Additionally, Edmonston Drive is favored from a stop spacing and future land use standpoint. The service area for Templeton Place overlaps substantially with that of Halpine Road. In the Level 1 Screening, it was recommended to consider Templeton Place as a future station, and to retain Edmonston Drive.

In the Level 2 Screening, the Project Team evaluated the potential close spacing of stations at Halpine Road, Templeton Place, Edmonston Drive, Mount Vernon Place, and Rockville Metrorail Station. If all five stations were to move forward, then there would be five stations in two miles. Based on the ridership, the four highest-performing stations were selected to move forward (Halpine Road, Edmonston Drive, Mount Vernon Place, and Rockville Metrorail Station). This analysis supported the Level 1 screening decision to consider Templeton Place as a **future** station location and Edmonston Place as an initial station location.





#### **MD 355 and Templeton Place**

**Station Location for All Alternatives:** In the northbound and southbound directions, the station would be located at the immediate far side of the Templeton Place intersection.

Modeled Ridership: With 600 daily riders, the modeled ridership exceeds the 500-rider threshold.

**Recommendation:** Consider this station location as a **future** station location.

#### MD 355 and Edmonston Drive

**Station Location for All Alternatives:** In the northbound direction, the station would be located at the immediate near side of Edmonston Drive. A near side station would be preferred because of the number of driveways on the far side of the intersection. In the southbound direction, the station would be located on the far side of Edmonston Drive. For Alternatives A and C, this station must to be placed beyond the first parcel to the location of the existing bus stop due to conflicts with driveways and to reduce impacts to the parking spaces at the corner parcel.

Modeled Ridership: With 1,000-1,500 daily riders, the modeled ridership exceeds the 500-rider threshold.

**Recommendation: Retain** this station location at the stops identified above.

#### 3.4.7 MD 355 and Mount Vernon Place

City of Rockville staff proposed the consideration of a station location at Mount Vernon Place, south of the center of Rockville. This location has low existing ridership (twelve daily boardings), automobile-oriented current land uses, and is not signalized while also being relatively close to two existing signalized intersections (Wootton Parkway and Richard Montgomery Drive/Dodge Street). However, the Rockville Master Plan calls for increased development and enhanced pedestrian and bicycle infrastructure along the corridor that may make Mount Vernon Place an attractive location for a station. Based on the Level 1 Screening, this station location was considered as a **future station**. However, based on the ridership analysis performed, the Level 2 Screening recommended Mount Vernon Place be **retained** as an initial station.

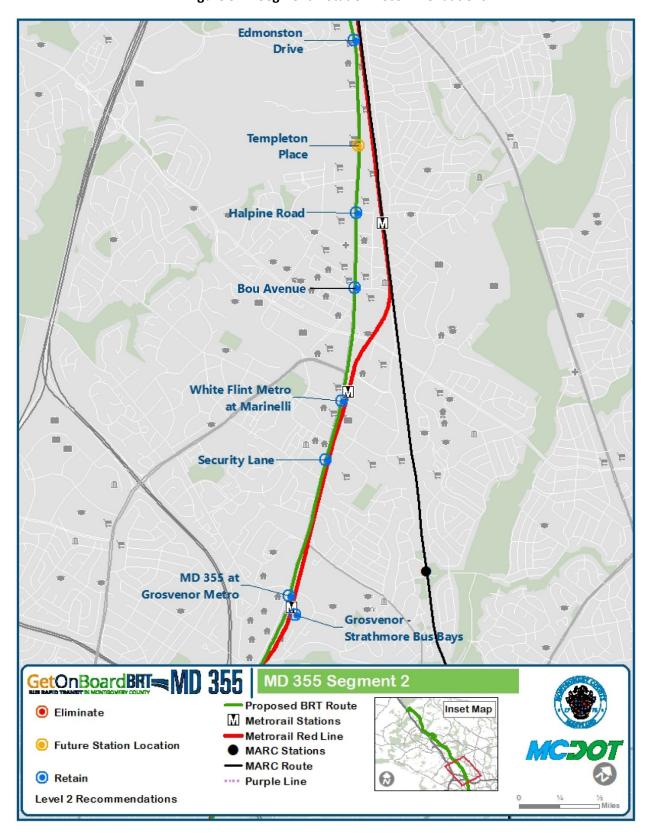
**Station Location for All Alternatives:** In the northbound and southbound directions, the station would be located at the immediate near side of the Mount Vernon Place intersection. While the frequency of driveways remains a challenge on both the near and far side of Mount Vernon Place, geometric constraints are less severe with a near side placement.

Modeled Ridership: With 650-700 daily riders, the modeled ridership exceeds the 500-rider threshold.

**Recommendation: Retain** this station location at the stops identified above. See Section 4.2.6 for further discussion.



Figure 3-2: Segment 2 Station Recommendations





# 3.5 Segment 3 – Screening Results

Table 3-5: Segment 3 – Level 1 Screening Results

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RIDERSHIP	LAND USE	PEDESTRIAN & BICYCLE CONNECTIONS	Transit Connections	Street Network

# **Segment 3 (Dodge Street to College Parkway)**

	Rockville	Bus Bays	High	High	Medium	High	High
✓	Metrorail Station	MD 355 and Park Road/ Middle Lane	High	High	Medium	High	High
	MD 355 and Future	e Dawson Avenue	N/A	Medium	High	Medium	High
	Montgomery	Mannakee Street	High	High	High	Medium	High
✓	College – Rockville	Campus	High	High	High	Medium	High
	KOCKVIIIE	Parking Lot #13	High	High	High	Medium	Medium
	MD 355 and Colleg	ge Parkway	N/A	Medium	Medium	Medium	Medium
X	MD 355 and Gude	Drive	N/A	Medium	Medium	Medium	Medium

Table 3-6: Segment 3 – Level 2 Screening Process

Station Location	Level 2 Result	Direction	Alternative A	Alternative B	Alternative C
			Station Siting	Station Siting	Station Siting
Rockville	Datain	NB	Near side of E. Middle Lane on MD 355	Near side of E. Middle Lane on MD 355	Near side of E. Middle Lane on MD 355
Metrorail Station	Retain	SB	Near side of E. Middle Lane on MD 355	Near side of E. Middle Lane on MD 355	Near side of E. Middle Lane on MD 355
MD 355 and Future Dawson	Futuro	NB	Far side of signal at 451 Hungerford Drive	Far side of signal at 451 Hungerford Drive	Far side of signal at 451 Hungerford Drive
Avenue	Future	SB	Far side of signal at 451 Hungerford Drive	Far side of signal at 451 Hungerford Drive	Far side of signal at 451 Hungerford Drive
Montgomery	Retain _	NB	Near side of Mannakee Street in Parking Lot 13 transit center; College bus bays	Near side of Mannakee Street (continuing); College bus bays (terminating)	Near side of Mannakee Street in Parking Lot 13 transit center; College bus bays
College-Rockville		SB	Far side of Mannakee Street in Parking Lot 13 transit center; College bus bays	Far side of Mannakee Street (continuing); College bus bays (terminating)	Far side of Mannakee Street in Parking Lot 13 transit center; College bus bays



#### **Station Screening Report**

Station Location	Level 2 Result	Direction	Alternative A	Alternative B	Alternative C
			Station Siting	Station Siting	Station Siting
	Future -	NB	Far side of College	Far side of College	Far side of College
MD 355 and			Parkway	Parkway	Parkway
College Parkway		SB	Far side of College	Far side of College	Far side of College
			Parkway	Parkway	Parkway

#### 3.5.1 Rockville Metrorail Station

Two options were proposed for this station: 1) in the existing bus bay/station facility or 2) at Park Road/Middle Lane. Because of the existing challenges at the bus bays, it is recommended to place this station on street at Park Road/Middle Lane until further study of the Rockville Metrorail Station is conducted. Additionally, the future Veirs Mill BRT will stop at Rockville Metrorail Station. WMATA has identified the capacity constraints of the bus bays on existing and future service as an area of concern to the agency. However, the bus bays offer stronger transfer options than an on-road option and may be preferred if a reasonable strategy could be devised. It is recommended to **retain** this station location and place the station on-street.

**Station Location for All Alternatives:** In the northbound direction, the station would be located to the immediate near side of E. Middle Lane. In the southbound direction, the station would be located to the immediate near side of E. Middle Lane. A near side location is preferred at this location because of conflicts with the Town Rd and 255 Rockville Pike access points on the far side.

Modeled Ridership: With 1,050-1,150 daily riders, modeled ridership exceeds the 500-rider threshold.

**Recommendation: Retain** this location at the specific stops indicated above.

#### 3.5.2 MD 355 and Future Dawson Avenue

This station location has been added for consideration based on City of Rockville staff's interest in a station between the Metrorail Station and the Montgomery College to provide greater access to the redeveloping Town Center area. While elements of the Town Center are beginning to be developed around this site, automobile-oriented commercial activity predominates, and the modeled ridership did not meet the ridership threshold for this segment. Therefore, both the Level 1 and Level 2 Screenings recommended that this station be considered as a **future station** location as the Town Center continues to develop.

**Station Location for All Alternatives:** In the northbound and southbound directions, the station would be located at the immediate far side of the signal at 451 Hungerford Drive.

Modeled Ridership: With 450 daily riders, modeled ridership fails to exceed the 500-rider threshold.

**Recommendation:** The low ridership supports the Level 1 decision to consider this station location as a **future** station.



#### 3.5.3 Montgomery College – Rockville

The Montgomery College campus is an active location with high levels of existing transit use, making it a strong location for a BRT station. Three options for the station were evaluated in Level 1 Screening: 1) on 355 at Mannakee Street; 2) in the existing College bus loop; or 3) in Parking Lot 13. While the station at Mannakee has space constraints, keeping the stop on MD 355 will enhance the efficiency of the service. The College bus loop adds running time and potential pedestrian conflicts to the service, unless a service pattern terminates at the College. In the Level 1 screening, It was recommended to **retain** this station location to study the specific desired location further, keeping all three options available. Based on the BRT service planning incorporated in the Level 2 Screening, MCDOT determined that terminating services would use the existing bus bays while continuing services would use the two station locations closer to, or on, Mannakee. This approach allows for the terminating service to have sufficient space to turn around while allowing the continuing service to operate efficiently.<sup>9</sup>

**Station Locations for Alternatives A and C:** For all services, In the northbound and southbound directions, one station would be located at the far east side of Parking Lot 13 in a new transit center. In the northbound and southbound direction, the BRT vehicle would enter via Ivy League Lane and depart via Mannakee Street. Service would also be provided at the existing bus bays on the college campus.

**Station Locations for Alternative B:** For continuing services in the northbound direction, the station location would be at the immediate near side of Mannakee Street. This location is preferred because of the lack of available right-of-way on the far side due to the presence of WMATA tracks and the lack of other attractors on the far side. In the southbound direction, the station would be located at the immediate far side of Mannakee Street. For terminating services, both north and southbound buses use the western-most slip at the existing bus loop adjacent to the campus buildings.

Modeled Ridership: With 1,550-2,300 daily riders, modeled ridership exceeds the 500-rider threshold.

**Recommendation: Retain** this location at the specific stops indicated above.

# 3.5.4 MD 355 and College Parkway/Gude Drive

These station locations were added for consideration based on City of Rockville staff's request to study an additional station location between Montgomery College and the Shady Grove area. In the Level 1 Screening, MD 355 and College Parkway's land use scored "low-medium" because it is predominated by automobile-oriented retail and industrial activity. However, the station location does provide access to the north end of the College and some garden-style apartments. Therefore, in the Level 1 Screening it was recommended to consider **College Parkway as a future station.** Ridership modeling conducted in Level 2

<sup>&</sup>lt;sup>9</sup> Further study of this station location will also consider future space needs for the future terminus of the planned Veirs Mill BRT line.



## **Station Screening Report**

Screening confirmed this future location as ridership levels failed to meet the ridership threshold in this segment.

**Station Location for All Alternatives:** In the northbound and southbound directions, the station would be located at the immediate far side of the College Parkway intersection.

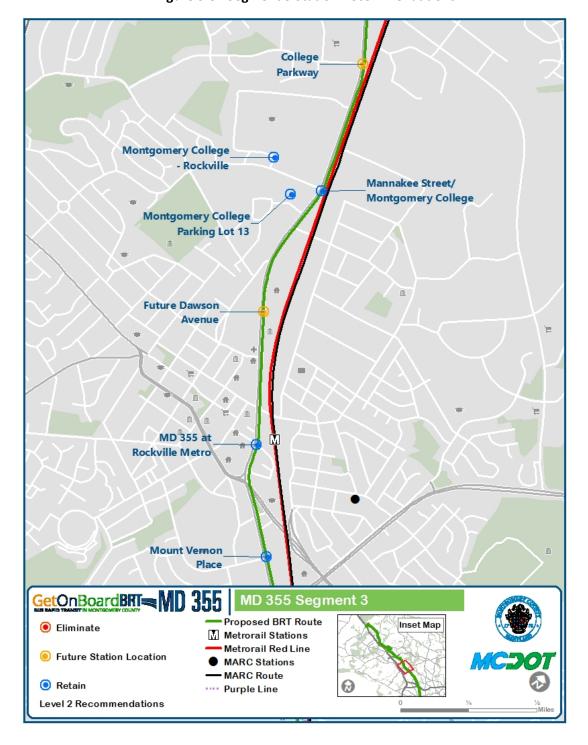
Modeled Ridership: With 400 daily riders, modeled ridership fails to exceed the 500-rider threshold.

**Recommendation:** The low ridership supports the Level 1 decision to consider this station location as a **future** station.

Gude Drive, which had been eliminated in the Phase 1 study, was also reexamined at the request of City of Rockville staff. Due to the size of the Gude Drive intersection, the interchange proposed for this intersection in the Shady Grove Master Plan, and the nature of the adjacent land uses, particularly the number of car dealerships, College Parkway would be favored. Even if redevelopment of those land uses adjacent to the Gude Drive intersection were made, the road conditions would still make College Parkway a preferable location. MCDOT therefore recommended **eliminating Gude Drive** from consideration in the Level 1 Screening.



Figure 3-3: Segment 3 Station Recommendations





# 3.6 Segment 4 – Screening Results

**Table 3-7: Segment 4 – Level 1 Screening Results** 

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RIDERSHIP	LAND USE	PEDESTRIAN & BICYCLE CONNECTIONS	Transit Connections	Street Network

# **Segment 4 (College Parkway to Summit Avenue)**

<b>✓</b>	MD 355 and Indianola Drive		High	Medium	High	Medium	High
		Somerville Road	High	High	Medium	High	Medium
<b>✓</b>	Shady Grove Metrorail Station	MD 355 and King Farm Boulevard	High	High	High	Medium	High
		Bus Bays	High	High	High	High	High
<b>✓</b>	MD 355 and South Westland Drive		Medium	Medium	High	Medium	High
<b>✓</b>	MD 355 and Education Boulevard		High	Medium	Medium	Medium	Medium

Table 3-8: Segment 4 – Level 2 Screening Process

Station Location	Level 2 Result	Direction	Alternative A	Alternative B	Alternative C
			Station Siting	Station Siting	Station Siting
MD 355 and Indianola Drive	Retain	NB	Far side of Indianola Drive	Far side of signal to Lexus of Rockville entrance	Far side of Indianola Drive
indianola Drive		SB	Far side of Indianola Drive	Far side of Indianola Drive	Far side of Indianola Drive
Shady Grove	Retain at	NB	Far side of Redland Road on Somerville Drive	Far side of Redland Road on Somerville Drive	Far side of Redland Road on Somerville Drive
Metrorail Station	Redland/Somerville	SB	Near side of Redland Road on Somerville Drive	Near side of Redland Road on Somerville Drive	Near side of Redland Road on Somerville Drive
MD 355 and	Datain	NB	Far side of S. Westland Drive	Far side of S. Westland Drive	Far side of S. Westland Drive
South Westland Drive	Retain	SB	Near side of S. Westland Drive	Near side of S. Westland Drive	Near side of S. Westland Drive
MD 355 and	Retain	NB	Near side of Education Boulevard	Near side of Education Boulevard	Near side of Education Boulevard
Education Boulevard		SB	Far side of Education Boulevard	Far side of Education Boulevard	Far side of Education Boulevard



#### 3.6.1 MD 355 and Indianola Drive

This station location provides service to the southern portions of the King Farm neighborhood. In the Level 1 Screening, the long-term development expected around the station and the positive Phase 1 ridership assessment led MCDOT to **retain** the station location as an initial station location. However, in the ridership analysis performed during the Level 2 Screening, ridership at this station location failed to meet the threshold for this segment of the BRT. As a result, this location was changed to a **future** option.

**Station Location for Alternatives A and C:** In the northbound and southbound directions, the station would be located at the immediate far side of the Indianola Drive intersection.

**Station Location for Alternative B:** In the northbound direction, the roadway is too curved at the Indianola Drive intersection to accommodate a station. As a result, the northbound station would be located at the far side of the previous signal. This signal provides access to commercial parcels including 15501 Frederick Road and is located 1,000 feet from Indianola Drive. In the southbound direction, the station would be located at the immediate far side of the Indianola Drive intersection.

Modeled Ridership: With 450 daily riders, modeled ridership fails to exceed the 500-rider threshold.

**Recommendation:** Due to the low ridership and the challenges in siting an appropriate station location in Alternative B, consider this station location as a **future** option after service launches.

## 3.6.2 Shady Grove Metrorail Station

As the end of the Metrorail Red Line and a stop for many connecting local bus services, Shady Grove is a strong location for a station.<sup>10</sup> Three options were evaluated for this station location in Level 1: 1) on MD 355 at King Farm Boulevard, 2) in the existing bus bays, or 3) along Somerville Drive. The preferred approach was further evaluated in the Level 2 analysis. It is recommended to **retain** this station location.

In the engineering analysis as part of the Level 2 screening, MCDOT concluded that the Somerville Drive location provided a compromise between King Farm Boulevard, which is likely too distant from the Metrorail Station to provide a useful connection, and the bus bays, which are congested.

**Station Location for All Alternatives:** In the northbound direction, the station is located at the far side of the intersection with Redland Road on Somerville Drive. To facilitate transfers, the station is placed close to the beginning of the station bus loop. In the southbound direction, the station is located at the near side of the intersection with Redland Road on Somerville Drive, again to facilitate transfers to bus and Metrorail.

Modeled Ridership: With 2,650-3,750 daily riders, modeled ridership exceeds the 500-rider threshold.

<sup>&</sup>lt;sup>10</sup> This location is the proposed southern terminus of the Corridor Cities Transitway (CCT). The designs, transfer opportunities, and space considerations for the CCT will be considered in the planning of the BRT.



**Recommendation:** Retain this location at the specific stop indicated above. MCDOT will continue to coordinate with WMATA to explore opportunities to address bus circulation at Shady Grove Metro Station, in order to improve operations generally and to place BRT closer to the main station entrance.

#### 3.6.3 MD 355 and South Westland Drive

The Gaithersburg BRT study proposed North Westland Drive as a station location and the MD 355 Phase 1 study considered a station location at South Westland Drive. The Level 1 and Level 2 Screening in this study evaluated the South Westland Drive option. While it is not a high density area, there is a mix of uses at this location. From a stop spacing perspective, South Westland Drive fills a notable gap between Education Boulevard and Shady Grove Metrorail Station, which otherwise leaves southern Gaithersburg underserved. For those reasons, it is recommended to **retain** this station location as an initial station.

**Station Location for All Alternatives:** In the northbound direction, the station would be located on the immediate far side of South Westland Drive. In the southbound direction, the station would be located on the immediate near side of South Westland Drive to reduce driveway and property conflicts.

**Modeled Ridership:** With 500-550 daily riders, modeled ridership exceeds the 500-rider threshold.

**Recommendation:** This station performed well in the ridership modeling in this phase. This station also places an important role in stop spacing. In the absence of the station, there would be no stop between Shady Grove and Education Blvd, a distance of two miles. Therefore, it is recommended that this location be **retained**.

## 3.6.4 MD 355 and Education Boulevard

Potential stations within Gaithersburg south of the Father Cuddy Bridge face different right-of-way challenges due to a relatively tight cross section and nearby cultural and historic resources. It is likely that stations at Deer Park Drive and South Summit Drive would effectively serve these areas. However, previous studies indicated that placing stations there would create unacceptable right-of-way and historic property impacts. As a result, Education Boulevard can best serve the dense apartments to its south. It is recommended to **retain** this station location.

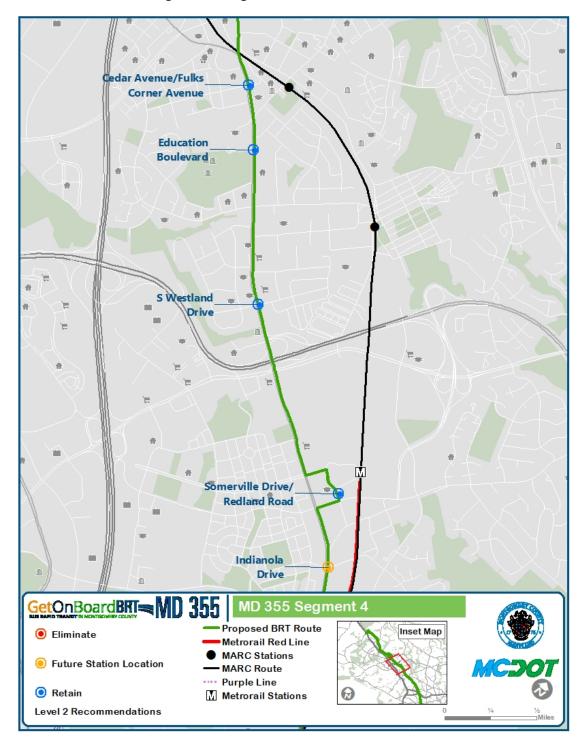
**Station Location for All Alternatives:** In the northbound direction, the station would be located on the near side of the Education Boulevard intersection, set back by one property from the intersection. This location was chosen to minimize the property impacts associated with the far side station location and because of existing driveways to the near side property abutting the intersection. In the southbound direction, the station would be located at the far side of the intersection.

Modeled Ridership: With 800-1,000 daily riders, modeled ridership exceeds the 500-rider threshold.

**Recommendation: Retain** this location at the specific stops indicated above.



Figure 3-4: Segment 4 Station Recommendations





# 3.7 Segment 5 – Screening Results

**Table 3-9: Segment 5 – Level 1 Screening Results** 

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RIDERSHIP	Land Use	PEDESTRIAN & BICYCLE CONNECTIONS	TRANSIT CONNECTIONS	Street Network

# Segment 5 (Summit Avenue to MD 124)

<b>√</b>	MD 355 and Ceda Corner Avenue	ar Avenue/Fulks	Medium	High	Medium	High	Medium
<b>✓</b>	MD 355 and Ches Walker Avenue	stnut Street/	High	Medium	Low	Medium	Medium
<b>√</b>	MD 355 and Ode	ndhal Avenue	High	High	Medium	Medium	High
		Transit Center	Medium	High	Medium	High	High
,	Lakeforest	Russell Avenue	Medium	High	High	High	Medium
<b>V</b>	Transit Center	MD 355 and Lakeforest Boulevard	Medium	Medium High	Medium	Medium	High

**Table 3-10: Segment 5 – Level 2 Screening Process** 

Station		<b>-</b>	Alternative A	Alternative B	Alternative C
Location	Level 2 Result	Direction	Station Siting	Station Siting	Stati on Siting
MD 355 and Cedar		NB	Far side of Cedar Avenue/Fulks Corner Avenue	Near side of Cedar Avenue/Fulks Corner Avenue	Far side of Cedar Avenue/Fulks Corner Avenue
Avenue/Fulks Corner Avenue	Retain	SB	Near side of Cedar Avenue/Fulks Corner Avenue	Far side of Cedar Avenue/Fulks Corner Avenue	Near side of Cedar Avenue/Fulks Corner Avenue
MD 355 and Chestnut	Future	NB	Near side of Chestnut Street/Walker Avenue	Near side of Chestnut Street/Walker Avenue	Near side of Chestnut Street/Walker Avenue
Street/ Walker Avenue	Tuture	SB	Near side of Chestnut Street/Walker Avenue	Near side of Chestnut Street/Walker Avenue	Near side of Chestnut Street/Walker Avenue
MD 355 and Odendhal	<u>Eliminate</u>	NB	n/a	n/a	n/a
Avenue		SB	n/a	n/a	n/a
MD 355 and Lakeforest	Retain	NB	Far side of MD 355 on Lakeforest Boulevard	Far side of MD 355 on Lakeforest Boulevard	Far side of MD 355 on Lakeforest Boulevard
Boulevard	Retain	SB	Far side of Lakeforest Boulevard	Far side of Lakeforest Boulevard	Far side of Lakeforest Boulevard
Lakeforest		NB	Far side of Odendhal Avenue on Lost Knife Road	Far side of Odendhal Avenue on Lost Knife Road	Far side of Odendhal Avenue on Lost Knife Road
Transit Center	Retain	SB	Near side of Odendhal Avenue on Lost Knife Road at existing Transit Center	Near side of Odendhal Avenue on Lost Knife Road at existing Transit Center	Near side of Odendhal Avenue on Lost Knife Road at existing Transit Center



#### 3.7.1 MD 355 and Cedar Avenue/Fulks Corner Road

A station location at MD 355 and Cedar Avenue/Fulks Corner Road was first identified in the Gaithersburg BRT study and then included in the MD 355 Phase 1 study. This station location can provide a strong connection to Old Town Gaithersburg and the MARC Station in the absence of a viable station location at Summit Avenue. The station performed moderately well in ridership modeling but has strong land use connections due to its vicinity to Old Town. A traffic signal will be required at Fulks Corner Road to implement this station and facilitate pedestrian movements. In the Level 1 and Level 2 Screenings, it is recommended to **retain** this station location.

**Station Location for Alternatives A and C:** In the northbound direction, the station would be located on the far side of Fulks Corner Avenue. The station would be located between the two pedestrian pathways to Old Town Avenue to minimize impacts to these existing pedestrian facilities and to avoid the unsuitable geometry of the roadway closer to the intersection. In the southbound direction, the station is located on the near side of Cedar Avenue. The near side location is preferred at this station to minimize property impacts that would result from placing the station on the far side.

**Station Location for Alternative B:** In the northbound direction, the station would be located on the far side of Fulks Corner Avenue. In the southbound direction, the station is located on the far side of Cedar Avenue.

**Modeled Ridership:** With 600-650 daily riders, modeled ridership exceeds the 500-rider threshold.

**Recommendation: Retain** this location at the specific stops indicated above.

#### 3.7.2 MD 355 and Chestnut Street/Walker Avenue

While the land use at this station location suggests that it may better serve as a future station, the station performed well in the Phase 1 ridership assessment. This ridership likely comes from the relative proximity of Old Town Gaithersburg and the rezoned Fairgrounds, as the immediate existing land use is less conducive to high transit uses. <sup>11</sup> Because of the high modeled future ridership, the Level 1 Screening recommended to **retain** this location. Level 2 engineering and ridership analysis indicated that this station location be identified as a future station location.

**Station Location for Alternatives A and C:** In the northbound direction, the station would be located on the immediate near side of the Walker Avenue intersection. In the southbound direction, the station would be located on the near side of Chestnut Street. This station location would be set back to be adjacent to 206 N. Frederick Avenue due to conflicts with driveways in the parcels closer to the intersection.

<sup>&</sup>lt;sup>11</sup> Based on comments from the City of Gaithersburg expressing concerns about this modeling result, a reality check was performed based on MWCOG data. Those results were consistent with the station location drawing ridership from Old Town Gaithersburg and planned land uses in the area.



**Station Location for Alternative B:** During the engineering analysis, MCDOT determined that a reversible guideway was preferred in this section of Segment 5 in Alternative B. To effectively manage the operations of the BRT in the reversible section, this station location would require further engineering analysis to confirm feasibility when land use and ridership conditions justify further consideration of the station location.

Modeled Ridership: With 300-350 daily riders, modeled ridership fails to exceed the 500-rider threshold.

**Recommendation:** Due to the low ridership and the challenges in siting the station location, consider this station as a **future** option after service launches.

#### 3.7.3 MD 355 and Odendhal Avenue

This station location was eliminated in the Phase 1 study because it was too close to a potential station at MD 355 and Lakeforest Boulevard. However, in considering the possibility of serving the Lakeforest Transit Center, MCDOT determined that a station would be needed to effectively serve the land uses along this stretch of MD 355 if a station were to be located at Lakeforest Transit Center. A station location at MD 355 and Lakeforest Boulevard was also considered in the Level 1 Screening as a station to serve either in place of, or in addition to, a station at the Transit Center. Due to their close spacing and similar markets, Lakeforest Boulevard and Odendhal Avenue would not both be included in the Recommended Alternative. In order to test these options further, this station location was recommended to be **retained** in at least one Alternative for Level 2 analysis. The Level 2 analysis and modeling work indicated that a station at Lakeforest Boulevard would be preferred because of the higher ridership at that location. This station location was **eliminated**.

Modeled Ridership: With 550 daily riders, modeled ridership exceeds the 500-rider threshold.

**Recommendation:** It is recommended to place the station at **Lakeforest Boulevard** and **eliminate** the Odendhal Avenue location.

## 3.7.4 Lakeforest Mall/MD 355 and Lakeforest Boulevard

As a major shopping area and existing transit destination, the area around the Lakeforest Mall is a strong potential station location. Three options were evaluated in the Level 1 Screening: 1) at the existing Lakeforest Transit Center, 2) at a relocated Lakeforest Transit Center along Russell Avenue, or 3) at Lakeforest Boulevard. In the case where Option 1 is selected, the location at MD 355 and Lakeforest Boulevard may also provide an effective station location to serve residential and commercial development directly along MD 355. In the Level 1 Screening, it was recommended to **retain** this station location, and that MCDOT evaluate the comparative ridership impacts of exclusively serving the existing Lakeforest Transit Center or providing through-service that stops at Lakeforest Boulevard, as more coordination with the City of Gaithersburg and future redevelopers of the Lakeforest Mall site will be needed to facilitate a relocated transit center. The Level 2 analysis also considered potential modifications to the Transit Center that could simplify northbound BRT service.



For the two options considered in the Level 2 screening, a small operational analysis was performed to understand the value of serving Lakeforest Transit Center and the potential travel-time costs of serving the Transit Center. The results were positive, with minimal travel time impacts and desirable ridership benefits. Additionally, City of Gaithersburg staff indicated the usefulness of the Lakeforest Boulevard station in serving the commercial corridor in this area of the city. On the basis of this analysis and the ridership analysis performed for Odendhal Avenue and Lakeforest Boulevard, MCDOT moved forward with **retaining** the Lakeforest Boulevard and the Lakeforest Transit Center in all alternatives.

#### MD 355 and Lakeforest Boulevard

**Station Location for Alternatives A and C:** In the northbound direction, the station would be located to the immediate far side of the intersection on westbound Lakeforest Boulevard (not on MD 355). In the southbound direction, the station would be located at the far side of the intersection on MD 355 adjacent to 484 N. Frederick Avenue. This location is preferred to avoid driveways closer to the intersection and to reduce conflicts with the bus stopping too close to the intersection after making the left turn back onto MD 355.

**Station Location for Alternative B:** In the northbound direction, the station would be located to the immediate far side of the intersection on Lakeforest Boulevard. In the southbound direction, the station would be located at the far side of the Intersection on MD 355 in the median.

Modeled Ridership: With 600-700 daily riders, modeled ridership exceeds the 500-rider threshold.

**Recommendation:** As described in Section 3.7.3, two station location options for this stretch of MD 355 were under consideration (MD 355 and Odendhal Avenue and MD 355 and Lakeforest Boulevard). Based on the higher ridership and greater redevelopment opportunity, it is recommended to place the station at Lakeforest Boulevard. The station should be placed at the stop locations identified above.

## **Lakeforest Transit Center**

**Station Location for All Alternatives:** In the northbound direction, the station would be located on Lost Knife Road between Contour Road and Odendhal Avenue, north of the existing pedestrian crossing to the Lakeforest Transit Center. In the southbound direction, the station would be located at the existing Lakeforest Transit Center on the near side of the intersection with Odendhal Avenue.

Modeled Ridership: With 2,300 to 3,200 daily riders, modeled ridership exceeds the 500-rider threshold.

**Recommendation: Retain** this station location at the specific stop identified above. MCDOT will continue to pursue relocation of the Lakeforest Transit Center to a more convenient location as part of the likely redevelopment of the Lakeforest Mall.



Figure 3-5: Segment 5 Station Recommendations





# 3.8 Segment 6 – Screening Results

Table 3-11: Segment 6 – Level 1 Screening Results

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RIDERSHIP	Land Use	PEDESTRIAN & BICYCLE CONNECTIONS	TRANSIT CONNECTIONS	Street Network

# Segment 6 (MD 124 to Middlebrook Road)

<b>√</b>	MD 355 and Watkins Mill Road	High	High	Medium	Low	Medium
	MD 355 and Professional Drive	Low	Medium	Medium	Medium	Medium
<b>✓</b>	MD 355 and Gunners Branch Road	High	Medium	High	Medium	High
X	MD 355 and Middlebrook Road	High	Medium	High	Medium	Medium

Table 3-12: Segment 6 – Level 2 Screening Process

Station Location	Level 2 Result	Direction	Alternative A	Alternative B	Alternative C
Station Location	Level 2 Result	Direction	Station Siting	Station Siting	Station Siting
MD 355 and Watkins Mill	Retain	NB	Near side of Watkins Mill Road	Near side of Watkins Mill Road	Near side of Watkins Mill Road
Road		SB	Far side of Watkins Mill Road	Far side of Watkins Mill Road	Far side of Watkins Mill Road
MD 355 and	Situra	NB	Far side of Professional Drive	Far side of Professional Drive	Far side of Professional Drive
Professional Drive	Future SB	SB	Far side of Professional Drive	Far side of Professional Drive	Far side of Professional Drive
MD 355 and	Dataio	NB	Near side of Gunners Branch Road	Near side of Gunners Branch Road	Near side of Gunners Branch Road
Gunners Branch Road	Retain	SB	Far side of Gunners Branch Road	Far side of Gunners Branch Road	Far side of Gunners Branch Road



#### 3.8.1 MD 355 and Watkins Mill Road

This station location serves the residential and office developments around Watkins Mill Road. Because of the current and future land uses, it is recommended to **retain** this station location. Traffic congestion impacts from the completion of the interchange will continue to be assessed throughout this project.

**Station Location for All Alternatives:** In the northbound direction, the station would be located at the near side of the Watkins Mill Road intersection to avoid the horizontal curvature of the curb on the far side of the intersection. In the southbound direction, the station would be located at the far side of the intersection.

Modeled Ridership: With 1,800-2,000 daily riders, modeled ridership exceeds the 500-rider threshold.

Recommendation: Retain this station location at the specific stop identified above.

#### **3.8.2** *MD 355 and Professional Drive*

This station location performed poorly in the ridership assessment in the Phase 1 study. In the ridership analysis in this phase of study, the station failed to meet the ridership threshold in this segment. The current local land uses are industrial or automobile-oriented office parks. Redevelopment may boost ridership in the future. Therefore, the Level 1 and Level 2 screenings recommended that this location be considered as a **future station**.

**Station Location for All Alternatives:** In the northbound and southbound directions, the station would be located at the immediate far side of the Professional Drive intersection.

Modeled Ridership: With 400-450 daily riders, modeled ridership fails to exceed the 500-rider threshold.

**Recommendation:** The low ridership supports the decision to consider this station location as a **future** station.

# 3.8.3 MD 355 and Gunners Branch Drive/MD 355 and Middlebrook Road

The station location at MD 355 and Gunners Branch/Scenery was proposed in this Phase 1 study to serve local low-income populations and fill a large gap between stations in Segment 6. Middlebrook Road, the first station location in Segment 7C, is located at a busy intersection. Little of the development in the vicinity is oriented toward the intersection. To better serve this community and local development, the Level 1 screening recommended to **retain and relocate** the station location to the intersection of MD 355 and Gunners Branch Drive. This location would allow all alternatives to serve a station in this vicinity.

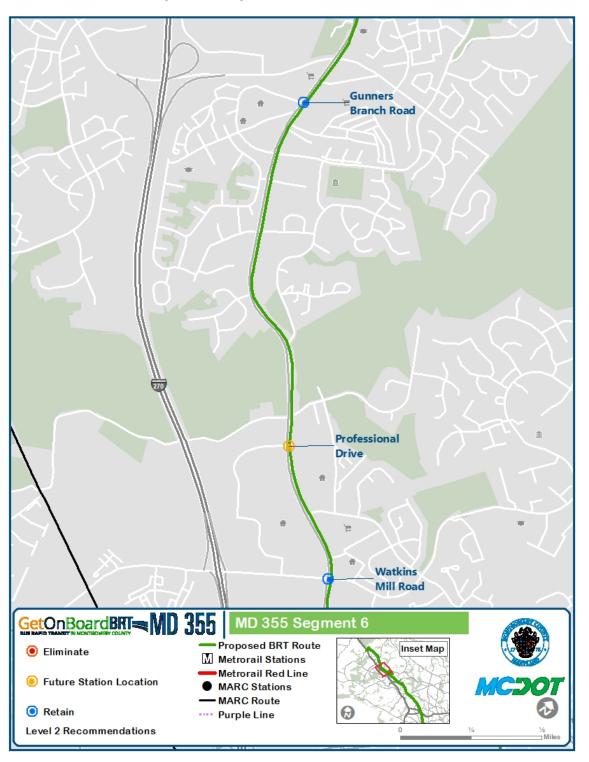
**Station Location for All Alternatives:** In the northbound direction, the station would be located on the near side of the Gunners Branch Road intersection. This location is preferable to facilitate the transition of the service in Alternatives A and B to the left lane and to avoid a large number of utilities at the far side location. In the southbound direction, the station would be located on the far side of the Gunners Branch Road intersection.



**Modeled Ridership:** With 600-750 daily riders, modeled ridership exceeds the 500-rider threshold.

**Recommendation: Retain** this station location at the specific stop identified above.

**Figure 3-6: Segment 6 Station Recommendations** 





# 3.9 Segment 7A – Screening Results

Table 3-13: Segment 7A – Level 1 Screening Results

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RIDERSHIP	LAND USE	PEDESTRIAN & BICYCLE CONNECTIONS	Transit Connections	Street Network

# Segment 7A (Middlebrook Road to Clarksburg Outlets)

<b>✓</b>	Observation Drive Hospital	e and Holy Cross	High	High	High	Low	Medium
✓	Montgomery Col Germantown (Go		High	High	Medium	Low	High
<b>√</b>	Germantown Tra	nsit Center	High	High	Medium	High	High
✓	Seneca Meadows	Office Park <sup>12</sup>	Medium	Medium	High	Low	Medium
		Observation Drive and Shakespeare Boulevard	High	Medium	High	High	High
<b>✓</b>	Milestone Center	Shakespeare Boulevard and Amber Ridge Drive	Medium	Medium	High	High	High
		MD 355 and Milestone Center Entrance	Low	Medium	High	Medium	High
X	Snowden Farm Par Green Drive	rkway and Emerald	Low	Low	High	Low	Medium
✓	Snowden Farm Pa Newcut Road	arkway and	Low	Medium	High	Low	Medium
X	Snowden Farm Par Foreman Boulevar		Low	Low	High	Low	Medium
X	Snowden Farm Par Elm Street	rkway and Grand	Low	Low	High	Low	Medium
X	Snowden Farm Pai Stringtown Road	rkway and	N/A	Medium	Medium	Medium	Medium
✓	Stringtown Road Rainbow Arch Dr		Low	Medium	High	Medium	Medium
	Stringtown Road a	and St. Clair Road	Low	Medium	High	Low	Medium
X	Stringtown Road a Drive	and Observation	Low	Low	Medium	Low	Medium
<b>√</b>	Stringtown Road Center Drive	and Gateway	Low	Medium	High	Low	High
<b>√</b>	Clarksburg Outle	ts	Medium	Medium	High	Low	Medium
X	Clarksburg Road a Avenue	nd Broadway	Low	Low	High	Low	Medium

 $<sup>^{\</sup>rm 12}$  Located on the Seneca Meadows Parkway side alignment.



Table 3-14: Segment 7A – Level 2 Screening Process

Station Location	Level 2 Result	Direction	Alternative A Station Siting
Observation Drive and	Retain	NB	Far side of south hospital entrance
Holy Cross Hospital	Netalli	SB	Near side of south hospital entrance
Montgomery College –		NB	Near side of Innovation Center driveway on Goldenrod Lane
Germantown	Retain	SB	Far side of Innovation Center driveway on Goldenrod Lane
Germantown Transit		NB	West side of Aircraft Drive in existing transit center
Center	Retain	SB	West side of Aircraft Drive in existing transit center
Seneca Meadows Office	0.1.1	NB	Near side of south office park entrance
Park	Retain	SB	Far side of south office park entrance
Milestone Center,		NB	Far side of Amber Ridge Drive
Shakespeare Boulevard and Amber Ridge Drive	Retain	SB	Near side of Amber Ridge Drive
Milestone Center, MD		NB	Near side of entrance
355 and Milestone Center Entrance	Retain	SB	Far side of entrance
Snowden Farm Parkway	Datain	NB	Near side of Newcut Road
and Newcut	Retain	SB	Far side of Newcut Road
Stringtown Road and	Datain	NB	Far side of Rainbow Arch Drive
Rainbow Arch Drive	Retain	SB	Far side of Rainbow Arch Drive
Stringtown Road and	5.4	NB	Near side of St. Clair Road
St. Clair Road	Future	SB	Far side of St. Clair Road
Stringtown Road and		NB	Far side of Gateway Center Drive
Gateway Center Drive	Future	SB	Far side of Gateway Center Drive



Station Location	Level 2 Result	Direction	Alternative A Station Siting
Claylish ura Quitlata	Dotoio	NB	Location in outlets to be determined
Clarksburg Outlets	Retain	SB	Location in outlets to be determined

In Segment 7, three separate alignment alternatives were considered. This section of the station screening evaluation focuses on one a new alignment, referred to as "Alignment A." After serving Montgomery College — Germantown from Goldenrod Lane, the Segment 7A alignment travels along Seneca Meadows Parkway and continues onto Shakespeare Boulevard. After returning to MD 355, the alignment follows Ridge Road to Snowden Farm Parkway. The alignment that continues to Stringtown Road, terminating, like the other alignments, at the Clarksburg Outlets. Because this alignment is new to this study, an entirely new list of stations was proposed.

#### **3.9.1** Holy Cross Hospital

The Hospital is a major employment center and a major source of expected transit trips if BRT service is introduced. It is recommended to **retain** this station location.

**Station Location for Alternative A:** In the northbound and southbound directions, the station would be located curbside, north of the entrance to the hospital (near side in the southbound direction and far side in the northbound direction). The northbound station would have a sidewalk connection to the existing path, and the southbound station would have a sidewalk connection to a new ramp to be installed that will connect to a new crosswalk to the hospital.

**Modeled Ridership:** With 350 daily riders, modeled ridership exceeds the 200-rider threshold for Segment 7.

**Recommendation: Retain** this station location at the specific stop identified above.

## 3.9.2 Montgomery College – Germantown

The Germantown campus is a major activity center and a major potential source of expected transit trips if BRT service is introduced. It is recommended to **retain** this station location. In Alignment A, the College would be served from Goldenrod Lane, not Observation Drive.

**Station Location for Alternative A:** In the northbound direction, the station would be located on the near side of the Germantown Innovation Center driveway. The near side is favored in this location to avoid unsuitable curvature of the roadway on the far side. In the southbound direction, the station would be located on the far side of the same driveway.

**Modeled Ridership:** With 200 daily riders, modeled ridership just barely meets the 200-rider threshold for Segment 7.



**Recommendation: Retain** this station location at the specific stop identified above. While the ridership is slightly below the threshold, the College is an important activity center to serve.

#### 3.9.3 Germantown Transit Center

The Germantown Transit Center would serve as a terminus of a service pattern. With parking, close access to the Germantown Town Center area, and strong transit connections, this is a strong station location. The Level 1 and Level 2 screening recommend to **retain** this station location and service pattern.

**Station Location for Alternative A:** In the northbound and southbound directions, the station would be located on the west side of Aircraft Drive in the location of the existing transit center.

**Modeled Ridership:** With 650 daily riders, modeled ridership exceeds the 200-rider threshold in Segment 7.

**Recommendation: Retain** this station location at the specific stop identified above.

#### 3.9.4 Seneca Meadows Parkway and Seneca Meadows Office Park

This proposed station location serves a substantial office park. This location effectively serves the densest local development, though it lacks a signalized intersection, and density and access to the residential neighborhoods in the north are limited. The Level 1 and Level 2 screening recommend to **retain** this station location.

**Station Location for Alternative A:** In the northbound direction, the station would be located on the near side of the southern entrance to the Office Park. The near side is favored in this location due to avoid unsuitable curvature of the roadway on the far side. In the southbound direction, the station would be located on the far side of the same driveway.

**Modeled Ridership:** With 250 daily riders, modeled ridership exceeds the 200-rider threshold in Segment 7.

**Recommendation: Retain** this station location at the specific stop identified above.

#### 3.9.5 Milestone Center

Milestone Center is an important commercial center to serve in Germantown. As a relatively large site, it presents multiple options for serving this potential station location in both the main and Seneca Meadows alignments of Alignment A. Station locations considered in the Level 1 analysis were 1) Observation Drive and Shakespeare Boulevard; 2) Shakespeare Boulevard and Amber Ridge Drive; and 3) MD 355 and Milestone Entrance. Observation Drive and Shakespeare Boulevard was determined to be better evaluated in Alignment B as it is the only viable location for a station serving the Milestone Center in that alignment. At the conclusion of the Level 1 Screening, it was recommended to **retain** this station location and to further study the specific location to best serve Milestone Center in the Level 2 screening. In the Level 2 Screening, both remaining station locations performed well and therefore it was recommended to **retain** a station at Shakespeare Boulevard and Amber Ridge Drive and MD 355 and Milestone Entrance.



#### **Shakespeare Boulevard and Amber Ridge Drive**

**Station Location for Alternative A:** In the northbound direction, the station would be located on the far side of Amber Ridge Drive. In the southbound direction, the station would be located to the immediate near side of Amber Ridge Drive. This location is preferred to facilitate a strong connection the Milestone Park-and-Ride.

Modeled Ridership: With 550 daily riders, modeled ridership exceeds the 200-rider threshold.

**Recommendation: Retain** this station location at the specific stop identified above.

#### **MD 355 and Milestone Entrance**

**Station Location for Alternative A:** In the northbound direction, the station would be located to the immediate near side of the Milestone Center entrance. This location is preferred to facilitate better pedestrian connections, as there is an existing striped crosswalk at the south side of the intersection. In the southbound direction, the station would be located to the immediate far side of the Milestone Center entrance.

Modeled Ridership: With 250 daily riders, modeled ridership exceeds the 200-rider threshold.

**Recommendation: Retain** this station location at the specific stop identified above.

#### 3.9.6 Snowden Farm Parkway and Emerald Green Drive

This potential station location was selected to serve the Clarksburg Village neighborhood that surrounds Emerald Green Drive. The relatively low-density residential area made it unsuitable for BRT service. The Level 1 screening recommended to **eliminate** this station location.

## 3.9.7 Snowden Farm Parkway and Newcut Road

This station location provides access to the Clarksburg Village Center. The mix of uses is more supportive of BRT than other surrounding stops. The Level 1 and Level 2 screenings recommended to **retain** this station location.

**Station Location for Alternative A:** In the northbound direction, the station would be located on the near side of the intersection with Newcut Road. The near side is preferred at this location to minimize the property impacts to the Clarksburg Village Center. In the southbound direction, the station would be located at the immediate far side of the intersection.

**Modeled Ridership:** With 200 daily riders, modeled ridership just barely meets the 200-rider threshold.

**Recommendation: Retain** this station location at the specific stop identified above. While ridership is just at the threshold, Clarksburg Village Center is an important area to serve to provide access to this portion of Clarksburg should Alternative A be selected.



#### 3.9.8 Snowden Farm Parkway and Foreman Boulevard

The current and future land uses do not support BRT levels of service. The Level 1 screening recommended to **eliminate** this station location.

#### 3.9.9 Snowden Farm Parkway and Grand Elm Street

The current and future land uses do not support BRT levels of service. The Level 1 screening recommended to **eliminate** this station location.

## 3.9.10 Snowden Farm Parkway and Stringtown Road/Stringtown Road and Rainbow Arch Drive

The area near the intersection of Snowden Farm Parkway and Stringtown Road is well suited to capture ridership from the northeast part of Clarksburg. However, the area immediately east of the station is low density, and the roadway narrows towards the intersection, leading to less-than-ideal placement of the existing bus stops. The Level 1 and Level 2 screenings recommended to **retain Stringtown Road and Rainbow Arch Drive**, which would be more feasible to place and could be located closer the residential area in this location. It is recommended to **eliminate Snowden Farm Parkway and Stringtown Road**.

**Station Location for Alternative A:** In the northbound and southbound directions, the station would be located at the immediate far side of the intersection of Stringtown Road and Rainbow Arch Drive.

Modeled Ridership: With 300 daily riders, modeled ridership exceeds the 200-rider threshold.

**Recommendation: Retain** this station location at the specific stop identified above.

## 3.9.11 Stringtown Road and St. Clair Road

This station location is south of Clarksburg Town Center, which is currently under construction. Upon completion of the Town Center, this location may be a reasonable BRT station location due to the mix of land uses. Currently, residential housing in the vicinity of the station is not sufficient to justify BRT service. It is recommended to consider the location as a **future station** in conjunction with the buildout of the Town Center.

**Station Location for Alternative A:** In the northbound direction, the station would be located on the far side of the St. Clair Road intersection. In the southbound direction, the station would be located on the near side of the St. Clair Road intersection. This location is preferred because of the narrowing of the right-of-way and potential environmental impacts of locating a station on the far side.

**Modeled Ridership:** With 100 daily riders, modeled ridership fails to exceed the 200-rider threshold.

**Recommendation:** The low ridership supports a decision to consider this station location as a **future** station.



#### 3.9.12 Stringtown Road and Observation Drive/Stringtown Road and Gateway Center Drive

These station locations serve the area of Clarksburg just west of MD 355. The location at Gateway Center Drive is a signalized intersection and provides better access to the existing commercial development in Clarksburg, while still providing close access to residential areas on Observation Drive. The Level 1 Screening recommended to **retain Gateway Center Drive** and **eliminate Observation Drive**. However, the Level 2 Screening recommended to consider Gateway Center Drive as a **future** station location due to relatively low modeled ridership.

**Station Location for Alternative A:** In the northbound and southbound directions, the station would be located on the far side of the Gateway Center Drive intersection.

Modeled Ridership: With 150 daily riders, modeled ridership fails to exceed the 200-rider threshold.

**Recommendation:** Consider this station as a **future** option after the service launches.

#### **3.9.13** Clarksburg Outlets

The outlets are a major employment and activity center. The Level 1 and Level 2 screening recommended to **retain** this location. Parking demand is expected to be high at this location, as it serves as the northern terminus of the BRT service. At this juncture, MCDOT has not identified the specific station location within the outlets. This location will be determined at a later stage of design, following the identification of the Recommended Alternative.

Ridership: With 350 daily riders, modeled ridership exceeds the 200-rider threshold.

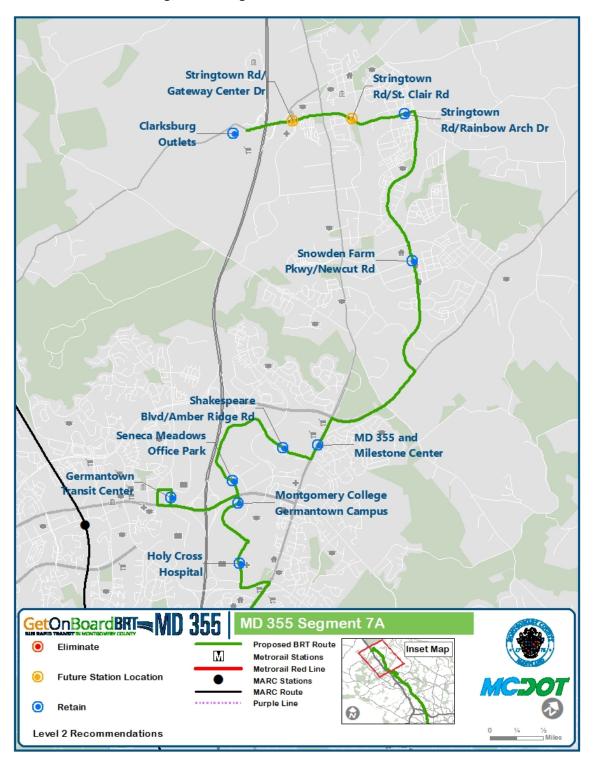
**Recommendation: Retain** this station location at the specific stop identified above. Clarksburg Outlets are an important activity center to serve and ridership exceeds the threshold. Further study will be conducted in order to identify an appropriate station location.

## 3.9.14 Clarksburg Road and Broadway Avenue

This station location was proposed in Phase 1I of study to identify an approach to serve the Cabin Branch neighborhood west of the Clarksburg Outlets. While an effort should be made to serve this community, the single-family housing and linear design of the subdivision make it difficult to serve conveniently with a single BRT station, and do not lend the location to BRT service. It is recommended to **eliminate** this potential station location, but to further consider how residents could access the station at the outlets.



**Figure 3-7: Segment 7A Station Recommendations** 





# 3.10 Segment 7B – Screening Results

Table 3-15: Segment 1 – Level 1 Screening Results

†††		<b>∱</b> \$5		
RIDERSHIP	LAND USE	PEDESTRIAN & BICYCLE CONNECTIONS	TRANSIT CONNECTIONS	Street Network

# **Segment 7B (Middlebrook Road to Clarksburg Outlets)**

<b>✓</b>	Observation Drive and Holy Cross Hospital	High	High	High	Low	Medium
<b>✓</b>	Montgomery College- Germantown	High	High	High	Medium	High
<b>√</b>	Germantown Transit Center	High	High	Medium	High	High
<b>✓</b>	Observation Drive and Shakespeare Boulevard	High	Medium	High	Medium	High
<b>√</b>	Observation Drive and Milestone Center Drive	High	Medium	High	Low	High
✓	Observation Drive and COMSAT Property	Medium	Medium	N/A	Low	N/A
X	Observation Drive and Shawnee Lane	Medium	Low	High	Low	N/A
X	Observation Drive and Stringtown Road	Low	Low	Medium	Low	High
<b>✓</b>	Observation Drive and Gateway Center Drive	Low	Medium	High	Low	High
X	Observation Drive and Redgrave Place	Medium	Low	High	Medium	N/A
<b>✓</b>	Clarksburg Outlets	Medium	Medium	High	Low	Medium

Table 3-16: Segment 7B – Level 2 Screening Process

Station Location	Level 2 Result	Direction	Alternative B Station Siting
Observation Drive and Holy Cross	Dotoin	NB	Far side of south hospital entrance
Hospital	Retain	SB	Near side of south hospital entrance
Mantagement Callege Commentation	Retain	NB	West of Observation Drive in redesigned transit center
Montgomery College-Germantown	Retain	SB	West of Observation Drive in redesigned transit center
Germantown Transit Center	Datain	NB	West side of Aircraft Drive in existing transit center
Germantown Transit Center	Retain	SB	West side of Aircraft Drive in existing transit center



Station Location	Level 2 Result	Direction	Alternative B Station Siting
Observation Drive and Shakespeare Boulevard	Retain	NB	Far side of Shakespeare Boulevard
		SB	Near side of Shakespeare Boulevard
Observation Drive and Milestone Center Drive	Retain	NB	Far side of Milestone Center Drive
		SB	Near side of Milestone Center Drive
Observation Drive and COMSAT Property	Future	NB	Far side of potential intersection
		SB	Far side of potential intersection
Observation Drive and Shawnee Lane	Retain	NB	Far side of Shawnee Lane
		SB	Far side of Shawnee Lane
Observation Drive and Gateway Center Drive	Future	NB	Far side of Gateway Center Drive
		SB	Far side of Gateway Center Drive
Clarksburg Outlets	Retain	NB	Location in outlets to be determined
		SB	Location in outlets to be determined

In Segment 7, three separate alignment alternatives were considered. This section of the station screening evaluation focuses on one a new alignment, referred to as "Alignment B." Segment 7B uses Observation Drive, from Middlebrook Road to Stringtown Road. The alignment continues on Stringtown Road, terminating, like the other alignments, at the Clarksburg Outlets.

## **3.10.1** Holy Cross Hospital

The Hospital is a major employment center and a major source of expected transit trips if BRT service is introduced. It is recommended to **retain** this station location.

**Station Location for Alternative B:** In the northbound and southbound directions, the station would be located curbside, north of the entrance to the hospital (near side in the southbound direction and far side in the northbound direction). The northbound station would have a sidewalk connection to the existing path, and the southbound station would have a sidewalk connection to a new ramp to be installed that will connect to a new crosswalk to the hospital.

Ridership: With 450 daily riders, modeled ridership exceeds the 200-rider threshold.

**Recommendation: Retain** this station at the location identified above.



#### 3.10.2 Montgomery College – Germantown

The Germantown campus is a major activity center and a major source of expected transit trips if BRT service is introduced. It is recommended to **retain** this station location. In Alternative A, the College would be served from Observation Drive.

**Station Location for Alternative B:** In both the northbound and the southbound directions, the station would be located in a modified transit center on the college campus.

Ridership: With 250 daily riders, modeled ridership exceeds the 200-rider threshold.

**Recommendation:** The College is an important activity center to serve and ridership exceeds the threshold. Therefore, it is recommended to retain the station at the location identified above.

#### 3.10.3 Germantown Transit Center

The Germantown Transit Center would serve as a terminus of a service pattern. With parking, close access to the Germantown Town Center area, and strong transit connections, this is a strong station location. The Level 1 and Level 2 screening recommend **retaining** this station location and service pattern.

**Station Location for Alternative B:** In the northbound and southbound directions, the station would be located on the west side of Aircraft Drive in the location of the existing transit center.

Modeled Ridership: With 750 daily riders, modeled ridership exceeds the 200-rider threshold.

**Recommendation: Retain** this station at the location identified above.

## 3.10.4 Observation Drive and Shakespeare Boulevard

This station location provides service to the Milestone shopping area, an important activity center to serve. This intersection is the closest location to serve that area along Alignment B and provides reasonable pedestrian connections to Milestone. It is recommended to **retain** this station location.

**Station Location for Alternative B:** In the northbound direction, the station would be located at the immediate far side of Shakespeare Boulevard. In the southbound direction, the station would be located on the immediate near side of Shakespeare Boulevard. This near side location is preferred to better facilitate pedestrian connections to the BRT, as there is no existing development on the far side.

Modeled Ridership: With 550 daily riders, modeled ridership exceeds the 200-rider threshold.

**Recommendation: Retain** this station at the location identified above.

## 3.10.5 Observation Drive and Milestone Center Drive

This station location serves a mix of residential and commercial uses. It is located close to the Dorsey Mill station proposed as part of CCT Phase 1. The Level 1 and Level 2 screenings recommended to **retain** this station location.





**Station Location for Alternative B:** In the northbound direction, the station would be located at the immediate far side of Milestone Center Drive. In the southbound direction, the station would be located on the immediate near side of Milestone Center Drive. This location is preferred to avoid property impacts associated with a far side station location.

Modeled Ridership: With 950 daily riders, modeled ridership exceeds the 200-rider threshold.

**Recommendation: Retain** this station at the location identified above.

#### 3.10.6 Observation Drive at COMSAT Site

This station location is situated where Little Seneca Parkway, West Old Baltimore Road, and Observation Drive extended are in close proximity. While development in this area is speculative, the Clarksburg Master Plan calls for it to be a central piece of the "major employment corridor." Even if the development does not materialize, it is expected that there would be potential demand at this location because of its confluence of major north-south and east-west roadways within the Clarksburg sector. As a result, the Level 1 Screening recommended to **retain** this station location. However, the station performed poorly in the Phase 2 ridership analysis. As a result, the Level 2 Screening recommended to consider this station as a **future** location.

**Station Location for Alternative B:** In both the northbound and the southbound directions, the station would be located on the far side of a potential roadway at this location.

Modeled Ridership: With 50 daily riders, modeled ridership fails to exceed the 200-rider threshold.

**Recommendation:** There were two stations considered for this general geography (Observation Drive and COMSAT and Observation Drive and Shawnee Lane). Based on the modeled ridership, it is recommended that this station location be considered as a **future** station location and Shawnee Lane be retained.

## 3.10.7 Observation Drive and Shawnee Lane

The suitability of this station location, like others on Observation Drive, depends on the completion of Observation Drive and the buildout of the "major employment corridor" between I-270 and MD 355 envisioned in the Clarksburg Master Plan. While this potential location assumes construction of Observation Drive, it is unclear what the pace of development will be in this area. In the Level 1 screening, it was recommended to consider this stop as a future station. However, based on the ridership modeling in the Level 2 screening, it was recommended to retain this station location.

**Station Location for Alternative B:** In both the northbound and the southbound directions, the station would be located on the far side of Shawnee Lane.

<sup>&</sup>lt;sup>13</sup> Maryland-National Capital Park and Planning Commission. 1994. *Clarksburg Master Plan & Hyattstown Special Study Area*. See Chapter 3. Available at:

http://www.montgomeryplanning.org/community/plan areas/rural area/master plans/clarksburg/toc clark.sht m#chapter3



Modeled Ridership: With 550 daily riders, modeled ridership exceeds the 200-rider threshold.

**Recommendation:** There were two stations considered for this general geography (Observation Drive and COMSAT and Observation Drive and Shawnee Lane). Based on the modeled ridership, it is recommended that this station location be **retained** as its ridership is substantially higher.

#### 3.10.8 Observation Drive and Stringtown Road/Stringtown Road and Gateway Center Drive

These station locations serve the area of Clarksburg just west of MD 355. The location at Gateway Center Drive is a signalized intersection and provides better access to the existing commercial development in Clarksburg, while still providing close access to residential areas on Observation Drive. The Level 1 Screening recommended to **retain Gateway Center Drive** and **eliminate Observation Drive**. However, the Level 2 Screening recommended to consider Gateway Center Drive as a **future** station location due to relatively low modeled ridership.

**Station Location for Alternative B:** In both the northbound and the southbound directions, the station is located on the far side of Gateway Center Drive.

Modeled Ridership: With 100 daily riders, modeled ridership fails to exceed the 200-rider threshold.

**Recommendation:** Due to low modeled ridership, consider this station as a **future** location.

#### **3.10.9** Observation Drive and Redgrave Place

This station location requires extension of Observation Drive and is designed to serve the Clarksburg Town Center development and future in-fill development. However, this extension of Observation Drive is not programmed; the station location is distant from the Town Center; and the extension to Redgrave Place adds running time due to the loop route needed to serve this one station. In the Level 1 screening, it is recommended to **eliminate** this station location and investigate a Redgrave Place station be investigated in Alignment C.

# 3.10.10 Clarksburg Outlets

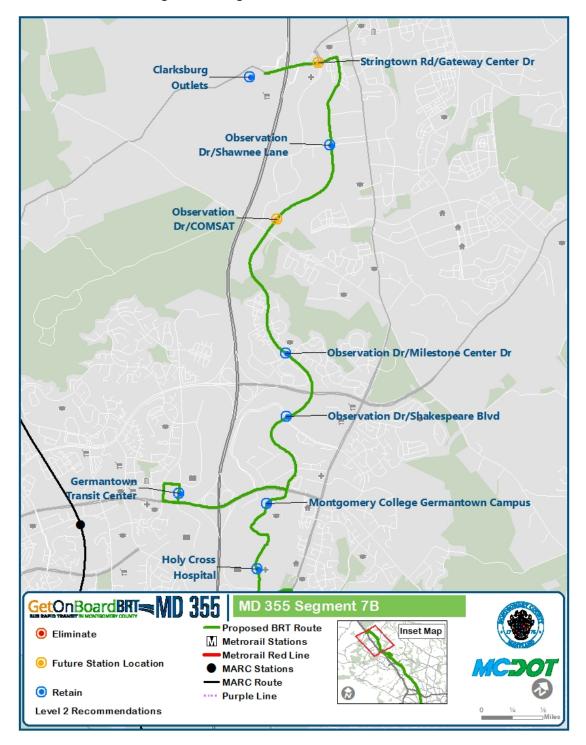
The outlets are a major employment and activity center. The Level 1 and Level 2 screening recommended to **retain** this location. Parking demand is expected to be high at this location, as it serves as the northern terminus of the BRT service. At this juncture, MCDOT has not identified the specific station location within the outlets. This location will be determined at a later stage of design, following the identification of the Recommended Alternative.

**Ridership:** With 250 daily riders, modeled ridership exceeds the 200-rider threshold.

**Recommendation: Retain** this station location at the specific stop identified above. The Clarksburg Outlets are an important activity center to serve and the station meets the ridership threshold. Further study will be conducted in order to identify an appropriate station location.



Figure 3-8: Segment 7B Station Recommendations





## 3.11 Segment 7C – Screening Process

Table 3-17: Segment 1 – Level 1 Screening Results

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RIDERSHIP	PEDES ERSHIP LAND USE BI		TRANSIT CONNECTIONS	Street Network

## **Segment 7C (Middlebrook Road to Clarksburg Outlets)**

X	MD 355 and Germantown Road		High	Low	High	Medium	High
<b>✓</b>	MD 355 and Oxb	ridge Drive	High	Medium	High	Medium	High
<b>✓</b>	Germantown Tra	nsit Center	High	High	Medium	High	High
,	Milestone	MD 355 and Shakespeare Boulevard	High	Medium	Medium	High	High
<b>V</b>	Center	MD 355 and Milestone Center Entrance	Low	Medium	Medium	Medium	High
✓	MD 355 and Little	e Seneca Parkway	Medium	Low	High	Medium	High
<b>√</b>	MD 355 and Fore	man Boulevard	High	Low	Low	Medium	High
<b>√</b>	MD 355 and Redgrave Place		High	Medium	Low	Medium	Medium
<b>√</b>	Clarksburg Outle	ts	Medium	Medium	High	Low	Medium

Table 3-18: Segment 7C – Level 2 Screening Process

Station Location	Level 2 Result	Direction	Alternative C Station Siting
MD 355 and	Datain	NB	Near side of Oxbridge Drive
Oxbridge Drive	Retain	SB	Far side of Oxbridge Drive
Germantown	Retain	NB	West side of Aircraft Drive in existing transit center
Transit Center	Retain	SB	West side of Aircraft Drive in existing transit center
Milestone Center, MD 355 and	Datain	NB	Near side of Shakespeare Boulevard
Shakespeare Blvd	Retain	SB	Far side of Shakespeare Boulevard
MD 355 and Little	Fliminata	NB	n/a
Seneca Parkway	<u>Eliminate</u>	SB	n/a



Station Location	Level 2 Result	Direction	Alternative C Station Siting	
MD 355 and	Retain	NB	Far side of Foreman Boulevard	
Boulevard	Netalli	SB	Far side of Foreman Boulevard	
MD 355 and	Dotoin	NB	Near side of Redgrave Place	
Redgrave Place	Retain	SB	Far side of Redgrave Place	
Claritate was Outlate	Datain	NB	Location in outlets to be determined	
Clarksburg Outlets	Retain	SB	Location in outlets to be determined	

In Segment 7, three separate alignment alternatives were considered. This section of the station screening evaluation focuses on one a new alignment, referred to as "Alignment C." In Segment 7C, the alignment remains on MD 355 north of Middlebrook Road, then turns left at Germantown Road to serve the Germantown Transit Center. The alignment north of Germantown Road continues on MD 355 to Clarksburg Road, where it turns left to connect to Gateway Center Drive and returns right onto Stringtown Road, before terminating, like the other alignments, at the Clarksburg Outlets.

#### 3.11.1 MD 355 and Oxbridge Drive/MD 355 and Germantown Road

The station location at MD 355 and Germantown Road proposed in the Phase 1 study is located at a busy intersection with limited land use interacting with the intersection itself. To better serve local high-density residential housing, the Level 1 screening recommended to **retain and relocate** the station location to Oxbridge Drive. Two difficulties exist at the Oxbridge Drive location. First, it is currently unsignalized, and a station there would require that a signal be installed. Second, the Cider Barrel, a historic resource, is located at this intersection. The potential for impacts to this historic resource was considered in the Level 2 screening, resulting in a refined siting location.

**Station Location for Alternative C:** In the northbound direction, the station would be located on the immediate near side of the Oxbridge Drive intersection. This location is preferred to avoid property impacts associated with a far side station placement, and to facilitate the BRT's transition to Germantown Road for the service patterns that terminate at the Germantown Transit Center. In the southbound direction, the station would be located at the far side of the Oxbridge Drive intersection.

Modeled Ridership: With 800 daily riders, modeled ridership exceeds the 200-rider threshold.

**Recommendation: Retain** this station at the location identified above.



#### 3.11.2 Germantown Transit Center

The Germantown Transit Center would serve as a terminus of a service pattern. With parking, close access to the Germantown Town Center area, and strong transit connections, this is a strong station location. The Level 1 and Level 2 screening recommend to **retain** this station location and service pattern.

**Station Location for Alternative C:** In the northbound and southbound directions, the station would be located on the west side of Aircraft Drive in the location of the existing transit center.

Modeled Ridership: With 950 daily riders, modeled ridership exceeds the 200-rider threshold.

**Recommendation: Retain** this station at the location identified above.

#### 3.11.3 Milestone Center

These station locations provide service to the Milestone Center shopping area, which should be served based on the amount of activity there. The intersection at Shakespeare Boulevard provides some connection to a residential neighborhood and the existing park-and-ride. The Milestone Center entrance offers a stronger connection to the range of commercial activities. It is recommended to **retain** this station location to further study the specific location to best serve Milestone Center in the Level 2 screening.

**Alternative C:** In the northbound direction, the station would be located on the immediate near side of Shakespeare Boulevard. This location is preferred to avoid property impacts associated with a far side station location. In the southbound direction, the station would be located to the immediate far side of Shakespeare Boulevard.

Ridership: With 550 daily riders, modeled ridership exceeds the 200-rider threshold.

**Recommendation: Retain** this station at the location identified above.

#### 3.11.4 MD 355 and Little Seneca Parkway/Foreman Boulevard

These station location options serve similar markets within a central Clarksburg area. Foreman Boulevard provides good access to Clarksburg High School, while the Little Seneca Parkway location has more medium-density residential housing nearby. In the Phase 1 ridership assessment, the Foreman Boulevard stop performed well. The Little Seneca Parkway station had substantially fewer riders. Both locations may have some challenges with station location due to environmental and property resources. Both stations are not necessary to serve the relatively limited development in this area. Therefore, the Level 1 screening recommended to **retain both station locations** for the Level 2 screening and modeling, with the goal of only retaining one station location. Based on the Level 2 screening, only Foreman Boulevard was **retained**.

#### MD 355 and Little Seneca Parkway

Modeled Ridership: With 100 daily riders, modeled ridership fails to exceed the 200-rider threshold.



**Recommendation:** Based on the modeled ridership, it is recommended to retain Foreman Boulevard and **eliminate** Little Seneca Parkway.

#### MD 355 and Foreman Boulevard

**Station Location for Alternative C:** In the northbound and southbound directions, the station would be located on the immediate far side of the Foreman Boulevard intersection.

Modeled Ridership: With 600 daily riders, modeled ridership exceeds the 200-rider threshold.

**Recommendation:** Two station locations were considered for this area (MD 355 and Little Seneca Parkway and MD 355 and Foreman Boulevard). Based on the modeled ridership, it is recommended to **retain** Foreman Boulevard and eliminate Little Seneca Parkway.

#### 3.11.5 MD 355 and Redgrave Place

This station location provides close access to the Clarksburg Town Center development, which is currently under construction. The Level 1 and Level 2 screening recommended to **retain** this station location.

**Station Location for Alternative C:** In the northbound direction, the station would be located on near side of Redgrave Place, south of 23315 Frederick Road. This location is preferred to avoid space constraints in the immediate vicinity of Redgrave Place on the near and far sides caused by small parcels, multiple driveways, and the close proximity of Spire Street. In the southbound direction, the station would be located approximately 250 feet from the intersection on the far side of Redgrave Place. This location is preferred to avoid the property impacts associated with a station at the parcel abutting the far side of the Redgrave Place intersection.

Ridership: With 250 daily riders, modeled ridership exceeds the 200-rider threshold.

**Recommendation:** This station location provides service to the emerging Clarksburg Town Center, an important activity center to serve. **Retain** this station at the location identified above.

#### 3.11.6 Clarksburg Outlets

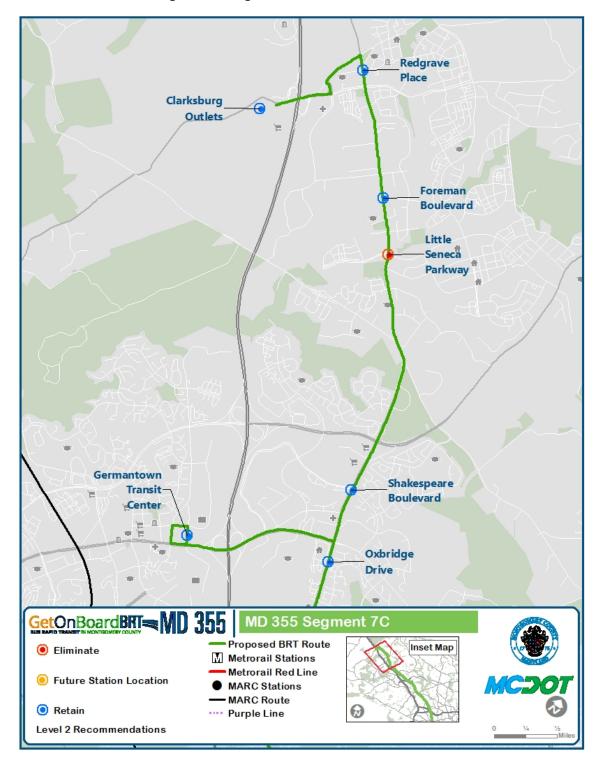
The outlets are a major employment and activity center. The Level 1 and Level 2 screening recommended to **retain** this location. Parking demand is expected to be high at this location, as it serves as the northern terminus of the BRT service. At this juncture, MCDOT has not identified the specific station location within the outlets. This location will be determined at a later stage of design, following the identification of the Recommended Alternative.

Modeled Ridership: With 200 daily riders, modeled ridership just meets the 200-rider threshold.

**Recommendation: Retain** this station location at the specific stop identified above. The Clarksburg Outlets are an important activity center to serve. Further study will be conducted in order to identify an appropriate station location.



Figure 3-9: Segment 7C Station Recommendations





#### 4 Station Recommendations

#### 4.1 Recommendations on Screened Stations

Based on the Level 2 screening described in Section 4, with the additional consideration of ridership information, **Table 4-1** summarizes recommendations for the stations to be carried forward into the Recommended Alternative. **Table 4-2** lists and **Appendix E** shows the stations proposed in the Recommended Alternative for when service is initially implemented.

Table 4-1: Station Recommendations at Conclusion of Level 2 Screening

Station Location	Level 1 Screening Result	Phase 2 Modeled Ridership by Alternative	Level 2 Recommendation	
Bethesda	Retain – Location	A: 1,050	In line with the goals of the Bethesda	
Metrorail	Under Evaluation	B: 1,200	Sector Plan, the station was placed at	
Station		C: 1,200	the Bethesda Metrorail South	
			Entrance on MD 355 at the	
			Elm/Waverly intersection in all	
			Alternatives. Retain in Recommended	
			Alternative at this location.	
MD 355 &	Retain	A: 550	Retain in Recommended Alternative.	
Cordell Avenue		B: 600		
		C: 600		
Medical Center	Retain – Location	A: 600	For more efficient BRT operations, the	
Station	Under Evaluation	B: 700	station was placed on MD 355 at the	
		C: 700	Wood/South intersection. Retain in	
			Recommended Alternative.	
MD 355 & Cedar	Future Station	A: 150	Ridership modeling remained weak.	
Lane		B: 150	Consider as a future station.	
		C: 150		
MD 355 & Pooks	Retain	A: 400	Modeled ridership is low and site	
Hill Road		B: 400	constraints create challenging	
		C: 400	engineering elements. Consider as a	
			future station	
Segment 2				
Grosvenor-	Retain – Location	A: 600	Because of the end of a service	
Strathmore	Under Evaluation	B: 650	pattern at this station location, the	
Metrorail		C: 750	Level 2 analysis identified that all	
Station			northbound service would use the	
			existing bus layby lane on MD 355.	
			Continuing southbound service would	
			use a station location just south of	
			(north) Tuckerman Lane. Terminating	
			southbound service would enter the	
			existing bus facility from Tuckerman	
			Lane in all Alternatives. Retain at this	



Station Location	Level 1 Screening Result	Phase 2 Modeled Ridership by Alternative	Level 2 Recommendation
			location in Recommended
			Alternative.
MD 355 &	Retain	A: 600	Retain in Recommended Alternative.
Security Lane		B: 650	
		C: 650	
White Flint	Retain – Location	A: 1,950	In order to facilitate transfers and due
Metro Station	Under Evaluation	B: 2,150	to engineering challenges at Old
		C: 2,050	Georgetown Road, it is recommended
			to place the station location at  Marinelli Road at the south entrance
			to the station. <b>Retain in</b>
			Recommended Alternative.
MD355 &	Retain	A: 700	Because of the roadway constraints at
Hubbard Avenue	Recair	B: 750	Hubbard from the Montrose Parkway
Trabbara / Werrae		C: 750	interchange, this station location was
		0.750	relocated to the vicinity of Bou
			Avenue in all Alternatives. <b>Retain at</b>
			this location in Recommended
	,		Alternative. Rename "MD 355 & Bou
			Avenue."
MD 355 &	Retain	A: 1,700	Retain in Recommended Alternative
Halpine Road		B: 1,850	
		C: 1,750	
MD 355 &	Future Station	A: 600	While modeled ridership exceeds the
Templeton Place		B: 600	500-rider threshold, the Project team
		C: 600	was concerned about the number of
			stations between Halpine Road and
			Rockville Metro Station. The two, of
			three, with the highest ridership were
			retained at this juncture. <b>Consider as</b> a future station.
MD 355 &	Retain	A: 1,000	Retain in Recommended Alternative
Edmonston	Retain	B: 1,500	Retain in Recommended Alternative
Drive		C: 1,500	
MD 355 &	Future Station	A: 650	This station, proposed by Rockville
Mount Vernon		B: 700	city staff and initially assessed by
Place		C: 700	MCDOT, performed well in phase 2
			ridership modeling. <b>Retain in</b>
			Recommended Alternative
Segment 3			
Rockville	Retain – Location	A: 1,050	Due to the congestion at the existing
Metrorail	Under Evaluation	B: 1,150	Rockville bus bays, BRT operations are
Station		C: 1,100	better served by remaining on MD
			355 for the Rockville Metro Station



Station Location	Level 1 Screening Result	Phase 2 Modeled Ridership by Alternative	Level 2 Recommendation
			location. Retain in Recommended Alternative at MD 355 and E. Middle Lane location.
MD 355 & Future Dawson Avenue	Future Station	A: 450 B: 450 C: 450	This station location was identified by City of Rockville staff and initially identified by MCDOT as a future station location. Based on ridership results, it is recommended to consider as a future station location.
MD 355 & Mannakee Street/ Montgomery College	Retain – Location Under Evaluation	A: 1,550 B: 2,300 C: 1,850	The engineering analysis identified three viable station locations depending on the service pattern. Therefore, station locations will continue to be carried forward: 1) MD 355 at Mannakee Street, 2) the Montgomery College – Rockville bus bays, and 3) a new bus bay on the eastern edge of Parking Lot 13. Retain all options in Recommended Alternative.
MD 355 & College Parkway	Future Station	A: 400 B: 400 C: 400	Ridership modeling did not meet 500-rider threshold. <b>Consider as a future station.</b>
Segment 4			
MD 355 & Indianola Drive	Retain	A: 400 B: 450 C: 450	Due to low ridership and engineering challenges in siting a station near Indianola Drive in Alternative B, consider this station as a future location.
Somerville Drive & Redland Road (Shady Grove Metrorail Station)	Retain – Location Under Evaluation	A: 2,650 B: 3,750 C: 3,250	This location provides an effective middle ground solution to serving Shady Grove Metro. It allows the BRT to serve close to the existing bus bays and future Metro station entrance, while limiting time the BRT spends in the Shady Grove Metro circulation.  Retain this option in Recommended Alternative.
MD 355 & S. Westland Drive	Retain	A: 500 B: 550 C: 500	Retain in Recommended Alternative.
MD 355 & Education Boulevard	Retain	A: 800 B: 1,000 C: 950	Retain in Recommended Alternative.



Station Location	Level 1 Screening Result	Phase 2 Modeled Ridership by Alternative	Level 2 Recommendation
Segment 5			
MD 355 & Cedar/Fulks Corner Avenue	Retain	A: 600 B: 650 C: 600	Retain in Recommended Alternative.
MD 355 & Chestnut Avenue /Walker Avenue	Retain	A: 300 B: N/A <sup>14</sup> C: 350	Due to the low modeled ridership and challenges associated with siting a station at this location, it is recommended that this station be considered as a future location.
MD 355 & Odendhal Avenue	Retain	A: 550 B: N/A C: N/A	Odendhal ridership is lower than estimated ridership for Lakeforest Boulevard. As a result, Odendhal Avenue was <b>eliminated</b> in favor of Lakeforest.
MD 355 & Lakeforest Boulevard	Retain – Location Under Evaluation	A: 600 B: 700 C: 650	Retain in Recommended Alternative.
Lakeforest Transit Center	Retain – Location Under Evaluation	A: 2,300 B: 3,200 C: 2,650	Retain in Recommended Alternative.
Segment 6			
MD 355 & Watkins Mill Boulevard	Retain	A: 1,800 B: 2,000 C: 1,950	Retain in Recommended Alternative
MD 355 & Professional Drive	Future Station	A: 450 B: 400 C: 450	Ridership remained below the 500- rider threshold. Continue to <b>consider</b> <b>as a future station.</b>
MD 355 & Gunners Branch Road	Retain	A: 600 B: 650 C: 750	Retain in Recommended Alternative
Segment 7 Holy Cross Hospital	Retain	A: 350 B: 450 C: N/A	Retain in Recommended Alternative if Alternatives A or B are chosen.
Montgomery College – Germantown	Retain	A: 200 B: 250 C: N/A	Retain in Recommended Alternative if Alternatives A or B are chosen. Consider the feasibility of a Collegeadjacent station on Germantown Road if Alternative C is chosen.
Germantown Transit Center	Retain	A: 650 B: 750 C: 950	Retain in Recommended Alternative.

 $<sup>^{14}</sup>$  Ridership was not modeled for Chestnut Avenue/Walker Avenue in Alternative B.



Station Location	Level 1 Screening Result	Phase 2 Modeled Ridership by Alternative	Level 2 Recommendation
Seneca	Retain	A: 250	Retain in Recommended Alternative
Meadows Office		B: N/A	if Alternative A is chosen.
Park		C: N/A	
Milestone –	Retain – Location	A: 550	Retain in Recommended Alternative
Shakespeare	Under Evaluation	B: N/A	if Alternative A is chosen.
Boulevard &		C: N/A	
Amber Ridge			
Drive			
Milestone – MD	Retain – Location	A: 250	Retain in Recommended Alternative
355 & Milestone	Under Evaluation	B: N/A	if Alternative A is chosen.
Center Entrance		C: N/A	
Snowden Farm	Retain	A: 200	Modeled ridership is just at the 200-
Parkway &		B: N/A	rider threshold for segment 7. This
Newcut Road		C: N/A	station provides an important
			connection to Clarksburg Village.
			Retain in Recommended Alternative
			if Alternative A is chosen.
Stringtown Road	Retain	A: 300	Retain in Recommended Alternative
& Rainbow Arch	,	B: N/A	if Alternative A is chosen.
Drive		C: N/A	
Stringtown Road	Future Station	A: 100	Due to low ridership, consider as a
& St. Clair Road		B: N/A	future station if Alternative A is
		C: N/A	chosen.
Stringtown Road	Retain	A: 150	Due to low ridership, consider as a
& Gateway		B: 100	future station if Alternatives A or B
Center Drive		C: N/A	are chosen.
Milestone –	Retain – Location	A: N/A	Retain in Recommended Alternative
Observation	Under Evaluation	B: 550	if Alternative B is chosen.
Drive &		C: N/A	
Shakespeare			
Blvd			
Observation	Retain	A: N/A	Retain in Recommended Alternative
Drive &		B: 950	if Alternative B is chosen.
Milestone		C: N/A	
Center Drive			
Observation	Retain	A: N/A	Based on modeled ridership, Shawnee
Drive & COMSAT		B: 60	Lane is preferable to the station at
		C: N/A	COMSAT. However, when
			development does occur along the
			Clarksburg employment corridor, this
			station location would be <b>Eliminate</b>
			this station location at this time.





Station Location	Level 1 Screening Result	Phase 2 Modeled Ridership by Alternative	Level 2 Recommendation		
Observation	Future Station	A: N/A	Based on modeled ridership, Shawnee		
Drive & Shawnee		B: 550	Lane is preferable to the station at		
Lane		C: N/A	COMSAT. Retain in Recommended		
			Alternative if Alternative B is chosen.		
MD 355 &	Retain	A: N/A	Retain in Recommended Alternative		
Oxbridge Drive		B: N/A	if Alternative C is chosen.		
		C: 800			
Milestone - MD	Retain – Location	A: N/A	Retain in Recommended Alternative		
355 &	Under Evaluation	B: N/A	if Alternative C is chosen.		
Shakespeare		C: 550			
Boulevard					
MD 355 & Little	Retain	A: N/A	Modeled ridership was low as		
Seneca Parkway		B: N/A	compared to Foreman Boulevard.		
		C: 100	Eliminate station at this time.		
MD 355 &	Retain	A: N/A	Modeled ridership was high as		
Foreman		B: N/A	compared to Little Seneca Parkway.		
Boulevard		C: 600	Retain in Recommended Alternative		
			if Alternative C is chosen.		
MD 355 &	Retain	A: N/A	While this station location just misses		
Redgrave Place		B: N/A	the 200-rider threshold, it serves the		
		C: 250	Clarksburg Town Center. Retain in		
			Recommended Alternative if		
			Alternative C is chosen.		
Clarksburg	Retain	A: 350	Station meets the 200-rider threshold		
Outlets		B: 250	and serves an important activity		
		C: 200	center at Clarksburg Outlets. Retain in		
			Recommended Alternative		



Table 4-2: List of Initial and Future Stations for the Recommended Alternative 15

Segment	Location	TSM Alternative	Alternative A	Alternative B	Alternative C
1	Bethesda Metrorail Station	<b>~</b>	<b>~</b>	<b>~</b>	~
1	MD 355 and Cordell Avenue	<b>~</b>	<b>~</b>	<b>~</b>	<b>~</b>
1	MD 355 and Cedar Lane		<b>~</b>	<b>~</b>	<b>/</b>
1	MD 355 and Pooks Hill Road		<b>/</b>	<b>~</b>	<b>/</b>
1	Medical Center Metrorail Station	<b>~</b>	<b>~</b>	<b>~</b>	<b>~</b>
2	Grosvenor-Strathmore Metrorail Station	<b>~</b>	<b>/</b>	<b>~</b>	<b>~</b>
2	MD 355 and Security Lane	<b>~</b>		<b>~</b>	<b>~</b>
2	White Flint Metrorail Station	<b>*</b>	<b>/</b>	<b>~</b>	<b>~</b>
2	MD 355 and Bou Avenue	<b>/</b>	<b>~</b>	<b>~</b>	<b>/</b>
2	MD 355 and Halpine Road	<b>/</b>	<b>~</b>	<b>\</b>	<b>~</b>
2	MD 355 and Templeton Place		~		<b>/</b>
2	MD 355 and Edmonston Drive	<b>~</b>	<b>/</b>	~	<b>~</b>
2	MD 355 and Mount Vernon Place	~	~	<b>~</b>	~
3	MD 355 and East Middle Lane (Rockville Metrorail Station)	~	<b>Y</b>	<b>~</b>	<b>~</b>
3	MD 355 and Mannakee Street	<b>~</b>	~	~	<b>~</b>
3	MD 355 and Future Dawson Avenue		<b>~</b>	<b>~</b>	~
3	Montgomery College Rockville	<b>/</b>	<b>~</b>	~	
3	MD 355 and College Parkway		<b>~</b>	<b>~</b>	<b>/</b>
4	MD 355 and Indianola Drive		<b>~</b>	<b>~</b>	<b>~</b>
4	Shady Grove Metrorail Station	<b>\</b>	~	~	<b>~</b>
4	MD 355 and South Westland Drive	~	~	~	~
4	MD 355 and Education Boulevard	~	~	~	~
4	MD 355 and South Summit Avenue	~			
5	MD 355 and Cedar/Fulks Corner Avenue		<b>~</b>	<b>~</b>	<b>~</b>
5	MD 355 and Lakeforest Boulevard	<b>~</b>	<b>~</b>	<b>~</b>	<b>~</b>
5	Lakeforest Transit Center	<b>~</b>	<b>~</b>	<b>~</b>	<b>/</b>
6	MD 355 and Watkins Mill Boulevard	<b>~</b>	<b>~</b>	<b>~</b>	<b>~</b>

 $<sup>^{15}</sup>$  Future stations are italicized with yellow checkmarks. For the TSM Alternative, existing Ride On extRa stations are noted with blue checkmarks.



Segment	Location	TSM Alternative	Alternative A	Alternative B	Alternative C
6	MD 355 and Professional Drive		<b>/</b>	<b>/</b>	<b>~</b>
6	MD 355 and Gunners Branch Road	<b>~</b>	<b>~</b>	<b>~</b>	<b>~</b>
7	Holy Cross Hospital		<b>~</b>	<b>~</b>	
7	Montgomery College Germantown		<b>~</b>	<b>~</b>	
7	MD 355 and Oxbridge Drive	<b>~</b>			<b>~</b>
7	Germantown Transit Center	<b>~</b>		<b>~</b>	<b>/</b>
7	Seneca Meadows Office Park		<b>/</b>		
7	Shakespeare Boulevard and Amber Ridge Drive		~		
7	Observation Drive and Shakespeare Boulevard			<b>&gt;</b>	
7	MD 355 and Shakespeare Boulevard	~			<b>\</b>
7	MD 355 and Milestone Center Entrance		~		
7	Snowden Farm Parkway and Newcut Road		~		
7	Stringtown Road and Rainbow Arch Drive		~		
7	Stringtown Road and St. Clair Road		<b>X</b>		
7	Stringtown Road and Gateway Center Drive		<b>~</b>	<b>~</b>	
7	Observation Drive and Milestone Center Drive			~	
7	Observation Drive and COMSAT			<b>~</b>	
7	Observation Drive and Shawnee Lane	)		<b>~</b>	
7	MD 355 and Foreman Boulevard	<b>~</b>			<b>~</b>
7	MD 355 and Redgrave Place	<b>~</b>			<b>~</b>
7	Clarksburg Outlets	<b>~</b>	<b>~</b>	<b>~</b>	<b>~</b>

## 4.2 Next Steps

The planning for stations along MD 355 will continue in the next phase of the project. As engineering advances, the specifics of the designs and locations of stations can be further refined. MCDOT has found that finalizing station locations is an iterative process throughout the life of planning and engineering that involves stakeholders, including adjacent property owners, in order to address challenges and concerns.



Specific areas for further investigation related to station locations that are known at this time are described below:

- Strategies for bus layover at the Bethesda Metrorail South Entrance Station: As the station at the end of the line, Bethesda may need to accommodate layover of buses. Identifying potential curb space for this purpose will need to be done at a later stage.
- Rockville Metrorail Station Planning: This study identifies an on-road approach for serving Rockville station at MD 355 and East Middle Lane, in part due to the congested operational conditions at the station's existing bus bays. The County and WMATA should work jointly to resolve bus circulation issues to benefit Ride On and Metrobus operations and potentially facilitate BRT use of the bus bays.
- Coordination with Montgomery College on parking and transit center modifications: The Alternatives make use of existing Montgomery College parking and transit center areas in order to facilitate the efficient operations of the BRT at both the Rockville and Germantown campuses. More coordination with Montgomery College is required to refine these station approaches.
- Shady Grove Station Planning: While this study identifies Sommerville Drive as the preferred location for the Shady Grove station location, more analysis will be required as phasing and other implementation elements are understood, like the construction of the new station entrance at Shady Grove, to confirm that the station location balances BRT efficiency with rider convenience. The County and WMATA should work jointly to resolve bus circulation and Metro access at the station.
- Lakeforest Transit Center Relocation: Future plans to redevelop the Lakeforest Mall should include examination and strong consideration for shifting the transit center to the west, creating a shorter diversion for the BRT and placing the transit center closer to the activity along MD 355.
   MCDOT will continue to coordinate with the City of Gaithersburg as part of the redevelopment process.
- Park and Ride Strategy: MCDOT will further explore potential locations for park and ride opportunities in Clarksburg, Germantown, and Gaithersburg to capture longer distance commuters.
  - Demand at Milestone Park-and-Ride: The existing Milestone Park-and-Ride is heavily used. While these Alternatives do not envision the creation of park-and-ride facilities at this time, the placement of a station location at the vicinity of the Milestone Park-and-Ride may create additional demand there that should be assessed to ensure adequate capacity in the future.
- **Clarksburg Outlets**: At this juncture, the precise location of the BRT station at Clarksburg Outlets has not been determined. This siting consideration will need to be resolved as design progresses.



# Appendix A

**Stations Evaluated in this Analysis** 

# **Appendix A: Stations Evaluated in this Analysis**

Evalu	ated Stations			Station Sou	rce	
Segment	Station Location	CTCFMP (2012)	Phase I Study (2017)	Gaithersburg Study (2015) or staff comment	Rockville Study (2015) or staff comment	Phase II Study (2019)
1	Bethesda Metro Station – South Entrance					~
1	Bethesda Metro Station Bus Bays		~			
1	MD 355 & Bethesda Metro	~				
1	MD 355 & Cordell Avenue	~				
1	Medical Center Station	~				
1	MD 355 & Cedar Lane	~				
1	MD 355 & Pooks Hill Road	~				
2	Grosvenor- Strathmore Metro Station	~				
2	MD 355 & Security Lane	~				
2	White Flint Metro Station	~				
2	MD355 & Hubbard/Bou Avenue	~				
2	MD 355 & Halpine Road	~				
2	MD 355 & Templeton Place	~				
2	MD 355 & Edmonston Drive	~				
2	MD 355 & Mount Vernon Place				~	<b>~</b>
3	Rockville Metro Station	~				
3	MD 355 & E. Middle Ln				~	

Evalu	ated Stations			Station Sou	rce	
Segment	Station Location	CTCFMP (2012)	Phase I Study (2017)	Gaithersburg Study (2015) or staff comment	Rockville Study (2015) or staff comment	Phase II Study (2019)
	(Rockville Metro Station)					
3	MD 355 & Future Dawson Avenue				<b>~</b>	<b>~</b>
3	MD 355 & Mannakee Street	~				
3	Montgomery College - Rockville		<b>~</b>			
4	MD 355 & College Parkway				~	<b>~</b>
4	MD 355 & Gude Drive	<b>~</b>				
4	MD 355 & Indianola Drive	~				
4	Somerville Drive & Redland Rd (Shady Grove Metro Station)					~
4	MD 355 & King Farm Boulevard	<b>~</b>				
4	Shady Grove Metro Station Bus Bays		~			
4	MD 355 & S. Westland Dr			~		<b>~</b>
4	MD 355 & Education Blvd	<b>~</b>				
5	MD 355 & Cedar Avenue/Fulks Corner Avenue			~		
5	MD 355 & Chestnut Avenue/Walker Avenue			~		
5	MD 355 & Odendhal Avenue	~				

Evalu	ated Stations			Station Sou	rce	
Segment	Station Location	CTCFMP (2012)	Phase I Study (2017)	Gaithersburg Study (2015) or staff comment	Rockville Study (2015) or staff comment	Phase II Study (2019)
5	MD 355 & Lakeforest Boulevard			~		
5	MD 355 & Russell Avenue					<b>~</b>
5	Lakeforest Transit Center			<b>~</b>		
6	MD 355 & Watkins Mill Blvd	~				
6	MD 355 & Professional Drive	~				
6	MD 355 & Gunners Branch Rd					<b>~</b>
6	MD 355 & Middlebrook Road	~				
7A, 7B	Holy Cross Hospital	~				
7A, 7B	Montgomery College – Germantown	<b>~</b>				
7C	MD 355 & Oxbridge Drive					<b>~</b>
7C	MD 355 & Germantown Road	~				
7A, 7B, 7C	Germantown Transit Center					<b>~</b>
7A	Seneca Meadows Office Park					<b>~</b>
7B	Observation Drive & Shakespeare Boulevard		<b>~</b>			
7A	Shakespeare Boulevard & Amber Ridge Drive					<b>~</b>

Evalu	ated Stations			Station Sou	rce	
Segment	Station Location	CTCFMP (2012)	Phase I Study (2017)	Gaithersburg Study (2015) or staff comment	Rockville Study (2015) or staff comment	Phase II Study (2019)
7C	MD 355 & Shakespeare Boulevard	<b>~</b>				
7A	MD 355 & Milestone Entrance					<b>~</b>
7B	Observation Drive & Milestone Center Drive/Royal Crown Drive		<b>~</b>			
7A	Snowden Farm Parkway & Emerald Green Drive					~
7A	Snowden Farm Parkway & Newcut Road					<b>~</b>
7A	Snowden Farm Parkway & Foreman Boulevard					~
7A	Snowden Farm Parkway & Stringtown Road					<b>~</b>
7A	Stringtown Road & Rainbow Arch Drive					<b>~</b>
7A	Stringtown Road & St. Clair Road					<b>~</b>
7A, 7B	Stringtown Road & Observation Drive					<b>~</b>
7A, 7B	Stringtown Road & Gateway Center Drive					<b>✓</b>
7B	Observation Drive & Shawnee Lane		<b>~</b>			
7B	Observation Drive & COMSAT	<b>~</b>				

Evalu	Evaluated Stations		Station Source					
Segment	Station Location	CTCFMP (2012)	Phase I Study (2017)	Gaithersburg Study (2015) or staff comment	Rockville Study (2015) or staff comment	Phase II Study (2019)		
7B	Observation Drive & Redgrave Place	<b>~</b>						
7C	MD 355 & Little Seneca Parkway	~						
7C	MD 355 & Foreman Boulevard	~						
7C	MD 355 & Redgrave Place	<b>~</b>						
7A, 7B, 7C	Clarksburg Outlets		<b>~</b>					
7A	Clarksburg Road & Broadway Avenue					<b>~</b>		



# Appendix B Level 1 Detailed Screening



## **Appendix B: Level 1 Detailed Screening**

## A. Detailed Level 1 Screening – Segment 1

Station Name:	A.1. MD 35	5 and Bethesda Metrorail South Entrance
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	High	1,249 daily boardings.
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.
Does the station serve low-income County residents?	Medium	5.4% at 100% of poverty level. 8.2% at 150% of poverty level.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	High density, mixed-use development is present within one half-mile of station.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	Bethesda Sector Plan envisions large-scale commercial development in area surrounding Metrorail Station. Metrorail Station is identified as an activity center. Metrorail Station plaza is proposed to be redeveloped.
Criterion 3: Pedestrian and Bicycle Infrastructu	re	
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Sidewalks, signals, and crosswalks exist to connect station to activity centers within one half-mile. Bethesda Sector Plan calls for reconfiguring East-West Highway from one-way to two-way system, which is expected to calm traffic.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Medium	Gaps exist in bicycle infrastructure within one half-mile of station but can be reasonably addressed with planned improvements. Four bikeshare stations are within 0.2 miles of site. Plan calls for separated bicycle lanes along nearby East-West Highway and Montgomery Avenue. Reconfiguring East-West Highway from oneway to two-way traffic is expected to slow traffic and make access easier for bikes. This station would provide a nearby connection to the Capital Crescent Trail that exists today to the west and will run alongside the Purple Line to the east.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	High	Site is co-located with Bethesda Metrorail Station. Station provides direct access to the Purple Line Station.
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Multiple bus routes (WMATA J2, J3, J4, J7, J9) provide service with stops within one quarter-mile.
Criterion 5: Street Network		
Is the location signalized?	High	Existing signals are present at two nearby intersections.
Is the location suitable for Transit Signal Priority (TSP)?	N/A	TSP was not studied at this location.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	ADT of Montgomery Lane is 10,800 to 15,000. ADT of 355 is 18,500 to 22,550.
Is the station location a low-crash location?	N/A	Crash data not available for this location.
What is the distance to the adjacent (preceding/following) station?	High	No preceding stops. Following stop (Cordell Avenue) is one half-mile north of intersection.
Recommendation	Retain	Level 2 analysis will further evaluate precise station location.



Station Name:	A.2. MD 35	5 and Bethesda Metrorail Station Bus Bays
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	High	1,249 daily boardings.
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.
Does the station serve low-income County residents?	Medium	5.4% at 100% of poverty level. 8.2% at 150% of poverty level.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	High density, mixed-use development is present within one half-mile of station.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	Bethesda Downtown Plan (BDP) envisions large-scale commercial development in area surrounding Metrorail station. Metrorail Station is identified as an activity center. Metrorail Station plaza is proposed to be redeveloped.
Criterion 3: Pedestrian and Bicycle Infrastructu	re	
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Bus Bays have connection sidewalks, crosswalks, and is signalized at intersections to connect station to activity centers within one half-mile. BDP calls for reconfiguring East-West Highway from oneway to two-way system, which is expected to slow traffic.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Medium	Gaps existing in bicycle infrastructure within one half-mile of station but can be reasonably addressed by planned improvements in the Bethesda Sector plan. Four bikeshare stations are within 0.2 miles of site. BDP calls for separated bicycle lanes along nearby East-West Highway and Montgomery Ave. Reconfiguring East-West Highway from one-way to two-way is expected to slow traffic and make access easier for bikes.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	High	Site is co-located with Bethesda Metrorail Station and provides access to the Purple Line Station at the south end of the Metrorail platform.
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Multiple bus routes (WMATA J2, J3, J4, J7, J9) provide service with stops within one quarter-mile.
Criterion 5: Street Network		
Is the location signalized?	High	Signals are present at nearest intersections.
Is the location suitable for Transit Signal Priority?	N/A	This location, as a bus transit center, is not appropriate for TSP.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	ADT of Montgomery Lane is 10,800 to 15,000. ADT of MD 355 is 18,500 to 22,550.
Is the station location a low-crash location?	Medium	17 total crashes; two pedestrian-involved crashes.
What is the distance to the adjacent (preceding/following) station?	High	No preceding stops, as this is the southern terminus of the BRT. Following stop (Cordell Avenue) is one half-mile north of intersection.
Recommendation	Retain	



Station Name:	A.3. MD 35	5 and Cordell Avenue
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	Low	34 daily boardings.
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.
Does the station serve low-income County residents?	Low	4.4% at 100% of poverty line. 6.4% at 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	High-density, mixed-use development is present within one half-mile of station. Intersection falls within Woodmont Triangle District (mixed-use district with high-rise residences, small-scale retail, cultural resources).
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	Bethesda Downtown Plan calls for enhancing retail areas and promoting mixed-income residential development.
Criterion 3: Pedestrian and Bicycle Infrastruct	ure	
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Short blocks, sidewalks, and crosswalks are prevalent to connect site to activity centers within one half-mile.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Medium	Gaps exist in the bicycle infrastructure in terms of serving activity centers and other bicycle infrastructure within one half-mile of site, but can be reasonably addressed through planned improvements. BDP states a shared roadway will be implemented on Cordell Avenue.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Medium	The site is within one half-mile of a Metrorail station.  Bethesda Metrorail and Purple Line Station is one half-mile away.  Medical Center Metrorail Station is 0.6 miles away.
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Multiple bus services serve this site at existing stops within one quarter-mile of location. Bus stops north and south of intersection serve WMATA J2, J3.
Criterion 5: Street Network		
Is the location signalized?	High	Location is signalized.
Is the location suitable for Transit Signal Priority?	Low	TSP is not suitable for this location per Ride On ExtRa study
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	ADT on Cordell Avenue is 1,300 to 1,700.  ADT on MD355 is 13,800 to 15,900.
Is the station location a low-crash location?	High	10 total crashes; zero pedestrian-involved crashes.
What is the distance to the adjacent (preceding/following) station?	High	Preceding stop (Bethesda Metrorail Bus Bays) is 0.6 miles south of intersection. Following stop (Medical Center Metrorail Station) is 0.6 miles north
		of intersection.
Recommendation	Retain	



Station Name:	A.4. Medic	al Center Metrorail Station
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	High	712 daily boardings.
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.
Does the station serve low-income County residents?	Low	3.2% at 100% poverty level. 4.1% at 150% poverty level.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	Existing land uses within one half-mile of location are high-density, mixed-use developments (NIH facilities, Naval Support Activity – Bethesda).
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g, mix of uses, higher density, activity centers, short setbacks, walkability)?	High	NIH and Naval Support Activity – Bethesda master plans call for substantial increases in activity.
Criterion 3: Pedestrian and Bicycle Infrastructu	re	
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Pedestrian infrastructure exists that connects location to activity centers within one half-mile. Crosswalks and walking paths are prevalent, but activity centers are spread out. Crosswalks and sidewalks exist at site to connect pedestrians to bus bays, kissand-ride lot, and provide access to MD 355. The MD 355 Crossing Project is providing a high-quality connection under MD 355.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	Bicycle infrastructure exists that connects station location to activity centers within one half-mile. Bethesda Trolley Trail runs along western edge of MD 355. Bicycle racks and lockers available at Metrorail station.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	High	This stop is located adjacent to Medical Center Metrorail Station.
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Multiple bus routes (Ride On 33, 34, 46, 30 and 70)) and Ride On extRa Route 101 already serve this location.
Criterion 5: Street Network		
Is the location signalized?	N/A	This potential station location is within the existing Medical Center Metrorail Station.
Is the location suitable for Transit Signal Priority?	Medium	TSP is suitable for this location per Ride On extRa study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	N/A	ADT on Wood Road is 5,700. ADT on MD 355 24,400 to 31,800.
Is the station location a low-crash location?	N/A	None recorded.
What is the distance to the adjacent (preceding/following) station?	Medium	Preceding stop (Cordell Avenue) is 0.6 miles south of intersection. Following stop (Cedar Lane) is 0.6 miles north of intersection.
Recommendation	Retain	



Station Name:	A.1. MD 35	5 at Medical Center Metrorail Station
Criteria	Compatibility	Notes
Criterion 1: Ridership	, ,	
What is the existing ridership for buses in the corridor at this location?	High	712 daily boardings.
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.
Does the station serve low-income County residents?	Low	3.2% at 100% poverty level. 4.1% at 150% poverty level.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	Existing land uses within one half-mile of location are high-density, mixed-use development (NIH facilities, Naval Support Activity-Bethesda).
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	NIH and Naval Support Activity – Bethesda master plans call for substantial increases in activity.
Criterion 3: Pedestrian and Bicycle Infrastructu	re	
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Pedestrian infrastructure exists that connects location to activity centers within one half-mile. Crosswalks and walking paths are prevalent, but activity centers are spread out. Crosswalks and sidewalks exist at site to connect pedestrians to bus bays, kissand-ride lot, and provide access to MD 355. The MD 355 Crossing Project is providing a high-quality connection under MD 355.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	Bicycle infrastructure exists that connects station location to activity centers within one half-mile. Bethesda Trolley Trail runs along western edge of MD 355. Bicycle racks and lockers available at Metrorail station.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	High	This stop is located adjacent to Medical Center Metrorail Station.
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Multiple bus services (MTA Commuter Bus 203, Ride On 34, 70, WMATA J2) already serve this location.
Criterion 5: Street Network		
Is the location signalized?	High	Location is signalized.
Is the location suitable for Transit Signal Priority?	Medium	TSP is suitable for this location per Ride On extRa study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	Medium	Less than 25,000AADT in at least one road at the nearest intersection (MD 355/Wood Road).  ADT on Wood Road is 5,700.  ADT on MD 355 24,400 to 31,800.
Is the station location a low-crash location?	High	None recorded.
What is the distance to the adjacent (preceding/following) station?	Medium	Preceding stop (Cordell Avenue) is 0.6 miles south of intersection. Following stop (Cedar Lane) is 0.6 miles north of intersection.
Recommendation	Retain	

Station Name:	A.2. MD 35	5 and Cedar Lane
Criteria	Compatibility	Notes



Criterion 1: Ridership					
What is the existing ridership for buses in the		35 daily boardings.			
corridor at this location?	Low	35 daily boardings.			
What is the forecasted ridership for buses in the corridor at this location?	Low	In the Phase 1 modeling, the station performed poorly in the ridership analysis.			
Does the station serve low-income County residents?	Low	3.9% at 100% of poverty line. 5.4% at 150% of poverty line.			
Criterion 3: Land Use					
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Medium-density land use within one half-mile of site. Institutional uses (Naval Support Activity-Bethesda [NSA-B] and National Institutes of Health [NIH]) are just south of intersection. Medium-density residential development (townhomes and single-family homes) is north of intersection.			
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Land use is projected to remain consistent with existing conditions north of the station. NIH and NSA-B master plans call for continued development at those locations.			
Criterion 4: Pedestrian and Bicycle Infrastructu	re				
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	Sidewalks and crosswalks are prevalent, but activity centers are spread far apart. Intersection may be challenging to navigate—Cedar Lane is six lanes across (four thru, two turn), MD 355 is nine lanes across (seven thru, two turn). Intersection is at least one quarter-mile from NIH and Walter Reed Medical Center. Crosswalks, median refuge islands, pedestrian signals, and sidewalks along NB, SB, EB, WB arms are present.			
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Medium	Gaps exist in bicycle infrastructure within one half-mile of station but can be reasonably addressed. Bethesda Trolley Trail runs along western edge of MD 355. M-NCPPC Bicycle Master Plan recommends building side path along west side of MD 355 from Cedar Lane to Woodmont Avenue, and along east side of MD 355 from I-495 to Cedar Lane.			
Criterion 5: Transit Connections					
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Medium	Medical Center Metrorail Station is within one half-mile of site, approximately one quarter-mile south.			
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Multiple bus services serve this location. Bus stop west of intersection along Cedar Lane serves WMATA J2, J3, Ride On 70. Bus stop north of intersection along MD 355 serves Ride On 30, 46.			
Criterion 6: Street Network					
Is the location signalized?	High	Location is signalized.			
Is the location suitable for Transit Signal Priority?	Low	TSP is not suitable for this location per the Ride On extRa study.			
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	Medium	ADT on Cedar Lane is 4,600 to 8,200. ADT on MD 355 near intersection is 28,600 to 31,800.			
Is the station location a low-crash location?	Low	50 total crashes; three pedestrian-involved crashes.			
What is the distance to the adjacent (preceding/following) station?	Low	Preceding stop (Medical Center Metrorail Station) is one quartermile south of intersection.			
		Following stop (Pooks Hill Road) is 0.6 miles north of intersection.			
Recommendation	Future				



Station Name:	A.3. MD 35	5 and Pooks Hill Road
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	Medium	106 daily boardings.
What is the forecasted ridership for buses in the corridor at this location?	Medium	In the Phase 1 modeling, the station performed moderately in the ridership analysis
Does the station serve low-income County residents?	Low	2.2% at 100% of poverty level. 3.1% at 150% of poverty level.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Within one half-mile of location, existing land uses are medium density. Most of land use is residential (single-family homes, townhomes) with some commercial development. Exit to I-495 is just north of intersection.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	In one half-mile around site, master plans and zoning call for high-density development. High-rise residential buildings have been proposed along Pooks Hill Road.
Criterion 3: Pedestrian and Bicycle Infrastructure		
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	Gaps exist in the pedestrian infrastructure serving activity centers within one half-mile. There is no sidewalk along MD 355 north of intersection (I-495 exit is north of intersection).
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Low	Gaps exist in the bicycle infrastructure serving activity centers within one half-mile of location and cannot be reasonably addressed due to right-of-way constraints on MD 355.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Location is more than one half-mile from a Metrorail station, MARC station, or transit center. Medical Center Metrorail Station is 1.1 miles south of site. Grosvenor-Strathmore Metrorail Station is 1.6 miles north of site.
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Multiple bus services (Ride On 30 and 46 serves this location.
Criterion 5: Street Network		
Is the location signalized?	High	Location is signalized.
Is the location suitable for Transit Signal Priority?	Low	TSP is not suitable for this location per Ride On extRa study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	Medium	ADT of Pooks Hill is 3,800 to 4,300. ADT on this segment of MD 355 is 30,700 to 34,100.
Is the station location a low-crash location?	Medium	46 total crashes; zero pedestrian-involved crashes.
What is the distance to the adjacent (preceding/following) station?	Medium	Preceding stop (Cedar Lane) is 0.6 miles south of intersection. Following stop (Grosvenor-Strathmore Metrorail Station) is 1.3 miles north of intersection.
Recommendation	Future	



# B. Detailed Level 1 Screening – Segment 2

Station Name: B.1. MD 355 and Grosvenor-Strathmore Metrorail Station			
Criteria	Compatibility	Notes	
Criterion 1: Ridership	Companionty		
What is the existing ridership for buses in the corridor at this location?	High	257 daily boardings.	
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.	
Does the station serve low-income County residents?	Medium	<ul><li>5.3% at 100% of poverty level.</li><li>7.4% at 150% of poverty level.</li></ul>	
Criterion 2: Land Use			
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	Existing land uses within one half-mile of location are high-density, mixed-use developments. Site area includes art/cultural and institutional resources (Strathmore Mansion, Music Center, Georgetown Prep School) and a Metrorail Station. Residential developments are high rises and some townhome communities. Activity centers are spread apart, however.	
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	Within one half-mile of location, master plans and zoning call for high-density, mixed-use development. Grosvenor-Strathmore Master Plan (GSMP) sets goal of establishing mixed-use development around station.	
Criterion 3: Pedestrian and Bicycle Infrastructure			
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	Pedestrian infrastructure exists that connects location to activity centers within one half-mile. Activity centers are far apart, and diversity of land use mix is limited.	
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Medium	Gaps exist in the bicycle infrastructure within one half-mile of site but can be reasonably remedied. There is a shared-use path along the eastern edge of MD 355 between Grosvenor Lane and Tuckerman Lane. A shared roadway proposed for Tuckerman Lane. M-NCPPC Bicycle Master Plan recommends building side path along MD 355 from Strathmore Avenue to I-495.	
Criterion 4: Transit Connections			
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	High	Grosvenor-Strathmore Metrorail Station on site.	
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Multiple bus services already serve this location. Bus bays serve multiple Ride On routes (Ride On 37, 96, 46, 6).	
Criterion 5: Street Network			
Is the location signalized?	High	Nearest intersection (Tuckerman Lane and MD 355) is signalized.	
Is the location suitable for Transit Signal Priority?	Low	TSP is not suitable for this location per Ride On extRa study.	
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	Medium	ADT along Tuckerman Lane is 4,600 to 9,800. ADT along MD 355 is 21,500 to 27,800.	
Is the station location a low-crash location?	High	None recorded.	
What is the distance to the adjacent (preceding/following) station?	High	Preceding stop (Pooks Hill Road) is 1.0 miles south of intersection. Following stop (Security Lane) is 1.4 miles north of intersection.	
Recommendation	Retain	See analysis in Section B.	



Station Name:	B.2. MD 35	5 and Security Lane	
Criteria	Compatibility	Notes	
Criterion 1: Ridership			
What is the existing ridership for buses in the corridor at this location?	High	301 daily boardings.	
What is the forecasted ridership for buses in the corridor at this location?	Medium/High	In the Phase 1 modeling, the station performed moderately in the ridership analysis.	
Does the station serve low-income County residents?	Low	4.2% at 100% of poverty level. 7.3% at 150% of poverty level.	
Criterion 2: Land Use			
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	Existing land use within one half-mile of location is high-density, mixed-use development. Retail, office buildings, and restaurants are accessible within one quarter-mile.	
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	Master plans and zoning call for high density, mixed-use development within one half-mile of location. Intersection is at site of former White Flint Mall which is planned for redevelopment. Site will continue to be zoned for commercial and residential development.	
Criterion 3: Pedestrian and Bicycle Infrastructure			
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Pedestrian infrastructure exists that connects location to activity centers within one half-mile.	
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Medium	Gaps exist in the bicycle infrastructure to serve activity centers within one half-mile of location. There are no existing dedicated bicycle facilities along MD 355 in this location. Shared-use path has been proposed for eastern edge of MD 355, beginning at Edison Lane and continuing north. There is a protected bike lane on Woodglen Drive (less than 0.2 miles away) and the Bethesda Trolley Trail is 0.4 miles away.	
Criterion 4: Transit Connections			
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Medium	Location is within one half-mile of a Metrorail station. White Flint Metrorail Station is 0.4 miles north of intersection.	
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Multiple bus services (Ride On 5 and 46 including Ride On extRa Route 101 already serve this location.	
Criterion 5: Street Network			
Is the location signalized?	High	Location is signalized.	
Is the location suitable for Transit Signal Priority?	High	TSP is installed at this location as part of Ride On extRa.	
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	ADT of Security Lane is 1,700 to 3,100.  ADT of MD 355 near intersection is 22,600 to 24,700.	
Is the station location a low-crash location?	Low	12 total crashes; zero pedestrian-involved crashes.	
What is the distance to the adjacent (preceding/following) station?	Medium	Preceding stop (Grosvenor-Strathmore Metrorail Station) is 1.5 miles south of intersection. Following stop (White Flint Metrorail Station) is 0.4 miles north of intersection.	



Station Name: B.3. MD 355 and White Flint Metrorail Station – North/South Entrance			
Criteria	Compatibility	Notes	
Criterion 1: Ridership			
What is the existing ridership for buses in the corridor at this location?	High	1,113 daily boardings.	
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.	
Does the station serve low-income County residents?	Medium	8.5% at 100% of poverty level. 13.2% at 150% of poverty level.	
Criterion 2: Land Use			
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	Within one half-mile of location, existing land uses are high-density, mixed-use development. Area includes mix of restaurants, retail, high-rise residential building. High-density office spaces including the U.S. Nuclear Regulatory Commission are near located on northeast and southeast corners.	
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	Within one half-mile of location, master plans and zoning call for high-density, mixed-use development. Surrounding area will continue to be zoned for commercial and residential uses, as well as public-use space, per White Flint Sector Plan.	
Criterion 3: Pedestrian and Bicycle Infrastructu	re		
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Pedestrian infrastructure exists that connects location to activity centers within one half-mile.	
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	Bicycle infrastructure exists today that connects location to activity centers within one half-mile. A section of the Bethesda Trolley Trail run along the eastern edge of MD 355 on the block just south of the intersection. Bicycle racks available at Metrorail station. Marinelli Road (runs east-west through intersection) west of intersection has bicycle lanes for westbound travel and sharrows for eastbound travel. M-NCPPC Bicycle Master Plan recommends two-way separated bicycle lane along west and east side of MD 355. There is a protected bikeway on Nebel Street, which parallels MD 355.	
Criterion 4: Transit Connections			
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	High	White Flint Metrorail Station is on site.	
Is there a local bus/shuttle stop nearby? How many routes stop?	High/Medium	Multiple bus services (Ride On 5, 26, 46, 81, )) and Ride On extRa Route 101 serve this location. The WMATA C8 route serves a bus stop just east of the intersection. Commercial intercity bus (Ourbus) also has a stop at this intersection for travel to New York City.  A station location at the north entrance would have more limited connections to those bus routes.	
Criterion 5: Street Network			
Is the location signalized?	High	Location is signalized.	
Is the location suitable for Transit Signal Priority?	Low	TSP is not suitable for this location per Ride On extRa study.	
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	ADT of Marinelli Road is 3,700 to 4,400. ADT on this section of MD 355 is 21,300 to 22,200.	
Is the station location a low-crash location?	Low/Medium	50 total crashes; three pedestrian-involved crashes.	
What is the distance to the adjacent (preceding/following) station?	High	Preceding stop (Security Lane) is 0.4 miles south of intersection. Following stop (Hubbard Drive) is 0.6 miles north of intersection.	
Recommendation	Retain		



Station Name: B.4. MD 355 and Hubbard Drive			
Criteria	Compatibility	Notes	
Criterion 1: Ridership			
What is the existing ridership for buses in the corridor at this location?	Medium	176 daily boardings.	
What is the forecasted ridership for buses in the corridor at this location?	Medium	In the Phase 1 modeling, the station performed moderately in the ridership analysis.	
Does the station serve low-income County residents?	Medium	9.2% at 100% of poverty level. 14.1% at 150% of poverty level.	
Criterion 2: Land Use			
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Medium-density, automobile-oriented development exists within one half-mile of site. Site area includes low-density, mixed-use buildings (e.g., Montrose Crossing shopping center east of intersection, single-level restaurants and retail, some multi-story offices).	
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	In one half-mile area around location, master plans and zoning call for medium-density development. Area around intersection will continue to be zoned for business. Countywide Transit Corridors Functional Master Plan also calls for BRT station at intersection.	
Criterion 3: Pedestrian and Bicycle Infrastructu	re		
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Crosswalks, sidewalks, and pedestrian signals exist to connect site to activity centers within one half-mile.	
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	Bicycle infrastructure exists today that connects location to activity centers within one half-mile of site. There is a shared-use path along the eastern edge of MD 355.	
Criterion 4: Transit Connections			
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	The location is greater than one half-mile from a Metrorail station, MARC station, or transit center. White Flint Metrorail Station is 0.6 miles south of intersection.	
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	Only one bus service (Ride On 46) services this location.	
Criterion 5: Street Network			
Is the location signalized?	High	Location is signalized.	
Is the location suitable for Transit Signal Priority?	Low	TSP is not suitable for this location per Ride On extRa study	
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	Medium	ADT of Hubbard is 1,000 to 4,000. ADT of MD 355 is 25,800 to 28,900.	
Is the station location a low-crash location?	Medium	Nine total crashes; one pedestrian-involved crash.	
What is the distance to the adjacent (preceding/following) station?	Medium	Preceding stop (White Flint Metrorail Station) is 0.6 miles south of intersection.	
		Following stop (Halpine Road) is 0.6 miles north of intersection.	
Recommendation	Retain		

Station Name:	B.5. MD 355 and Halpine Drive	
Criteria	Compatibility Notes	
Criterion 1: Ridership		



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What is the existing ridership for buses in the corridor at this location?	High	1,761 daily boardings.		
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.		
Does the station serve low-income County residents?	Medium	9.3% at 100% of poverty level. 15.2% at 150% of poverty level.		
Criterion 2: Land Use				
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	Existing land uses within one half-mile around site are medium density. Site area includes mix of single-story restaurants, retail, and some multistory office space. However, a large redevelopment project has been approved by Rockville adjacent to this station location.		
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	The White Flint II Master Plan envisions substantial redevelopment at this location, as do Rockville plans.		
Criterion 3: Pedestrian and Bicycle Infrastructu	re			
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Crosswalks, sidewalks, and pedestrian signals exist to connect site to activity centers within one half-mile. Sidewalk conditions are not ideal (no buffers between automobile traffic and pedestrians). Rockville Pike Neighborhood Plan calls for more pedestrian-oriented planning (strategically placed parking, smaller blocks, buildings adjacent to sidewalks).		
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Low	Gaps exist in the bicycle infrastructure serving activity centers within one half-mile of site and cannot be reasonably addressed. There are no existing bicycle facilities.		
Criterion 4: Transit Connections				
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Medium	The station is within one half-mile of a Metrorail station, MARC station, or transit center. Twinbrook Metrorail Station is 0.2 miles east of intersection.		
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	One bus route (Ride On 46) serves this location.		
Criterion 5: Street Network				
Is the location signalized?	High	Location is signalized.		
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	Medium	ADT on Halpine Drive is 2,900 to 3,800. ADT on MD 355 is 21,300 to 25,800.		
Is the location suitable for Transit Signal Priority?	High	TSP is installed at this location as part of Ride On extRa.		
Is the station location a low-crash location?	Low	39 total crashes; nine pedestrian-involved crashes.		
What is the distance to the adjacent (preceding/following) station?	Medium	Preceding stop (Hubbard Drive) is 0.6 miles south of intersection. Following stop (Templeton Place) is 0.4 miles north of intersection.		
Recommendation	Retain	Stop spacing will be considered in Level 2 due to decision on Templeton Place.		

Station Name: B.6. MD 355 and Templeton Place		
Criteria	Compatibility Notes	
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	Medium 145 daily boardings.	
What is the forecasted ridership for buses in the corridor at this location?	Medium	In the Phase 1 modeling, the station performed moderately in the ridership analysis.
Does the station serve low-income County residents?	High	10.2% at 100% of poverty level. 15.6% at 150% of poverty level.



Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Existing land use within one half-mile of location is medium density. Some single-story restaurants, retail, and office space located near intersection.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	No land use changes are anticipated. The Twinbrook Neighborhood Plan recommends encouraging redevelopment in the neighborhood's commercial areas in the long term.
Criterion 3: Pedestrian and Bicycle Infrastructu	re	
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Pedestrian infrastructure exists that connects location to activity centers within one half-mile.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Low	Bicycle infrastructure does not exist and connections from MD 355 are not easily addressed due to limited number of intersections in this area.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	The station is greater than one half-mile from a Metrorail station. Twinbrook Metrorail Station is 0.6 miles south.
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	Only one bus route (Ride On 46) serves this location.
Criterion 5: Street Network		
Is the location signalized?	High	Location is signalized.
Is the location suitable for Transit Signal Priority?	Low	TSP is not suitable for this location per Ride On extRa study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	Medium	ADT of Templeton Place is 600 to 900. ADT of MD 355 near intersection is 24,700 to 27,200.
Is the station location a low-crash location?	Medium	26 total crashes; zero pedestrian-involved crashes
What is the distance to the adjacent (preceding/following) station?	Low	Preceding stop (Halpine Drive) is 0.4 miles south of intersection. Following stop (Edmonston Drive) is 0.6 miles north of intersection.
Recommendation	Future	



What is the forecasted ridership for buses in the corridor at this location?  Medium  In the Phase 1 modeling, the station performed moderately in the ridership analysis.  Boses the station serve low-income County residents?  Criterion 2: Land Use  Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?  Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?  Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?  Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?  Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers within one half mile. Sidewalk condition are not ideal (no buffers between auto traffic and pedestrians) around the station of the Edmonston Drive area as a "corridor" development node. The Edmonston Drive area as a "corridor" development node. The Edmonston Drive area as a "corridor" development node. The Edmonston Drive area as a "corridor" development node. The Edmonston Drive area as a "corridor" development node. The Edmonston Drive area as a "corridor" development node. The Edmonston Drive area as a "corridor" development node. The Edmonston Drive area as a "corridor" development node. The Edmonston Drive area as a "corridor" development node. The Edmonston Drive area as a "corridor" development node area to the Edmonston Drive area as a "corridor" developmen	Station Name: B.7. MD 355 and Edmonston Drive		
What is the existing ridership for buses in the corridor at this location?  Medium  Make it the forecasted ridership for buses in the corridor at this location?  Does the station serve low-income County residents?  Criterion 2: Land Use  Existing Land Use and Built Environment — Does the are around the station have land uses that are supportive of transit (e.g., mis of uses, higher density, activity centers, short setbacks, walkability)?  Future Land Use and Built Environment — Does the area around the station plan to have land uses that are supportive of transit (e.g., mis of uses, higher density, activity centers, short setbacks, walkability)?  Future Land Use and Built Environment — Does the area around the station plan to have land uses that are supportive of transit (e.g., mis of uses, higher density, activity centers, short setbacks, walkability)?  Future Land Use and Built Environment — Does the area around the station plan to have land uses that are supportive of transit (e.g., mis of uses, higher density, activity centers, short setbacks, walkability)?  Future Land Uses and Built Environment — Does the area around the station plan to have land uses that are supportive of transit (e.g., mis of uses, higher density, activity centers within one half-mile of site are reimagining of the Edmonston Drive area as a "corridor" development node.  High  Criterion 3: Pedestrian infrastructure — Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?  High  Crosswalks, sidewalks, and pedestrian signals exist to connect site to activity centers within one half-mile. Sidewalk conditions or bicycle racks/lockers nearby?  High  Crosswalks, sidewalks, and pedestrian signals exist to connect site to activity centers within one half-mile of site. However, the site is 0.2 miles from the Millennium Trail, and the Rockville Neighborhood Plan calls for bicycle racks/lockers nearby.  The station is greater than one half-mile from a Metrorail station, was provided to site of the site of the site of t	Criteria	Compatibility	Notes
What is the forecasted ridership for buses in the corridor at this location?  Does the station serve low-income County residents?  Does the station serve low-income County residents?  Existing Land Use  Existing Land Use and Built Environment—Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability?)  Future Land Use and Built Environment—Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability?)  Future Land Use and Built Environment—Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability?)  Criterion 3: Pedestrian and Bicycle Infrastructure  Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?  High  Criterion 4: Transit Connections  Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., hicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?  Criterion 4: Transit Connections  Proximity to other transit services – is there a Metrorall station, MARC station, or transit center nearby?  Criterion 4: Transit Connections  Proximity to their transit services – is there a Metrorall station, MARC station, or transit center nearby?  Low  High  Multiple bus routes (Rick On 44 and 46) and Ride On extRa moute of the location signalized?  Is the location signalized?  Is the location signalized?  Is the location signalized?  Is the location a low-crash location?  Medium  High  Multiple bus routes (Rick On 44 and 46) and Ride On extRa study. Priority?  Mith the traffic volumes at the station location intersection affect the success and capacity of BRT?  Is the station location a low-crash location?  Medium  Medium the phase of the base of the success and capacity of BRT?	Criterion 1: Ridership		
Does the station serve low-income County residents?  Medium 1.9% at 150% of poverty line.  Proximity to pedestrian and Bicycle Infrastructure – Are there dedicated bicycle Infrastructure in the Infinite in	What is the existing ridership for buses in the corridor at this location?	Medium	228 daily boardings.
Criterion 2: Land Use  Existing Land Use and Built Environment — Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?  Future Land Use and Built Environment — Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?  Future Land Use and Built Environment — Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?  Criterion 3: Pedestrian and Bicycle Infrastructure  Proximity to pedestrian infrastructure — Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?  High  Crosswalks, sidewalks, and pedestrian signals exist to connect site to activity centers within one half-mile. Sidewalk conditions are not ideal (no buffers between auto traffic and pedestrian-oriented planning (strategically placed parking, smaller blocks, buildings adjacent to sidewalks).  Proximity to bicycle infrastructure — Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikschare stations, or bicycle racks/lockers nearby?  Criterion 4: Transit Connections  Proximity to other transit services — Is there a Meteroral Station, MARC station, or transit center nearby?  In the station is greater than one half-mile from a Metrorall station, MARC station, or transit center.  Rockville Metrorall Station is 1.0 mile north.  White Filint Metrorall Station is 2.3 miles south.  Multiple bus routes (Ride On 44 and 46) and Ride On extRa Route 101 service this location.  Medium  ADT of Edmonston Drive is 5,100 to 6,000.  Medium  ADT on this segment of MD 355 is 22,700 to 26,700.  Medium ADT on this segment of MD 355 is 22,700 to 26,700.  Proximity of BRT?  What is the distance to the adjacent (preceding/following) station?  What is the distance to the adjacent (preceding/	What is the forecasted ridership for buses in the corridor at this location?	Medium	
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability?  Huture Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?  Criterion 3: Pedestrian and Bicycle Infrastructure  Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?  High  Crosswalks, sidewalks, and pedestrian signals exist to connect site to activity centers within one half-mile. Sidewalk condition are not ideal (no buffers between auto traffic and pedestrians). Rockville Pike Neighborhood Plan calls for are reimagining of the Edmonston Drive area as a "corridor" development node.  High  Crosswalks, sidewalks, and pedestrian signals exist to connect site to activity centers within one half-mile. Sidewalk condition are not ideal (no buffers between auto traffic and pedestrians). Rockville Pike Neighborhood Plan calls for more pedestrian- oriented planning (strategically placed parking, smaller blocks, buildings adjacent to sidewalks).  Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?  Criterion 4: Transit Connections  Proximity to their transit services – Is there a Metrorall station, MARC station, or transit  Low  The Station is greater than one half-mile from a Metrorall station, MARC station, or transit center. Rockville Metrorall Station is 1.0 mile north. White Film Metrorall Station is 1.0 mile north. White Film Metrorall Station is 2.3 miles south.  Low  The station is signalized.  Low  The station is greater than one half-mile from a Metrorall station, MARC station, or transit center. Rockville Metrorall Station is 1.0 mile north. White Film Metrorall Station is 2	Does the station serve low-income County residents?	Medium	•
Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?  Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?  Criterion 3: Pedestrian and Bicycle Infrastructure  Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?  Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle rack/lockers nearby?  Criterion 4: Transit Connections  Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?  Criterion 5: Street Network  Is the location signalized?  High  Low  Medium  Within one half-mile of site. Area includes mostly one-story restaurants and retail set far back from street and a few multistory office buildings. Low-density housing (six-story apartments, single-family homes) is in vicinity.  The Rockville Pike Neighborhood Plan calls for a reimagining of the Edmonston Drive area as a "corridor" development node.  High  Crosswalks, sidewalks, and pedestrian signals exist to connect site to activity centers within one half-mile. Sidewalk conditions are not ideal (no buffers between auto traffic and pedestrians). Rockville Pike Neighborhood Plan calls for more pedestrians or bicycle rack/lockers nearby?  High  High  High  The Rockville Pike Neighborhood Plan calls for a reimagining of the Edmonston Drive area as a "corridor" development node.  Crosswalks, sidewalks, and pedestrian signals exist to connect site to activity centers within one half-mile of site. However, the site is activity centers within one half-mile of site. However, the site is 0.2 miles from the Millennium Trail, and the Rockville Neighborhood Plan calls for a delitional bicycle in	Criterion 2: Land Use		
Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?  Criterion 3: Pedestrian and Bicycle Infrastructure — Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?  High  Crosswalks, sidewalks, and pedestrian signals exist to connect site to activity centers within one half-mile. Sidewalk conditions are not ideal (no buffers between auto traffic and pedestrian-oriented planning (strategically placed parking, smaller blocks, buildings adjacent to sidewalks).  Proximity to bicycle infrastructure — Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?  Criterion 4: Transit Connections  Proximity to other transit services — Is there a Metrorail station, MARC station, or transit center nearby?  Low  The station is greater than one half-mile from a Metrorail station, park and the Rockville Metrorail Station is 2.3 miles south.  White Flint Metrorail Station is 2.3 miles south.  Is the location signalized?  Is the location signalized?  Bithe location signalized?  What is the distance to the adjacent (preceding/following) station?  Medium  High  H	Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short	Medium	within one half-mile of site. Area includes mostly one-story restaurants and retail set far back from street and a few multistory office buildings. Low-density housing (six-story
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?  High  Crosswalks, sidewalks, and pedestrian signals exist to connect site to activity centers within one half-mile. Sidewalk conditions are not ideal (no buffers between auto traffic and pedestrian-oriented planning (strategically placed parking, smaller blocks, buildings adjacent to sidewalks).  Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?  Proximity to other transit Connections  Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?  Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?  High  The station is greater than one half-mile from a Metrorail station, or transit center. Rockville Metrorail Station is 1.0 mile north. White Flint Metrorail Station is 2.3 miles south.  Is there a local bus/shuttle stop nearby? How many routes stop?  Criterion 5: Street Network  Is the location signalized?  Is the location signalized?  Is the location signalized?  Is the location suitable for Transit Signal Priority?  Will the traffic volumes at the station location intersection affect the success and capacity of BRT?  Medium  Medium  ADT of Edmonston Drive is 5,100 to 6,000.  ADT on this segment of MD 355 is 22,700 to 26,700.  ADT on this segment of MD 355 is 22,700 to 26,700.  Freeding following) station?  What is the distance to the adjacent (preceding/following) station?  High  High  High  High  Medium  ADT of Edmonston Drive is 5,100 to 6,000.  ADT on this segment of MD 355 is 22,700 to 26,700.  ADT on this segment of MD 355 is 22,700 to 26,700.  Freeding stop (Templeton Place) is 0.7 miles south of intersection.  Freedings top (Templeton Place) is 0.7 miles south of intersection.  Freedings top (Templeton Place) is 0.7 miles onth of intersection.	Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity	High	The Rockville Pike Neighborhood Plan calls for a reimagining of the Edmonston Drive area as a "corridor" development node.
site to activity centers within one half-mile. Sidewalk conditions are not ideal (no buffers between auto traffic and pedestrians). Rockville Pike Neighborhood Plan calls for more pedestrian-oriented planning (strategically placed parking, smaller blocks, buildings adjacent to sidewalks).  Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?  Criterion 4: Transit Connections  Proximity to other transit services – Is there a Metrorali station, MARC station, or transit center nearby?  Low  The station is greater than one half-mile from a Metrorali station, or transit center. Rockville Metrorali Station is 2.3 miles south.  Is there a local bus/shuttle stop nearby? How many routes stop?  Criterion 5: Street Network  Is the location signalized?  Is the location signalized?  Is the location signalized?  Is the location suitable for Transit Signal Priority?  Medium  ADT of Edmonston Drive is 5,100 to 6,000.  ADT on this segment of MD 355 is 22,700 to 26,700.  Medium  ADT of Edmonston Drive is 5,100 to 6,000.  ADT on this segment of MD 355 is 22,700 to 26,700.  Freedings/following) station?  Medium  High  Mitch total crashes; two pedestrian-involved crashes.  Preceding following) station?  Preceding following) station?  Preceding following stop (Rockville Metrorali Station) is 1.0 mile north of intersection.	Criterion 3: Pedestrian and Bicycle Infrastructu	re	
there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?  Within one half-mile of site. However, the site is 0.2 miles from the Millennium Trail, and the Rockville Neighborhood Plan calls for additional bicycle infrastructure along MD 355.  Criterion 4: Transit Connections  Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center.  Rockville Metrorail Station is 1.0 mile north.  White Flint Metrorail Station is 2.3 miles south.  Is there a local bus/shuttle stop nearby? How many routes stop?  Criterion 5: Street Network  Is the location signalized?  Is the location suitable for Transit Signal Priority?  Will the traffic volumes at the station location affect the success and capacity of BRT?  Medium  ADT of Edmonston Drive is 5,100 to 6,000.  ADT on this segment of MD 355 is 22,700 to 26,700.  Medium  41 total crashes; two pedestrian-involved crashes.  What is the distance to the adjacent (preceding/following) station?  High  Following stop (Rockville Metrorail Station) is 1.0 mile north of intersection.  Following stop (Rockville Metrorail Station) is 1.0 mile north of intersection.	Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	site to activity centers within one half-mile. Sidewalk conditions are not ideal (no buffers between auto traffic and pedestrians). Rockville Pike Neighborhood Plan calls for more pedestrianoriented planning (strategically placed parking, smaller blocks,
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?  Low  The station is greater than one half-mile from a Metrorail station, or transit center. Rockville Metrorail Station is 1.0 mile north. White Flint Metrorail Station is 2.3 miles south.  Is there a local bus/shuttle stop nearby? How many routes stop?  Criterion 5: Street Network  Is the location signalized?  Is the location suitable for Transit Signal Priority?  Will the traffic volumes at the station location intersection affect the success and capacity of BRT?  Wedium  ADT of Edmonston Drive is 5,100 to 6,000. ADT on this segment of MD 355 is 22,700 to 26,700.  Medium  High  Preceding/following) station?  Wedium Station is greater than one half-mile from a Metrorail station, or transit center. Rockville Metrorail Station, or transit center. Rockville Metrorail Station is 1.0 mile north of intersection.  Following stop (Rockville Metrorail Station) is 1.0 mile north of intersection.		High	within one half-mile of site. However, the site is 0.2 miles from the Millennium Trail, and the Rockville Neighborhood Plan calls
Metrorail station, MARC station, or transit center nearby?  Station, MARC station, or transit center. Rockville Metrorail Station is 1.0 mile north. White Flint Metrorail Station is 2.3 miles south.  Is there a local bus/shuttle stop nearby? How many routes stop?  Criterion 5: Street Network  Is the location signalized?  Is the location suitable for Transit Signal Priority?  Will the traffic volumes at the station location intersection affect the success and capacity of BRT?  Is the station location a low-crash location?  Medium  Medium  ADT on this segment of MD 355 is 22,700 to 26,700.  Medium  ADT on this segment of MD 355 is 22,700 to 26,700.  What is the distance to the adjacent (preceding/following) station?  High  Preceding stop (Templeton Place) is 0.7 miles south of intersection.  Following stop (Rockville Metrorail Station) is 1.0 mile north of intersection.	Criterion 4: Transit Connections		
Titerion 5: Street Network  Is the location signalized?  Is the location suitable for Transit Signal Priority?  Will the traffic volumes at the station location intersection affect the success and capacity of BRT?  Is the station location a low-crash location?  What is the distance to the adjacent (preceding/following) station?  High  Route 101 service this location.  Following stop (Rockville Metrorail Station) is 1.0 mile north of intersection.	-	Low	station, MARC station, or transit center. Rockville Metrorail Station is 1.0 mile north.
Is the location signalized?  Is the location suitable for Transit Signal Priority?  Will the traffic volumes at the station location intersection affect the success and capacity of BRT?  Is the station location a low-crash location?  What is the distance to the adjacent (preceding/following) station?  High Location is signalized.  TSP is not suitable for this location per Ride On extRa study.  ADT of Edmonston Drive is 5,100 to 6,000.  ADT on this segment of MD 355 is 22,700 to 26,700.  Medium 41 total crashes; two pedestrian-involved crashes.  Preceding stop (Templeton Place) is 0.7 miles south of intersection.  Following stop (Rockville Metrorail Station) is 1.0 mile north of intersection.	Is there a local bus/shuttle stop nearby? How many routes stop?	High	·
Is the location suitable for Transit Signal Priority?  Will the traffic volumes at the station location intersection affect the success and capacity of BRT?  Is the station location a low-crash location?  What is the distance to the adjacent (preceding/following) station?  High  TSP is not suitable for this location per Ride On extRa study.  ADT of Edmonston Drive is 5,100 to 6,000.  ADT on this segment of MD 355 is 22,700 to 26,700.  Wedium  41 total crashes; two pedestrian-involved crashes.  Preceding stop (Templeton Place) is 0.7 miles south of intersection.  Following stop (Rockville Metrorail Station) is 1.0 mile north of intersection.	Criterion 5: Street Network		
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?  ADT of Edmonston Drive is 5,100 to 6,000.  ADT on this segment of MD 355 is 22,700 to 26,700.  Medium  41 total crashes; two pedestrian-involved crashes.  What is the distance to the adjacent (preceding/following) station?  High  Preceding stop (Templeton Place) is 0.7 miles south of intersection.  Following stop (Rockville Metrorail Station) is 1.0 mile north of intersection.	Is the location signalized?	High	Location is signalized.
Is the station location a low-crash location?  What is the distance to the adjacent (preceding/following) station?  High  Medium  Medium  ADT on this segment of MD 355 is 22,700 to 26,700.  Medium  41 total crashes; two pedestrian-involved crashes.  Preceding stop (Templeton Place) is 0.7 miles south of intersection.  Following stop (Rockville Metrorail Station) is 1.0 mile north of intersection.	_	Low	TSP is not suitable for this location per Ride On extRa study.
What is the distance to the adjacent (preceding/following) station?  High  Preceding stop (Templeton Place) is 0.7 miles south of intersection.  Following stop (Rockville Metrorail Station) is 1.0 mile north of intersection.		Medium	·
(preceding/following) station?  High  intersection.  Following stop (Rockville Metrorail Station) is 1.0 mile north of intersection.	Is the station location a low-crash location?	Medium	41 total crashes; two pedestrian-involved crashes.
	-	High	intersection. Following stop (Rockville Metrorail Station) is 1.0 mile north of
Recommendation Retain	Recommendation	D 1 1	ווונפו שבינווטוו.



Station Name:	B.8. MD 35	5 and Mount Vernon Place
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	Low	12 daily boardings.
What is the forecasted ridership for buses in the corridor at this location?	N/A	Data not available. Mount Vernon Place was not modeled in Phase I.
Does the station serve low-income County residents?	High	9.4% live within 100% of poverty line. 13.2% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	There is a variety of housing and commercial buildings, but commercial development is automobile oriented.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Draft Rockville 2040 plan calls for substantial mixed-use activity south of this station location. However, areas north of the station are expected to remain predominantly single use.
Criterion 3: Pedestrian and Bicycle Infrastructur	е	
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	There are existing sidewalks, marked crosswalks, and pedestrian signals, but they are often narrow and uncomfortable.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	There is an existing separated bikeway on the west side of MD 355 that is part of the Rockville trail network. The Rockville vision for the corridor calls for bicycle lanes in this location.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Medium	Rockville Metrorail Station is 0.4 miles north.
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	Multiple bus routes (Ride On 46 and 81) serve this location.
Criterion 5: Street Network		
Is the location signalized?	Low	This location is not signalized.
Is the location suitable for Transit Signal Priority?	N/A	This location was not assessed for TSP.
Will the traffic volumes at the station		ADT on MD 355 is approximately 22,000.
location intersection affect the success and capacity of BRT?	High	Counts not available for Mount Vernon, but higher volume parallel roads are well under the 25,000 AADT threshold.
Is the station location a low-crash location?	High	22 total crashes; zero pedestrian-involved crashes.
What is the distance to the adjacent (preceding/following) station?	Low	Preceding station (Edmonston Drive) is 0.4 miles south.  Following station (Rockville Metrorail Station) is 0.4 miles north.



# C. Detailed Level 1 Screening – Segment 3

Station Name: C.1. Rockville Metrorail Station			
Criteria	Compatibility	Notes	
Criterion 1: Ridership	Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	High	2,517 daily boardings.	
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.	
Does the station serve low-income County residents?	High	11.0% within 100% of poverty line. 16.6% within 150% of poverty line.	
Criterion 2: Land Use			
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	Existing land uses within one half-mile around location are high-density, mixed-use development. Area west of MD 355 is high-density development. Area east of MD 355 includes rail tracks.	
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	In one half-mile around location, Rockville Town Center Master Plan calls for high-density, mixed-use development with office space preferred.	
Criterion 3: Pedestrian and Bicycle Infrastructu	re		
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Pedestrian infrastructure exists that connects station location to activity centers within one half-mile.	
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Medium	Gaps exist in the bicycle infrastructure within one half-mile of location. There are two Capital Bikeshare stations at this location with 30 total docks.	
Criterion 4: Transit Connections			
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	High	Location is co-located with Rockville Metrorail Station.	
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Multiple buses (Ride On 46, 55, 54, 56, 63, 44, 47, 81; WMATA Q1, Q2, Q4, Q5, Q6) and Ride On extRa Route 101 serve this location. The level of bus activity in the station and the interaction of the bus facility with MD 355 create operational delays for existing services.	
Criterion 5: Street Network			
Is the location signalized?	High	Location is signalized.	
Is the location suitable for Transit Signal Priority?	High	TSP is installed as part of Ride On extRa.	
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	Closest intersection is MD 355 and Monroe Place/Church Street.  ADT of Monroe Place and Church Street is 1,600 to 2,700.  ADT of MD 355 is 22,300 to 24,900.	
Is the station location a low-crash location?	N/A	This station is located within the Rockville Metrorail Station and not in a location where traffic crashes are counted.	
What is the distance to the adjacent (preceding/following) station?	Medium	Preceding station (Edmonston Drive) is 0.9 miles south. Following station (Future Dawson Avenue) is located 0.4 miles north.	
Recommendation	Eliminate	To prevent delays to BRT operations due to congestion in the existing bus bays, it is recommended to serve	



tation Name: C.2. MD 355 and Park Road/Middle Lane		
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	High	2,494 daily boardings.
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.
Does the station serve low-income County residents?	High	10.7% live within 100% of poverty line. 16.6% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	Existing land uses within one half-mile around location are high-density, mixed-use environment. Area west of MD 355 is high density development. Area east of MD 355 includes rail tracks, industrial activity, and single-family housing.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	In one half-mile around location, the Rockville Town Center Master Plan calls for high-density, mixed use development with office space preferred.
Criterion 3: Pedestrian and Bicycle Infrastructur	re	
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Pedestrian infrastructure exists that connects station location to activity centers within one half-mile.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	Medium	Gaps exist in the bicycle infrastructure within one half-mile of location. There are two Capital Bikeshare stations at this location with 30 total docks.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Medium	Location is within one half-mile of Rockville Metrorail Station.
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Multiple bus routes (WMATA Q1, Q2, Q4, Q5, Q6) serve this location.
Criterion 5: Street Network		
Is the location signalized?	High	Location is signalized.
Is the location suitable for Transit Signal Priority?	High	TSP is is installed as part of Ride On extRa.
Is the station at an intersection of two major arterials, or another high turning volume location, where traffic volumes might diminish success and capacity of BRT?	High	ADT of Middle Lane/Park Road is 5,400 to 8,100. ADT of MD 355 is 22,700 to 24,900.
Is the station location a low-crash location?	Low	32 total crashes; five pedestrian-involved crashes.
What is the distance to the adjacent (preceding/following) station?	Medium	Preceding station (Rockville Metrorail) is 0.9 miles south. Following station (Mannakee Street) is 0.9 miles north.



Station Name:	C.1. MD 35	5 and Future Dawson Avenue		
Criterion	Compatibility	Note		
Criterion 1: Ridership				
What is the existing ridership for buses in the corridor at this location?	N/A	Existing ridership is not available for this location.		
What is the forecasted ridership for buses in the corridor at this location?	N/A	Station ridership not forecasted as part of Phase I study.		
Does the station serve low-income County residents?	High	10.7% live within 100% of poverty line. 16.6% live within 150% of poverty line.		
Criterion 2: Land Use				
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Existing land uses within one half-mile of the location are a mix of office buildings and automobile-oriented commercial activity. These land uses are medium density, but automobile-oriented.		
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	In one half-mile around location, Rockville Town Center Master Plan calls for high-density, mixed use development with office space preferred.		
Criterion 3: Pedestrian and Bicycle Infrastructur	re			
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Pedestrian infrastructure exists that connects station location to activity centers within one half-mile.		
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	While there are no bicycle lanes to serve activity centers within one half-mile of location, bicycle facilities are planned along MD 355 as part of the Rockville Town Center Master Plan.		
Criterion 4: Transit Connections				
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Medium	Location is 0.4 miles from the Rockville Metrorail Station.		
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Multiple bus routes (WMATA Q1, Q2, Q5, Q6) serve location.		
Criterion 5: Street Network				
Is the location signalized?	High	Location is signalized.		
Is the location suitable for Transit Signal Priority?	N/A	TSP not assessed at this intersection.		
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	ADT of existing commercial activity is 600 to 1,225 ADT of MD 355 is 20,625 to 22,600.		
Is the station location a low-crash location?	Medium	20 total crashes, zero pedestrian-involved crashes.		
What is the distance to the adjacent (preceding/following) station?	High	Preceding station (Rockville Metrorail) is 0.4 miles south. Following station (Montgomery College) is 0.55 miles north.		



Station Name:	C.2. MD 35	5 and Mannakee Street
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	High	428 daily boardings.
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.
Does the station serve low-income County residents?	High	12.5% live within 100% of poverty line. 17.8% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Low	Existing land use within one half-mile of location is low-density commercial development and housing. Montgomery College and few commercial buildings are located at intersection.  Buildings often have parking in front and are not walkable.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	In one half-mile area around the location, the City of Rockville Comprehensive Master Plan calls for medium-density development like an education facility and/or administrative offices.
Criterion 3: Pedestrian and Bicycle Infrastructu	re	
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	Deficiencies exist in the pedestrian infrastructure but can be reasonably addressed. There are existing sidewalks, marked crosswalks, and pedestrian signals, but they are narrow.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Low	There are no bicycle lanes to serve activity centers within one half-mile of location. Montgomery College campus has a Capital Bikeshare station with 20 docks.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Location is farther than one half-mile from a Metrorail station (Rockville Metrorail Station is 0.9 mile south).
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Multiple bus routes (Ride On 45, 46, 55, and WMATA Q1, Q2, Q5, Q6) serve this location.
Criterion 5: Street Network		
Is the location signalized?	High	Location is signalized.
Is the location suitable for Transit Signal Priority?	High	TSP is installed as part of Ride On extRa.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	ADT of Mannakee Street 4,600 to 5,200. ADT of MD 355 is 22,400 to 23,700.
Is the station location a low-crash location?	Medium	28 total crashes; zero pedestrian-involved crashes.
What is the distance to the adjacent (preceding/following) station?	Medium	Preceding station (Rockville Metrorail) is 0.9 miles south. Following station (Indianola Drive) is 1.2 miles north on MD 355.
Recommendation	Retain	Please see the Station Screening Report for discussion of Level 2 issues at this location.



Station Name:	C.3. Montg	omery College – Rockville	
Criteria	Compatibility	Notes	
Criterion 1: Ridership			
What is the existing ridership for buses in the corridor at this location?	High	382 daily boardings.	
What is the forecasted ridership for buses in the corridor at this location?	Medium	In the Phase 1 modeling, the station performed moderately in the ridership analysis	
Does the station serve low-income County residents?	High	11.3% live within 100% of poverty line. 16.2% live within 150% of poverty line.	
Criterion 2: Land Use			
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	Existing land use in vicinity of location (Montgomery College campus) is a high activity center. The College is the predominant land use within ½ mile of this station location.	
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	In one half-mile area around the location, the City of Rockville Comprehensive Master Plan calls for medium-density development like an education facility and/or administrative offices.	
Criterion 3: Pedestrian and Bicycle Infrastructure	e		
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Pedestrian infrastructure exists that connects location to entire campus. The campus also has a pedestrian-oriented design.	
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Medium	Gaps exist in the bicycle infrastructure within one half-mile of location, but there are paths throughout the campus and a Capital Bikeshare station with 20 docks.	
Criterion 4: Transit Connections			
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Location is farther than one half-mile of a Metrorail station, MARC station, or transit center.  Rockville MARC train station 1.8 miles away.  Rockville Metrorail station 2.2 miles away.	
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Multiple bus routes (Ride On 46, WMATA Q6, Q2) and the Ride On extRa Route 101 already serve campus.	
Criterion 5: Street Network			
Is the location signalized?	N/A	This station location is placed at the existing Montgomery College – Rockville transit center and therefore signalization is not appropriate.	
Is the location suitable for Transit Signal Priority?	N/A	This station location is placed at the existing Montgomery College – Rockville transit center and therefore signalization is not appropriate.	
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	Closest intersection is Mannakee Street and MD 355. ADT of Mannakee Street is 4,600 to 5,200. ADT of this section of MD 355 is 22,400 to 23,700.	
Is the station location a low-crash location?	N/A	This station location is placed at the existing Montgomery College – Rockville transit center. Crashes are not measured at this location.	
What is the distance to the adjacent (preceding/following) station?	High	Preceding station (Rockville Metrorail) is 1.2 miles south. Following station (Indianola Drive) is 1.4 miles north if traveling through campus.	
Recommendation	Retain	Please see the Station Screening Report for discussion of Level 2 issues at this location.	

Station Name:	C.4. Montgomery College – Rockville, Parking Lot #13	
Criteria	Compatibility	Notes



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Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	High	428 daily boardings.
What is the forecasted ridership for buses in the corridor at this location?	Medium	In the Phase 1 modeling, the station performed well in the ridership analysis.
Does the station serve low-income County residents?	High	11.3% live within 100% of poverty line. 16.2% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	Existing land use within one half-mile of location is low-density commercial development and housing. Montgomery College and few commercial buildings are located at intersection.  Buildings often have parking in front and are not walkable.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	In one half-mile area around the location, the City of Rockville Comprehensive Master Plan calls for medium-density development like an education facility and/or administrative offices.
Criterion 3: Pedestrian and Bicycle Infrastructure	е	
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Deficiencies exist in the pedestrian infrastructure but can be reasonably addressed. There are existing sidewalks, marked crosswalks, and pedestrian signals, but they are narrow.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Medium	There are no bicycle lanes to serve activity centers within one half-mile of location. Montgomery College campus has a Capital Bikeshare station with 20 docks.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Rockville Metrorail Station is 0.9 miles south.
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Multiple bus routes (Ride On 45, 46, 55, and WMATA Q1, Q2, Q5, Q6) already serve location.
Criterion 5: Street Network		
Is the location signalized?	Medium	Location is not signalized, but is nearby to existing signal at Mannakee Street for pedestrian access and traffic control.
Is the location suitable for Transit Signal Priority?	N/A	This location was not studied as it was not contemplated during the existing Transit Signal Priority study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	Closest intersection is Mannakee Street and MD 355.  ADT of Manakee Street is 4,600 to 5,200.  ADT of this section of MD 355 is 22,400 to 23,700.
Is the station location a low-crash location?	Medium	28 total crashes; zero pedestrian-involved crashes.
What is the distance to the adjacent (preceding/following) station?	High	Preceding station (Park Road) is 1.1 miles south on MD 355. Following station (Indianola Drive) is 1.4 miles north on MD 355.
Recommendation	Retain	Please see the Station Screening Report for discussion of Level 2 issues at this location.



Station Name: M.7 MD 355 and College Parkway		
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	Low	24 daily boardings.
What is the forecasted ridership for buses in the corridor at this location?	N/A	Ridership data not available. Modeling was not conducted as part of Phase I.
Does the station serve low-income County residents?	High	12.1% live within 100% of poverty line. 15.9% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Existing land use within one half-mile of location is low-density commercial development, industrial businesses, and housing. Buildings often have parking in front and are not walkable.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	The land use near this location is expected to remain consistent with existing conditions.
Criterion 3: Pedestrian and Bicycle Infrastructure	е	
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	Deficiencies exist in the pedestrian infrastructure but can be reasonably addressed. However, there are limitations in providing connections east of the WMATA and CSXT tracks.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Medium	There are no bicycle lanes to serve activity centers within one half-mile of location. Bicycle lanes could be accommodated to provide improved access west of MD 355.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Shady Grove is 1.3 miles north.
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Multiple bus routes (Ride On 45, 46, 55, and WMATA Q1, Q2, Q5, Q6) already serve location.
Criterion 5: Street Network		
Is the location signalized?	High	Location is signalized.
Is the location suitable for Transit Signal Priority?	High	TSP is installed at this location as part of Ride On extRa.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	Medium	ADT of College Parkway is 2,925 to 3,400. ADT of this section of MD 355 is 23,975 to 25,675.
Is the station location a low-crash location?	Medium	10 total crashes; zero pedestrian-involved crashes.
What is the distance to the adjacent (preceding/following) station?	Low	Preceding station (Mannakee Street) is one half-mile south on MD 355. Following station (Indianola Drive) is 0.7 miles north on MD
		355.



Station Name:	tation Name: M.7 MD 355 and Gude Drive	
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	Low	12 daily boardings.
What is the forecasted ridership for buses in the corridor at this location?	N/A	Ridership data not available. Modeling was not conducted as part of Phase I.
Does the station serve low-income County residents?	High	9.6% live within 100% of poverty line. 10.9% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Existing land use is a mix of automobile-oriented office and commercial development. Existing land use within one half-mile of location is low-density commercial development and offices. Buildings have parking in front, creating a more unpleasant pedestrian environment.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Based on Rockville's Comprehensive Plan, future land use is envisioned to be a mix of office, residential, and retail to the southwest and northeast of intersection. Office use will be to the northwest and southeast corner will be dedicated to civic use.
Criterion 3: Pedestrian and Bicycle Infrastructur	е	
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	Deficiencies exist in the pedestrian infrastructure but can be reasonably addressed. There are limitations in providing connections east of the WMATA and CSX tracks.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Medium	There are no bicycle lanes to serve activity centers within one half-mile of location. Bicycle lanes could be accommodated to provide improved access west of MD 355.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Location is farther than one half-mile from a Metrorail station (Shady Grove is 1.3 miles north).
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Multiple bus routes (Ride On 45, 46, 55, and WMATA Q1, Q2, Q5, Q6) already serve location.
Criterion 5: Street Network		
Is the location signalized?	Medium	Location is signalized. The location is proposed to become an interchange, which may complicate station operations.
Is the location suitable for Transit Signal Priority?	Low	TSP is not suitable at this location, per the Ride On extRa study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	Medium	ADT of Gude Drive is 10,925 to 17,175.  ADT of this section of MD 355 is 23,975 to 25,675.
Is the station location a low-crash location?	Medium	24 total crashes; zero pedestrian-involved crashes.
What is the distance to the adjacent (preceding/following) station?	Low	Preceding station (Mannakee Street) is one half-mile south on MD 355. Following station (Indianola Drive) is 0.7 miles north on MD 355.
Recommendation	Eliminate	Eliminate in favor of College Parkway due to complexity of Gude Drive intersection and future interchange.



# D. Detailed Level 1 Screening – Segment 4

Station Name: D.1. MD 355 and Indianola Drive		
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	Low	16 daily boardings.
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.
Does the station serve low-income County residents?	Medium	8.0% live within 100% of poverty line. 9.5% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Existing land use within one half-mile of location is mixed use and medium density. The residential neighborhood on the west side of MD 355, King Farm, has a pedestrian-oriented new urbanist design. The east side has commercial activity that is automobile-oriented.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	In one half-mile area around the location, the City of Rockville Comprehensive Master Plan calls for a balanced mix of retail, residential, and office land use.
Criterion 3: Pedestrian and Bicycle Infrastructure	e	
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	Pedestrian infrastructure (sidewalks, crosswalks, pedestrian signals) are present, but commercial businesses west of MD 355 are set back from street.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	No bicycle facilities currently exist in the vicinity. The County Bicycle Master Plan calls for a separated bikeway on the west side of MD 355.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Location is farther than one half-mile from a Metrorail station (Rockville Metrorail Station is 2.1 miles south).
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Multiple bus routes (Ride On 45, 55, and WMATA Q1, Q2, Q5, Q6) already serve this location.
Criterion 5: Street Network		
Is the location signalized?	High	Location is signalized.
Is the location suitable for Transit Signal Priority?	High	TSP is installed at this location as part of Ride On extRa.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	ADT of Indianola Drive is 2,800 to 5,100. ADT of MD 355 is 21,100 to 23,400.
Is the station location a low-crash location?	Medium	29 total crashes; one pedestrian-involved crash.
What is the distance to the adjacent (preceding/following) station?	High	Preceding station (Montgomery College – Rockville) is 1.4 miles south. Following station (Shady Grove Metrorail) is 0.7 miles north.
Recommendation	Retain	





Station Name:	D.2. Shady (	Grove Metrorail Station – MD 355 and King Farm Boulevard
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	High	344 daily boardings.
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.
Does the station serve low-income County residents?	Medium	7.6% live within 100% of poverty line. 9.1% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Existing land uses within one half-mile of location are medium density and mixed use. Area includes townhome community and one-story, auto-oriented commercial buildings.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	In one half-mile area around the location, the Shady Grove Sector Plan calls for development of an Urban Village around the Metrorail station with mixed-use residential land uses.
Criterion 3: Pedestrian and Bicycle Infrastructur	e	
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Pedestrian infrastructure exists that connects location to activity centers within one half-mile. The development on the east side of MD 355 is pedestrian oriented with sidewalks and crossings, but they are sometimes narrow and uncomfortable.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	Gaps exist in the bicycle infrastructure, but they are proposed to be addressed. The County Bicycle Master Plan calls for a separated bikeway on the west side of MD 355, and there are several bikeshare stations nearby.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	High	Location is co-located with Shady Grove Metrorail Station.
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Multiple bus routes (Ride On 55, 59, 67) already serve location.
Criterion 5: Street Network		
Is the location signalized?	High	Location is signalized.
Is the location suitable for Transit Signal Priority?	High	TSP is installed at this location as part of Ride On extRa.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	Medium	ADT of King Farm Boulevard is 1,800 to 3,300. ADT of MD 355 near intersection is 20,200 to 23,700.
Is the station location a low-crash location?	Medium	36 total crashes; four pedestrian-involved crashes.
What is the distance to the adjacent (preceding/following) station?	High/Medium	Preceding station (Indianola Drive) is one half-mile south. Following station (Westland Drive) is 1.2 miles north.
Recommendation	Retain	Please see the Station Screening Report for discussion of Level 2 issues related to this station.



Station Name:	D.1. Shady	Grove Metrorail Station – Somerville Road
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	High	128 daily boardings; However, the station does have 476 daily alightings due to connections to Metrorail.
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.
Does the station serve low-income County residents?	Medium	7.6% live within 100% of poverty line. 9.1% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Existing land uses within one half-mile of location are medium density and mixed use. Area includes townhome community and one-story commercial buildings.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	In one half-mile area around the location, the Shady Grove Sector Plan calls for development of an Urban Village around the Metrorail station with mixed-use residential land uses.
Criterion 3: Pedestrian and Bicycle Infrastructur	е	
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Pedestrian infrastructure exists that connects location to activity centers within one half-mile. The development on the east side of MD 355 is pedestrian-oriented with sidewalks and crossings, but they are sometimes narrow and uncomfortable.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Medium	Gaps currently exist in the bicycle infrastructure, but they are proposed to be addressed. The bicycle plans calls for a separated bikeway on the west side of MD 355, and there are multiple bikeshare stations nearby.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	High	Location is adjacent to Shady Grove Metrorail Station.
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Two bus routes (Ride On 57, 59) already serve location.
Criterion 5: Street Network		
Is the location signalized?	N/A	Location is not signalized and is not reasonable to install. However, this consideration is not appropriate at this location due to its placement within the Shady Grove access road network and the presence of stop control and pedestrian crossings.
Is the location suitable for Transit Signal Priority?	N/A	This location is not on MD 355 and therefore was not studied in the initial Transit Signal Priority study. Moreover, this specific location is at an unsignalized intersection.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	Medium	Less than 25,000 AADT on both roads at the intersection. Redland Road and Somerville Drive is nearest intersection. ADT of Redland Road is 4,600 to 10,400. ADT of Somerville Drive near intersection is 1,400 to 2,800.
Is the station location a low-crash location?	N/A	Data not available.
What is the distance to the adjacent (preceding/following) station?	High/Medium	Preceding station (Indianola Drive) is one half-mile to the south on MD 355. Following station (Westland Drive) is 1.2 miles north on MD 355.
Recommendation	Retain	Please see the Station Screening Report for discussion of Level 2 issues related to this station.



Station Name: D.2. Shady Grove Metrorail Station – Bus Bays		
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	High	344 daily boardings.
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.
Does the station serve low-income County residents?	Medium	7.6% live within 100% of poverty line. 9.1% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Existing land uses within one half-mile of location are medium density and mixed use. Area includes townhome community and one-story commercial buildings.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	In one half-mile area around the location, the Shady Grove Sector Plan (2006) calls for development of an Urban Village around Metrorail station with mixed-use residential land uses. Shady Grove Study Area Master Plan (1990) and Transit Station Area Plan (1977) support mixed-use development.
Criterion 3: Pedestrian and Bicycle Infrastructur	e	
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Pedestrian infrastructure exists that connects location to activity centers within one half-mile. The development on the east side of MD 355 is pedestrian oriented with sidewalks and crossings, but they are sometimes narrow and uncomfortable.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Medium	Gaps exist in the bicycle infrastructure, but they will be addressed. The Bicycle Master Plan calls for a separated bikeway on the west side of MD 355, and there are several bikeshare stations nearby.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	High	Location is co-located with Shady Grove Metrorail Station.
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Multiple bus routes (Ride On 43, 53, 58, 60, 61, 64, 65, 71, 73, 74, 76, 78, 79, 90, 100; MTA Commuter Bus 201, 505, 515) and the Ride On extRa Route 101 already serve this location.
Criterion 5: Street Network		
Is the location signalized?	N/A	Location is not signalized, but signalization is not appropriate for this location given its role as a bus facility.
Is the location suitable for Transit Signal Priority?	N/A	As this station location is not on MD 355 and is not signalized, it was not evaluated in the initial Transit Signal Priority study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	Redland Road and Somerville Drive is nearest intersection.  ADT of Redland Road is 4,600 to 10,400.  ADT of Somerville Drive near intersection is 1,400 to 2,800.
Is the station location a low-crash location?	N/A	Data not available.
What is the distance to the adjacent (preceding/following) station?	High	Preceding station (Indianola Drive) is one half-mile south. Following station (Westland Drive) is 1.2 miles north.
Recommendation	Retain	Please see the Station Screening Report for discussion of Level 2 issues related to this station.



What is the forecasted ridership for buses in the corridor at this location?  Does the station serve low-income County residents?  Criterion 2: Land Use  Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?  Medium stendard are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?  Criterion 3: Pedestrian and Bicycle Infrastructure  Proximity to pedestrian infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), biteshare stations, or bicycle racks/lockers nearby?  Criterion 4: Transit Connections  Proximity to other transit services – Is there a Medium attention of transity to other transit services – Is there a Medium attention is signalized?  In location is greater than one half-mile from a Metrorail station, or transit centers with parking lots in front. There are a mix of uses, including the Casey Community Center, a shopping center, and medical offices.  Medium distinction are one-story and set back from street with parking lots in front. There are a mix of uses, including intersection are one-story and set back from street with parking lots in front. There are a mix of uses, including the Casey Community Center, a shopping center, and medical offices.  Medium distinction are one-story and set back from street with parking lots in front. There are a mix of uses, including the Casey Community Center, a shopping center, and medical offices.  Medium distinction are one-story and set back from street with parking lots in front. There are a mix of uses, including the Casey Community Center, a shopping center, and medical offices.  Medium distinction are one-story and set back from street with parking lots in front. There are a mix of uses, including the Casey Community Center, and including the Casey Community Center, and including the Casey Community Center, and includin	Station Name: D.3. MD 355 and South Westland Drive		
What is the existing ridership for buses in the corridor at this location?    Medium   167 daily boardings.   167 daily boardings.   167 daily boardings.   168	Criteria	Compatibility	Notes
What is the forecasted riddership for buses in the corridor at this location?  What is the forecasted riddership for buses in the corridor at this location?  N/A  Ridership data not available. Modeling was not conducted as part of Phase 1.  S.6% live within 100% of poverty line.  Criterion 2: Land Use  Existing Land Use and Built Environment — Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?  Future Land Use and Built Environment — Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?  Criterion 3: Pedestrian and Bkcycle Infrastructure  Proximity to pedestrian infrastructure — Are there dedicated bicycle fullitate access?  Proximity to bicycle infrastructure — Are there dedicated bicycle fullitate access?  Proximity to bicycle infrastructure — Are there dedicated bicycle fullitate access?  Proximity to bicycle infrastructure — Are there dedicated bicycle fullitate access?  Proximity to bicycle fullitate (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?  Criterion 4: Transit Connections  Proximity to their transit services — Is there a Metrorail station, MARC station, or transit center. Shady Grove Metrorail station, MARC station, or transit center. Shady Grove Metrorail station is 1.2 miles south of intersection.  Is there a local bus/shuttle stop nearby? How many routes stop?  Criterion 5: Street Network  Is the location signalized?  Is the location signalized?  Is the location signalized?  Is the location signalized?  Is the foation of the station location in location a low-crash location?  Medium  ADT of South Westland Drive is 1,000 to 3,400.  ADT of MD 355 near intersection is 19,600 to 22,500.  Preceding station (Shady Grove Metrorail Station) is 1.2 south. Following station (Shady Grove Metrorail Station) is 0.8 miles north.  Preceding	Criterion 1: Ridership		
Does the station serve low-income County residents?  Criterion 2: Land Use  Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?  Criterion 3: Pedestrian and Bicycle Infrastructure  Proximity to pedestrian infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?  Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby? How many routes stop?  Is the location suitable for Transit Signal Priority?  Will the traffic volumes at the station location intersection affect the success and capacity of BRT?  What is the distance to the adjacent (preceding/following) station?  Medium 12:0% ABS live within 100% of poverty line.  25.6% live within 100% of poverty line.  26.2% live within 150% of poverty line.  26.2% live within 100% intronction is medium density and automobile oriented. Commercial buildings surrounding line tracetion and encotion in th	What is the existing ridership for buses in the corridor at this location?	Medium	167 daily boardings.
Criterion 2: Land Use	What is the forecasted ridership for buses in the corridor at this location?	N/A	
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?  Future Land Use and Built Environment – Does the area around the station plant to have land uses that are supportive of transit (e.g., mix of uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?  Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?  Criterion 3: Pedestrian and Bicycle Infrastructure  Proximity to pedestrian infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?  Criterion 4: Transit Connections  Proximity to other transit services – Is there a Metorali station, MARC station, or transit center nearby?  Criterion 5: Street Network  Is there a local bus/shuttle stop nearby? How many routes stop?  Criterion 5: Street Network  Is the location signalized?  Is the location signalized?  Is the location signalized?  Is the location signalized?  Is the location affect the success and capacity of BRT?  Wedium  Wedium  The County Bicycle Master Plan recommends separated bickeways on each side of MD 355, but terminates at City limits. Bikeways are not otherwise proposed in this stretch.  The location is greater than one half-mile from a Metrorali station, MARC station, or transit center. Shady Grove Metrorali Station is 1.2 miles south of intersection.  The location is greater than one half-mile from a Metrorali station is 1.2 miles south of intersection.  High  Typ is installed at this location as part of Ride On extRa.  ADT of South Westland Drive is 1,000 to 3,400.  ADT of MD 355 near intersection is 19,600 to 22,500.	Does the station serve low-income County residents?	High	
Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?  Medium street with parking lots in front. There are a mix of uses, including the Casey Community Center, a shopping center, and medical offices.  Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?  Criterion 3: Pedestrian and Bicycle Infrastructure  Proximity to pedestrian infrastructure – Are there edidicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?  Criterion 4: Transit Connections  Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center and Metrorail station, MARC station, or transit center and Metrorail station, MARC station, or transit center and Metrorail station is 1.2 miles south of intersection.  High Indication is signalized.  High Indication is signalized.  High Indication is signalized.  High Indication is signalized.  High Proceeding/following) station?  Medium automobile oriented. Commercial shack from street with parking lots in front. There are a mix of uses, including the Casey Community Center, a shopping center, and medical offices.  In one half-mile area around the location, the City of Gaithres was medical offices.  In one half-mile area around the location, the City of Gaithres was medical offices.  In one half-mile area around the location fresidents, and medical offices.  In one half-mile area around the location fresidents, and medical development east of MD 355 in annexed. Area west of MD 355 will remain institutional and residential.  Existing pedestrian infrastructure connects location to activity centers within one half-mile from a metroral station, and the station one half-mile area around the location, the City of Caity was a station one half-mile an	Criterion 2: Land Use		
Gaithersburg Master Plan calls for commercial-office- residential development east of MD 355 if annexed. Area west of MD 355 will remain institutional and residential.  Medium suss, higher density, activity centers, short setbacks, walkability)?  Criterion 3: Pedestrian and Bicycle Infrastructure  Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?  Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?  Criterion 4: Transit Connections  Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?  Is there a local bus/shuttle stop nearby? How many routes stop?  Criterion 5: Street Network  Is the location signalized?  Is the location signalized?  Is the location signalized?  Is the location signalized?  Is the station location a low-crash location?  Medium  Gaithersburg Master Plan calls for commercial-office- residential development east of MD 355 if annexed. Area west of MD 355 will remain institutional and residential.  Satisfy pedestrian institutional and residential.  Existing pedestrian infrastructure connects location to activity centers within one half-mile, but it is often narrow and uncomfortable.  The County Bicycle Master Plan recommends separated bikeways on each side of MD 355, but terminates at City limits. Bikeways are not otherwise proposed in this stretch.  The location is greater than one half-mile from a Metrorail station, MARC station, or transit center. Shady Grove Metrorail Station is 1.2 miles south of intersection.  Is the location is preater than one half-mile from a Metrorail station is 1.2 miles south of intersection.  The location is greater than one half-mile from a Metrorail station, MARC station, or transit center. Shady Grove Metrorail Station is 1.2 miles south of intersection.  The location is greater than one half-mile from a Metrorail station	Does the area around the station have land uses that are supportive of transit (e.g., mix of	Medium	density and automobile oriented. Commercial buildings surrounding intersection are one-story and set back from street with parking lots in front. There are a mix of uses, including the Casey Community Center, a shopping center, and
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?  Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?  Proximity to other transit Services – Is there a Metrorail station, MARC station, or transit center nearby?  Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?  Is there a local bus/shuttle stop nearby? How many routes stop?  Criterion 5: Street Network  Is the location signalized?  Is the location signalized?  High  ADT of South Westland Drive is 1,000 to 3,400.  ADT of MD 355 near intersection is 1.2 south. Following station (Shady Grove Metrorail Station) is 1.2 south. Following station (Shady Grove Metrorail Station) is 1.2 south. Following station (Shady Grove Metrorail Station) is 1.2 south. Following station (Education Boulevard) is 0.8 miles north.	the area around the station plan to have land uses that are supportive of transit (e.g., mix of	Medium	Gaithersburg Master Plan calls for commercial-office- residential development east of MD 355 if annexed. Area west
there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?  Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?  Criterion 4: Transit Connections  Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?  In the location is greater than one half-mile from a Metrorail station, MARC station, or transit center. Shady Grove Metrorail Station is 1.2 miles south of intersection.  Is there a local bus/shuttle stop nearby? How many routes stop?  Criterion 5: Street Network  Is the location signalized?  Is the location signalized?  Is the location suitable for Transit Signal Priority?  Will the traffic volumes at the station location intersection affect the success and capacity of BRT?  Is the station location a low-crash location?  What is the distance to the adjacent (preceding/following) station?  Medium  Centers within one half-mile, but it is often narrow and uncomfortable.  The County Bicycle Master Plan recommends separated bikeways on each side of MD 355, but it eminates at City limits. Bikeways are not otherwise proposed in this stretch.  The County Bicycle Master Plan recommends separated bikeways on each side of MD 355, but it eminates at City limits. Bikeways are not otherwise proposed in this stretch.  The County Bicycle Master Plan recommends separated bikeways on each side of MD 355, but it eminates at City limits. Bikeways are not otherwise proposed in this stretch.  The County Bicycle Master Plan recommends separated bikeways on each side of MD 355, but terminates at City limits. Bikeways are not otherwise proposed in this stretch.  The County Bicycle Master Plan recommends believes at City limits. Bikeways are not otherwise proposed in this stretch.  The County Bicycle Master Plan recommends believes at City limits. Bikeways are not otherwise proposed in this stretch.  The County Bicycle Master Plan recommends at Ci	Criterion 3: Pedestrian and Bicycle Infrastructure		
bikeways on each side of MD 355, but terminates at City limits. Bikeways are not otherwise proposed in this stretch.	Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	centers within one half-mile, but it is often narrow and
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center. Shady Grove Metrorail station, make station, or transit center. Shady Grove Metrorail Station is 1.2 miles south of intersection.  Is there a local bus/shuttle stop nearby? How many routes stop?  Criterion 5: Street Network  Is the location signalized?  Is the location suitable for Transit Signal Priority?  Will the traffic volumes at the station location intersection affect the success and capacity of BRT?  Is the station location a low-crash location?  Medium  Medium  The location is greater than one half-mile from a Metrorail station, or transit center. Shady Grove Metrorail station, or transit center. Shady Grove Metrorail station, or transit station, make to make the station, or transit center. Shady Grove Metrorail station, and Metrorail station, is 1.2 miles south of intersection.  Two bus routes (Ride On 55, 59) and the Ride On extRa Route 101 already serve this location.  Two bus routes (Ride On 55, 59) and the Ride On extRa Route 101 already serve this location.  Two bus routes (Ride On 55, 59) and the Ride On extRa Route 101 already serve this location.  The location is 1.2 miles south of intersection.  Two bus routes (Ride On 55, 59) and the Ride On extRa Route 101 already serve this location.  The location is 1.2 miles south of intersection.  The location is 1.2	dedicated bicycle facilities (e.g., bicycle lanes,	Medium	bikeways on each side of MD 355, but terminates at City
Metrorail station, MARC station, or transit center nearby?Lowstation, MARC station, or transit center. Shady Grove Metrorail Station is 1.2 miles south of intersection.Is there a local bus/shuttle stop nearby? How many routes stop?HighTwo bus routes (Ride On 55, 59) and the Ride On extRa Route 	Criterion 4: Transit Connections		
Total laready serve this location.  Criterion 5: Street Network  Is the location signalized?  Is the location suitable for Transit Signal Priority?  Will the traffic volumes at the station location intersection affect the success and capacity of BRT?  Is the station location a low-crash location?  What is the distance to the adjacent (preceding/following) station?  High Location is signalized.  TSP is installed at this location as part of Ride On extRa.  ADT of South Westland Drive is 1,000 to 3,400.  ADT of MD 355 near intersection is 19,600 to 22,500.  Medium 30 total crashes; one pedestrian-involved crash.  Preceding station (Shady Grove Metrorail Station) is 1.2 south. Following station (Education Boulevard) is 0.8 miles north.	Metrorail station, MARC station, or transit	Low	station, MARC station, or transit center. Shady Grove
Is the location signalized?  Is the location suitable for Transit Signal Priority?  Will the traffic volumes at the station location intersection affect the success and capacity of BRT?  High  ADT of South Westland Drive is 1,000 to 3,400. ADT of MD 355 near intersection is 19,600 to 22,500.  Is the station location a low-crash location?  Medium  Medium  30 total crashes; one pedestrian-involved crash.  What is the distance to the adjacent (preceding/following) station?  High  Preceding station (Education Boulevard) is 0.8 miles north.	•	High	
Is the location suitable for Transit Signal Priority?  Will the traffic volumes at the station location intersection affect the success and capacity of BRT?  High  ADT of South Westland Drive is 1,000 to 3,400. ADT of MD 355 near intersection is 19,600 to 22,500.  Is the station location a low-crash location?  Medium  30 total crashes; one pedestrian-involved crash.  What is the distance to the adjacent (preceding/following) station?  High  Preceding station (Shady Grove Metrorail Station) is 1.2 south. Following station (Education Boulevard) is 0.8 miles north.	Criterion 5: Street Network		
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?  High  ADT of South Westland Drive is 1,000 to 3,400.  ADT of MD 355 near intersection is 19,600 to 22,500.  Wedium  30 total crashes; one pedestrian-involved crash.  What is the distance to the adjacent (preceding/following) station?  High  Preceding station (Shady Grove Metrorail Station) is 1.2 south. Following station (Education Boulevard) is 0.8 miles north.	Is the location signalized?	High	Location is signalized.
Is the station location a low-crash location?  What is the distance to the adjacent (preceding/following) station?  High  High  ADT of MD 355 near intersection is 19,600 to 22,500.  Medium  30 total crashes; one pedestrian-involved crash.  Preceding station (Shady Grove Metrorail Station) is 1.2 south. Following station (Education Boulevard) is 0.8 miles north.	•	High	TSP is installed at this location as part of Ride On extRa.
What is the distance to the adjacent (preceding/following) station?  Preceding station (Shady Grove Metrorail Station) is 1.2 south. Following station (Education Boulevard) is 0.8 miles north.	Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	
(preceding/following) station?  High Following station (Education Boulevard) is 0.8 miles north.	Is the station location a low-crash location?	Medium	30 total crashes; one pedestrian-involved crash.
Recommendation Retain	-	High	
	Recommendation	Retain	



Station Name: D.4. MD 355 and Education Boulevard		
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	N/A	Data not available.
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.
Does the station serve low-income County residents?	High	14.2% live within 100% of poverty line. 22.8% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Existing land use within one half-mile of location is medium density with automobile-oriented development. There are multiple apartment building, a commercial center, and a high school, but these areas are contained to the corridor.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	In one half-mile area around the location, the City of Gaithersburg Master Plan calls for low-density residential development west of MD 355 and commercial development east of MD 355.
Criterion 3: Pedestrian and Bicycle Infrastructure		
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	Existing pedestrian infrastructure connects location to activity centers within one half-mile, but it is often narrow and uncomfortable.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Medium	Gaps exist in the bicycle infrastructure that can be addressed consistent with local plans.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Medium	The location is within one half-mile of the MARC station.
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	Only one bus route (Ride On 55) serves this location.
Criterion 5: Street Network		
Is the location signalized?	High	Location is signalized.
Is the location suitable for Transit Signal Priority?	High	TSP is installed at this location as part of Ride On extRa.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	Less than 25,000 AADT on both roads at the intersection. ADT of Education Boulevard is 1,300 to 1,500. ADT of MD 355 is 17,200 to 18,400.
Is the station location a low-crash location?	Medium	28 total crashes; zero pedestrian-involved crashes.
What is the distance to the adjacent (preceding/following) station?	Medium/Low	Preceding station (South Westland Drive) is 0.8 miles to the south on MD 355. Following station (Fulks Corner Avenue) is 0.3 miles to the north on MD 355.
Recommendation	Retain	



# E. Detailed Level 1 Screening – Segment 5

Station Name: E.1. MD 355 and Cedar Avenue/Fulks Corner Avenue		
Criteria	Compatibility	Notes
Criterion 1: Ridership	,	
What is the existing ridership for buses in the corridor at this location?	Low	35 daily boardings.
What is the forecasted ridership for buses in the corridor at this location?	Medium	In the Phase 1 modeling, the station performed moderately in the ridership analysis.
Does the station serve low-income County residents?	High	15.4% live within 100% of poverty line. 25.6% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	. Existing land use surrounding the intersection is low density with automobile-oriented development. Within one-half mile along Olde Towne Avenue, the land use becomes denser and more varied, with a mix of retail and apartment buildings.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	. The City of Gaithersburg 2009 Master Plan calls for continued mixed and commercial-office-residential uses within one half-mile of the location.
Criterion 3: Pedestrian and Bicycle Infrastructure		
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	This immediate area is not easily walkable due to insufficient pedestrian accommodations. Sidewalks exist on both sides of MD 355, but no pedestrian connection crosses MD 355 in the absence of a signal.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Medium	No existing facilities. Substantial right-of-way constraints exist for implementation of bicycle facilities along MD 355 but connections to Old Town Gaithersburg may be feasible.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Medium	The location is 0.3 miles from a MARC Station.
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Two bus routes (Ride On 55 and 59) currently serve the location.
Criterion 5: Street Network		
Is the location signalized?	Medium	Location is not signalized, but it would be reasonable to add a signal.
Is the location suitable for Transit Signal Priority?	N/A	As this station location is not signalized, it was not evaluated in the initial Transit Signal Priority study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	ADT of Cedar Avenue/Fulks Corner Avenue is 1,100 to 1,800. ADT of MD 355 near intersection is 14,200 to 15,200.
Is the station location a low-crash location?	Medium	12 total crashes; one pedestrian-involved crash.
What is the distance to the adjacent (preceding/following) station?	Low	Preceding station (Education Boulevard is 0.4 miles to the south on MD 355.  Following station (Chestnut Street/Walker Avenue) is 0.2 miles to the north on MD 355.
Recommendation	Retain	



tation Name: E.2. MD 355 and Chestnut Street/Walker Avenue		
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	Medium	210 daily boardings.
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.
Does the station serve low-income County residents?	High	15.5% live within 100% of poverty line. 23.8% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	There is a variety of housing and commercial buildings, but commercial development is automobile oriented. Existing land use surrounding intersection is low density commercial with a shopping center and free-standing, single-story businesses. Within one-half mile of the intersection are also low-density residential areas.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	. The City of Gaithersburg 2009 Master Plan calls for commercial-office-residential and low density residential uses within one half-mile of the location.
Criterion 3: Pedestrian and Bicycle Infrastructure		
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	Currently, there are sidewalks, marked crosswalks, and pedestrian signals, but they are often narrow and uncomfortable.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Low	No existing facilities. Substantial right-of-way constraints exist that may preclude installation of bicycle facilities, and City of Gaithersburg staff has indicated concern with seeking to implement bicycle and BRT improvements along the corridor in this section.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Medium	The location is 0.6 miles from a MARC Station.
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	Two bus routes (Ride On 55 and 59) currently serve the location.
Criterion 5: Street Network		
Is the location signalized?	High	Location is signalized.
Is the location suitable for Transit Signal Priority?	High	TSP is installed at this location as part of Ride On extRa.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	ADT of Chestnut Street is 3,100 to 5,200. ADT of MD 355 near intersection is 13,100 to 16,700.
Is the station location a low-crash location?	Medium	28 total crashes; zero pedestrian-involved crashes.
What is the distance to the adjacent (preceding/following) station?	Low	Preceding station (Cedar Avenue/Fulks Corner Avenue) is 0.2 miles to the south on MD 355.  Following station (Lakeforest Transit Center) is 1 mile to the
		north on MD 355.
Recommendation	Retain	



Station Name: E.1. MD 355 and Odendhal Avenue		
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	High	311 daily boardings.
What is the forecasted ridership for buses in the corridor at this location?	N/A	Ridership data not available. Modeling was not conducted as part of Phase I.
Does the station serve low-income County residents?	High	14.7% live within 100% of poverty line. 25.2% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	There are a variety of housing and commercial buildings, but commercial development is largely auto oriented.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	The City of Gaithersburg 2009 Master Plan calls for commercial-office-residential and commercial only uses within one half-mile of the location. Due to the uncertain future of the Lakeforest Mall, potential mixed-use redevelopment is possible. Potential Fairgrounds redevelopment is also possible. These redevelopments may create dense development highly conducive to BRT.
Criterion 3: Pedestrian and Bicycle Infrastructu	re	
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	Currently, there are sidewalks, marked crosswalks, and pedestrian signals, but they are often narrow and uncomfortable.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Low	No bicycle facilities are present, and constrained right-of-way limits possibilities for enhanced facilities.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Medium	The location is one half-mile from Lakeforest Transit Center.
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Three bus routes (Ride On 55, 59, 61) currently serve the location.
Criterion 5: Street Network		
Is the location signalized?	High	Location is signalized.
Is the location suitable for Transit Signal Priority?	High	TSP is installed at this location as part of Ride On extRa.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	ADT of Odendhal Avenue is 4,330 to 5,405. ADT of MD 355 is 14,275 to16,800.
Is the station location a low-crash location?	Low	57 total crashes; 4 pedestrian-involved crashes.
What is the distance to the adjacent (preceding/following) station?	Low	Preceding station (Chestnut Street/Walker Avenue) is 0.4 miles to the south on MD 355. Following station (Lakeforest Transit Center) is one half-mile north
Docommondation	Datain	and east.
Recommendation	Retain	



Station Name:	tation Name: E.1. MD 355 and Lakeforest Boulevard		
Criteria	Compatibility	Notes	
Criterion 1: Ridership			
What is the existing ridership for buses in the corridor at this location?	Low	46 daily boardings.	
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.	
Does the station serve low-income County residents?	High	14.2% live within 100% of poverty line. 24.3% live within 150% of poverty line.	
Criterion 2: Land Use			
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Existing land use supports moderate density commercial activity but no other uses. Buildings are often set back from the street.	
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	The City of Gaithersburg 2009 Master Plan calls for converting the land use from strictly commercial to commercial-office-residential use. Due to the uncertain future of the Lakeforest Mall, potential mixed-use redevelopment is possible. Potential Fairgrounds redevelopment is also possible.	
Criterion 3: Pedestrian and Bicycle Infrastruct	ure		
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	Currently, there are sidewalks, marked crosswalks, and pedestrian signals, but they are often narrow and uncomfortable.	
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Low	Currently, no bicycle facilities exist, and constraints on the corridor limit options.	
Criterion 4: Transit Connections			
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Medium	If the transit center is moved to Russell Avenue, it will be 0.2 miles from this station. If it remains at the existing location, it will be 0.7 miles away.	
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	Two bus routes (Ride On 54 and 61) currently serve this location.	
Criterion 5: Street Network			
Is the location signalized?	High	This location is signalized.	
Is the location suitable for Transit Signal Priority?	Low	TSP not suitable at this location per the Ride On extRa study.	
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	ADT on Lakeforest Boulevard is 5,800 to 6,600. ADT on MD 355 near intersection is 14,300 to 17,300.	
Is the station location a low-crash location?	Medium	28 total crashes; two pedestrian-involved crashes.	
What is the distance to the adjacent (preceding/following) station?	High	Preceding station (Chestnut Street/Walker Avenue) is 0.8 miles south. Following station (Watkins Mill) is 0.8 miles north.	
Recommendation	Retain		



cation Name: E.2. Lakeforest Transit Center		
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	High	1,800 daily boardings.
What is the forecasted ridership for buses in the corridor at this location?	Medium	In the Phase 1 modeling, the station performed moderately in the ridership analysis.
Does the station serve low-income County residents?	High	11.1% live within 100% of poverty line. 21.2% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	High density commercial activity and access to Asbury Methodist Village. Nearby housing of moderate (townhouse) development.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	The City of Gaithersburg 2009 Master Plan calls for commercial-office-residential use within one half-mile of the location. Due to the uncertain future of the Lakeforest Mall, potential mixed-use redevelopment is possible.
Criterion 3: Pedestrian and Bicycle Infrastructu	re	
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	Currently, there are sidewalks, marked crosswalks, and pedestrian signals, but they are often narrow and uncomfortable.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Medium	Currently, no bicycle infrastructure is present, but a shared-use path could be installed.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	High	The station is co-located with the transit center.
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Multiple routes (Ride On 54, 55, 56, 57, 58, 59, 61) currently serve the Transit Center. The Ride On Extra service (Route 101) has its northern terminus at the Lakeforest Transit Center.
Criterion 5: Street Network		
Is the location signalized?	High	There is a signal at the intersection of Odendhal Avenue and Lost Knife Road.
Is the location suitable for Transit Signal Priority?	N/A	As this location is not signalized and not on MD 355, it was not evaluated for transit signal priority in the initial study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	Exact ADT data are not available at this time. However, both Odendhal Avenue and Lost Knife Road are relatively low volume per the ADT standards set for this analysis.
Is the station location a low-crash location?	N/A	Data not available nor applicable for a transit center station.
What is the distance to the adjacent (preceding/following) station?	High	Preceding station (Chestnut Street/Walker Avenue) is 0.9 miles south and west. Following station (Watkins Mill Road) 1.5 miles north and west.
Recommendation	Retain	See narrative for further discussion of Level 2 issues for this station.





Station Name: E.3. MD 355 and Watkins Mill Road		
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	Medium	147 daily boardings.
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.
Does the station serve low-income County residents?	High	13.0% live within 100% of poverty line. 24.4% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	Existing land uses include the mixed-use Watkins Town Center and townhouse developments.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	The City of Gaithersburg 2009 Master Plan calls for commercial/industrial -research-office use west of MD 355 and medium density residential use to the east.
Criterion 3: Pedestrian and Bicycle Infrastructure		
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	Currently, there are sidewalks, marked crosswalks, and pedestrian signals, but they are often narrow and uncomfortable.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Medium	Existing bicycle infrastructure is limited, and development of new facilities would be difficult due to right-of-way constraints.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	This station is not close to any high-quality transit service.
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	One bus route (Ride On 58) services this location.
Criterion 5: Street Network		
Is the location signalized?	High	Location is signalized.
Is the location suitable for Transit Signal Priority?	Medium	TSP suitable at this location per the Ride On extRa study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	Medium	ADT on Watkins Mill Road is 1,600 to5,400. ADT on MD 355 near intersection is 16,500 to 18,500.
Is the station location a low-crash location?	Medium	38 total crashes; and zero pedestrian-involved crashes.
What is the distance to the adjacent (preceding/following) station?	Medium	Preceding station (Lakeforest Boulevard) is 0.8 miles south. Following station (Professional Drive) is one half-mile north.



# F. Detailed Level 1 Screening – Segment 6

Station Name: F.1. MD 355 and Professional Drive		
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	Low	18 daily boardings.
What is the forecasted ridership for buses in the corridor at this location?	Low	In the Phase 1 modeling, the station performed poorly in the ridership analysis.
Does the station serve low-income County residents?	High	10.3% live within 100% of poverty line. 16.7% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Low	There is some commercial activity, but office development west of MD 355 is not easily accessible. Predominantly automobile-oriented retail to the east.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	The City of Gaithersburg 2009 Master Plan calls for commercial/industrial, research, office use at this location
Criterion 3: Pedestrian and Bicycle Infrastructure		
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	Currently, there are sidewalks, marked crosswalks, and pedestrian signals, but they are often narrow and uncomfortable.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Low	Bicycle path opportunities do not exist today and are limited in the future.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	This station location is not close to any high-quality transit service.
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	One bus route (Ride On 55) services this location.
Criterion 5: Street Network		
Is the location signalized?	High	The location is signalized.
Is the location suitable for Transit Signal Priority?	Medium	TSP is suitable at this location per the Ride On extRa study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	ADT of Professional Drive is 1,800 to 3,000.  ADT of MD 355 near intersection is 16,800 to 17,600.
Is the station location a low-crash location?	Medium	17 total crashes; three pedestrian-involved crashes.
What is the distance to the adjacent (preceding/following) station?	Medium	Preceding station (Watkins Mill Road) is one half-mile south on MD 355. Following station (Gunners Branch Road) 1.3 miles north on MD 355.
Recommendation	Future	



Station Name: F.2. MD 355 and Middlebrook Road			
Criteria	Compatibility	Notes	
Criterion 1: Ridership			
What is the existing ridership for buses in the corridor at this location?	Medium	97 daily boardings.	
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.	
Does the station serve low-income County residents?	Medium	9.6% live within 100% of poverty line. 15.7% live within 150% of poverty line.	
Criterion 2: Land Use			
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Low	Existing land uses within one half mile include low-density commercial activity and single family residential further from the station Buildings are automobile-oriented and set back from the street.	
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	The Germantown Forward: Germantown Employment Area Sector Plan (2009) calls for converting portions of residential land use west of MD 355 near this intersection into a technology/business park or life sciences center.	
Criterion 3: Pedestrian and Bicycle Infrastruct	ture		
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	There are existing sidewalks, marked crosswalks, and pedestrian signals but they are often narrow and uncomfortable.	
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	There is an existing separated bikeway on the west side of MD-355 (south of the intersection), and the Montgomery County Bicycle Plan calls for an extension north of the intersection and new separated bikeway on the east side as well. There are not any bikeshare stations at this location.	
Criterion 4: Transit Connections			
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Not close to any high-quality transit service.	
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	Two bus routes (Ride On 55 and 79) service this location.	
Criterion 5: Street Network			
Is the location signalized?	High	The location is signalized.	
Is the location suitable for Transit Signal Priority?	Medium	TSP is suitable at this location per the Ride On extRa study.	
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	ADT on Middlebrook Road is 6,200 to 13,500. ADT on MD 355 is 13,000 to 15,900.	
Is the station location a low-crash location?	Medium	28 total crashes; two pedestrian-involved crashes.	
What is the distance to the adjacent (preceding/following) station?	High	Preceding station (Professional Drive) is 1.5 miles south on MD 355. Following station (Germantown Road) is 0.8 miles north on MD 355.	
Recommendation	Retain and move to Gunners Branch Road	Gunners Branch Road just south better serves the development in the area, low-income populations, and is easier to site.	



## G. Detailed Level 1 Screening – Segment 7A

Station Name:  G.1. Observation Drive and Holy Cross Hospital				
Criteria	Compatibility Notes			
riterion 1: Ridership				
What is the existing ridership for buses in the corridor at this location?	Low	Six daily boardings.		
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.		
Does the station serve low-income County residents?	Medium	9.3% live within 100% of poverty line. 18.5% live within 150% of poverty line.		
Criterion 2: Land Use				
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	The large hospital and the Hughes Network building are major activity centers. No other significant land uses exist around this station location.		
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	Future land uses are expected to remain the same.		
Criterion 3: Pedestrian and Bicycle Infrastru	cture			
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	There are existing sidewalks and a marked crosswalk.		
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	There is an existing separated bikeway on the east side of Observation Drive. There are not any bikeshare stations at this location.		
Criterion 4: Transit Connections				
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Not close to any high-quality transit service.		
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	One bus route (Ride On 83) services this location.		
Criterion 5: Street Network				
Is the location signalized?	Low	Location is not signalized.		
Is the location suitable for Transit Signal Priority?	N/A	As this location is not on MD 355 and is not signalized, it was not evaluated in the initial study.		
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	Volumes on Observative Drive in this location are relatively low per the standards set in this analysis. Precise ADT figures are not available		
Is the station location a low-crash location?	High	Zero total crashes.		
What is the distance to the adjacent (preceding/following) station?	Low	Preceding station (Gunners Branch Road) is 0.2 miles south and east. Following station (Montgomery College) is 0.7 miles north.		
Recommendation	Retain			



Station Name: G.2. Montgomery College – Germantown (Goldenrod Lane)				
Criteria	Compatibility	Notes		
Criterion 1: Ridership				
What is the existing ridership for buses in the corridor at this location?	N/A	Ridership data not available.		
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.		
Does the station serve low-income County residents?	Medium	9.4% live within 100% of poverty line. 18.8% live within 150% of poverty line.		
Criterion 2: Land Use				
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	The campus is a major activity center and internally pedestrian oriented. Goldenrod Lane has moderate density and automobile oriented uses.		
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	Montgomery College – Germantown enrollment and programs are projected to grow. Land use will remain consistent.		
Criterion 3: Pedestrian and Bicycle Infrastruc	cture			
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	There are existing sidewalks and access to campus. There are no marked crosswalks and there are some visibility issues due to a nearby curve.		
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Medium	There is an existing separated bikeway (sidepath) on the east side of Goldenrod Lane south of this location. The Montgomery County Bicycle Plan calls for that sidepath to be connected to this area. There are not any bikeshare stations at this location.		
Criterion 4: Transit Connections				
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Not close to any high-quality transit service.		
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	One bus route (Ride On 83) services this location.		
Criterion 5: Street Network				
Is the location signalized?	Low	Location is not signalized. A signal at this location may be challenging due to visibility and		
Is the location suitable for Transit Signal Priority?	N/A	As this location is not on MD 355 and is not signalized, it was not evaluated in the initial study.		
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	Volumes on Goldenrod Lane in this location are relatively low per the standards set in this analysis. Precise ADT figures are not available		
Is the station location a low-crash location?	High	Zero total crashes.		
What is the distance to the adjacent (preceding/following) station?	High	Preceding station (Holy Cross Hospital) is 0.7 miles south.  Following station (Observation Drive and Shakespeare Boulevard) is 1.1 miles north.		
Recommendation	Retain			



Station Name:	G.1. Germant	own Transit Center
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	High	High levels of ridership from the convergence of 8 Ride On routes at this location.
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.
Does the station serve low-income County residents?	High	8.5% live within 100% of poverty line. 19.1% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Existing land use includes the moderate-density, mixed-use Germantown Town Center area.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	Germantown Master Plan calls for additional employment activity and increasing density in this area.
Criterion 3: Pedestrian and Bicycle Infrastructur	e	
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Pedestrian infrastructure exists, including sidewalks and marked and signalized crosswalks.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Medium	There are no existing bicycle facilities. Separated bikeways are proposed for Aircraft Drive, Crystal Rock Drive, and Germantown Road. A trail is proposed to run alongside the Corridor Cities Transitway that would serve this area.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	High	The station is located at a transit center.
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Multiple bus routes Ride On 55, 61, 74, 75, 83, 97, 98, 100 service this location.
Criterion 5: Street Network		
Is the location signalized?	High	There is a signal at Germantown Road and Aircraft Drive.
Is the location suitable for Transit Signal Priority?	N/A	As this location is not on MD 355 and is not signalized, it was not evaluated in the initial study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	AADT on both roads (Aircraft Drive and Germantown Road) is less than 25,000.
Is the station location a low-crash location?	N/A	Crash data is not available for this location.
What is the distance to the adjacent (preceding/following) station?	Low	Preceding station (Oxbridge Drive) is 1.4 miles east.  Expected to be the end of the route in service patterns that access the Transit Center.
	Retain	



Station Name: G.1. Seneca Meadows Office Park				
Criteria	Compatibility	Notes		
Criterion 1: Ridership				
What is the existing ridership for buses in the corridor at this location?	N/A	Ridership data is not available for this location.		
What is the forecasted ridership for buses in the corridor at this location?	Medium	In the Phase 1 modeling, the station performed moderately in the ridership analysis.		
Does the station serve low-income County residents?	High	10.3% live within 100% of the poverty line. 17.8% live within 150% of the poverty line.		
Criterion 2: Land Use				
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Existing land uses are medium-density automobile-oriented commercial developments set back from the road.		
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Future land uses are expected to remain similar, with the addition of medium-density town house development in the medium term		
Criterion 3: Pedestrian and Bicycle Infrastruc	cture			
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	There are existing sidewalks. A marked crosswalk is needed but can be easily installed.		
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	The is an existing shared-use path on west side of Seneca Meadows Parkway, and a shared-use path is proposed on the east side as part of the Bicycle Master Plan		
Criterion 4: Transit Connections				
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Not close to any high-quality transit service.		
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	One bus route (Ride On 83) services this location.		
Criterion 5: Street Network				
Is the location signalized?	Low	This location is not signalized.		
Is the location suitable for Transit Signal Priority?	N/A	As this location is not on MD 355 and is not signalized, it was not evaluated in the initial study.		
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	Volumes on Seneca Meadows in this location are relatively low per the standards set in this analysis. Precise ADT figures are not available.		
Is the station location a low-crash location?	High	Zero total crashes.		
What is the distance to the adjacent (preceding/following) station?	Low	Preceding station (Montgomery College – Germantown) is 0.3 miles – south on Seneca Meadows Parkway.  Following station (Milestone Center Drive) is 0.94 miles north.		
Recommendation	Retain			





Station Name:	G.1. Shakes	speare Boulevard and Amber Ridge Drive
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	N/A	Ridership data not available.
What is the forecasted ridership for buses in the corridor at this location?	Medium	In the Phase 1 modeling, the station performed moderately in the ridership analysis.
Does the station serve low-income County residents?	Medium	7.0% live within 100% of poverty line. 9.9% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	This location features mixed land uses with commercial and residential development. Existing commercial use is medium-density automobile-oriented. A shopping center is located north of the intersection. The southern area of the intersection features medium residential land use (townhome development) surrounding a large greenspace.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Land use is expected to remain similar to existing conditions based on existing zoning and the Germantown (2009) Master Plan.
Criterion 3: Pedestrian and Bicycle Infrastruc	ture	
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Existing sidewalks are present on both sides, and marked crosswalks exist at this location.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	There is an existing shared-use path on south side.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Medium	The location is adjacent to a park-and-ride lot serving existing Ride On buses.
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Multiple bus routes (Ride On 55, 70, 75, and 83) service this location.
Criterion 5: Street Network		
Is the location signalized?	High	The location is signalized.
Is the location suitable for Transit Signal Priority?	N/A	As this location is not on MD 355, it was not evaluated in the initial study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	Volumes on Shakespeare Drive in this location are relatively low per the standards set in this analysis. Precise ADT figures are not available
Is the station location a low-crash location?	High	Five total crashes; zero pedestrian-involved crashes.
What is the distance to the adjacent (preceding/following) station?	Medium	Preceding station (Montgomery College – Germantown) is 1.2 –miles south. Following station (Milestone Center Drive) is miles north.
Recommendation	Retain	In Level 2, evaluate how best to serve the Milestone shopping area.



Station Name:	G.1. MD 35	5 and Shakespeare Boulevard
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	N/A	Ridership data not available.
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.
Does the station serve low-income County residents?	Medium	6.3% live within 100% of poverty line. 8.9% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Land uses are primarily automobile-oriented medium density commercial development to the northwest (Milestone Center shopping center) and low-density residential land use in the remaining surrounding area.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	CRT zoning at the site is expected to continue to support build- out of automobile-oriented development, but dense mixed use activity is permitted. The area to the east is expected to remain low density residential uses. This is consistent with the vision of the Germantown Master Plan (1989)
Criterion 3: Pedestrian and Bicycle Infrastructure		
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	There are existing sidewalks, marked crosswalks, and pedestrian signals, but they are often narrow and uncomfortable.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	There is an existing separated bikeway on the west side of MD 355, and the Montgomery County Bicycle Plan calls for a separated bikeway on the east side as well. There are not any bikeshare stations at this location.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Medium	About 0.1 mile from the Milestone park and ride.
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Multiple bus routes (Ride On 75, 83, 55, and 70) service this location, and a park-and-ride lot serving existing Ride On buses is nearby.
Criterion 5: Street Network		
Is the location signalized?	High	The location is signalized.
Is the location suitable for Transit Signal Priority?	Medium	This location is suitable for TSP per the Ride On extRa study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	ADT on Shakespeare Boulevard is 2,300 to 4,000. ADT on MD 355 is 12,300 to 16,900.
Is the station location a low-crash location?	Medium	40 total crashes; one pedestrian-involved crash.
What is the distance to the adjacent (preceding/following) station?	Low/ Medium	Preceding station (Amber Ridge Drive) is 0.3 miles west. Following station (Snowden Farm Parkway and Newcut Road) is 2.4 miles north.
Recommendation	Retain	Level 2 analysis needed to identify the best locations from which to serve the Milestone Shopping Center.



Station Name: G.2. MD 355 and Milestone Center Entrance				
Criteria	Compatibility	Notes		
Criterion 1: Ridership				
What is the existing ridership for buses in the corridor at this location?	N/A	Ridership data not available.		
What is the forecasted ridership for buses in the corridor at this location?	Low	In the Phase 1 modeling, the station performed poorly in the ridership analysis.		
Does the station serve low-income County residents?	Medium	7.0% live within 100% of poverty line. 9.9% live within 150% of poverty line.		
Criterion 2: Land Use				
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Land uses are primarily automobile-oriented medium density commercial development to the northwest (Milestone Center shopping center) and low-density residential land use in the remaining surrounding area.		
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	CRT zoning at the site is expected to continue to support build-out of automobile-oriented development, but dense mixed use activity is permitted. The area to the east is expected to remain low density residential uses. This is consistent with the vision of the Germantown Master Plan (1989)		
Criterion 3: Pedestrian and Bicycle Infrastruct	ture			
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	There are existing sidewalks, marked crosswalks, and pedestrian signals, but they are often narrow and uncomfortable.		
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	There is an existing separated bikeway on the west side of MD 355, and the Montgomery County Bicycle Plan calls for a separated bikeway on the east side as well. There are not any bikeshare stations at this location.		
Criterion 4: Transit Connections				
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Medium	900 feet to the Milestone park-and-ride lot that serves existing Ride On buses.		
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Two bus routes (Ride On 75 and 83) service this location.		
Criterion 5: Street Network				
Is the location signalized?	High	The location is signalized.		
Is the location suitable for Transit Signal Priority?	Low	This location is not suitable for TSP per the Ride On extRa study.		
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	ADT on Milestone Drive is 2,950 to 3,575.  ADT on MD 355 is 12,275 to 14,275.		
Is the station location a low-crash location?	High	Seven total crashes; zero pedestrian-involved crashes.		
What is the distance to the adjacent (preceding/following) station?	Medium	Preceding station (Shakespeare and Amber Ridge) is 0.4 miles south. Following station (Snowden Farm Parkway and Newcut Road) is 2.4 miles north.		
Recommendation	Retain	In Level 2, evaluate how best to serve the Milestone shopping area.		



Station Name: G.3. Snowden Farm Parkway and Emerald Green Drive					
Criteria	Compatibility	Notes			
Criterion 1: Ridership					
What is the existing ridership for buses in the corridor at this location?	Low	No existing bus service.			
What is the forecasted ridership for buses in the corridor at this location?	N/A	Ridership data not available. Modeling was not conducted as part of Phase I.			
Does the station serve low-income County residents?	Medium	7.8% live within 100% of poverty line. 8.1% live within 150% of poverty line.			
Criterion 2: Land Use	l .				
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Low	Existing land use is low density, primarily consisting of tightly spaced, single-family housing.			
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Low	Existing land uses are consistent with Clarksburg Master Plan vision.			
Criterion 3: Pedestrian and Bicycle Infrastruct	ure				
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Existing sidewalks and a shared-use path provide a continuous pedestrian connection. There is not a marked crosswalk, but it could be installed			
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	A shared-use path on the west side is largely continuous along the length of Snowden Farm Parkway.			
Criterion 4: Transit Connections					
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Not close to any high-quality transit service.			
Is there a local bus/shuttle stop nearby? How many routes stop?	Low	No bus routes service this location.			
Criterion 5: Street Network					
Is the location signalized?	Low	Location is not signalized.			
Is the location suitable for Transit Signal Priority?	N/A	This location is not on MD 355 and was not assessed in the initial study.			
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	Volumes on Snowden Farm Parkway are relatively low per the standards used in this analysis. Specific ADT numbers are not available for Snowden Farm Parkway.			
Is the station location a low-crash location?	High	Zero total crashes.			
What is the distance to the adjacent (preceding/following) station?	Medium	Preceding station (Shakespeare Boulevard) is 2.0 miles south. Following station (Newcut Road) is 0.7 miles north.			
Recommendation	Eliminate				



Station Name:	G.4. Snowd	len Farm Parkway and Newcut Road		
Criteria	Compatibility	Notes		
Criterion 1: Ridership				
What is the existing ridership for buses in the corridor at this location?	Low	Ridership data not available. Ride On 79 ridership is low overall.		
What is the forecasted ridership for buses in the corridor at this location?	N/A	Ridership data not available. Modeling was not conducted as part of Phase I.		
Does the station serve low-income County residents?	Medium	4.9% live within 100% of poverty line. 5.1% live within 150% of poverty line.		
Criterion 2: Land Use				
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Land uses include a medium-density mix of residential and commercial uses including townhouses, apartments, and automobile-oriented retail.		
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	The existing land use mix is consistent with the Clarksburg Master Plan vision.		
Criterion 3: Pedestrian and Bicycle Infrastructu	re			
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Existing facilities include continuous sidewalk and a shared-use path.		
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	A continuous shared-use path, part of Clarksburg trail network, is present.		
Criterion 4: Transit Connections				
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Not close to any high-quality transit service.		
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	One bus route (Ride On 79) services this location.		
Criterion 5: Street Network				
Is the location signalized?	Medium	A flashing signal is present, making installation of a full intersection traffic signal feasible.		
Is the location suitable for Transit Signal Priority?	N/A	This location is not on MD 355 and was not assessed in the initial study.		
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	Volumes on Snowden Farm Parkway are relatively low per the standards used in this analysis. Specific ADT numbers are not available for Snowden Farm Parkway.		
Is the station location a low-crash location?	High	Zero total crashes.		
What is the distance to the adjacent (preceding/following) station?	Low	Preceding station (Emerald Green Drive) is 0.4 miles south. Following station (Foreman Boulevard) is 0.5 miles north.		



Station Name:	G.5. Snowden F	arm Parkway and Foreman Boulevard
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	Low	No existing bus service.
What is the forecasted ridership for buses in the corridor at this location?	N/A	Ridership data not available. Modeling was not conducted as part of Phase I.
Does the station serve low-income County residents?	Medium	4.8% live within 100% of poverty line. 5.0% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Low	Existing land use is predominantly low-density residential.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Low	The existing land use mix is consistent with the Clarksburg Master Plan vision.
Criterion 3: Pedestrian and Bicycle Infrastructur	re	
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Existing facilities include continuous sidewalk and a shared-use path.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	A continuous shared-use path, part of Clarksburg trail network, is present.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Not close to any high-quality transit service
Is there a local bus/shuttle stop nearby? How many routes stop?	Low	No bus routes service this location.
Criterion 5: Street Network		
Is the location signalized?	Low	Location is not signalized, and volumes are unlikely to merit the addition of a signal.
Is the location suitable for Transit Signal Priority?	N/A	This location is not on MD 355 and was not assessed in the initial study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	Volumes on Snowden Farm Parkway are relatively low per the standards used in this analysis. Specific ADT numbers are not available for Snowden Farm Parkway.
Is the station location a low-crash location?	High	Zero total crashes.
What is the distance to the adjacent (preceding/following) station?	Low	Preceding station (Snowden Farm Parkway and Newcut Road) is 0.3 miles south. Following station (Snowden Farm Parkway and Grand Elm Street) is one-half mile north.
Recommendation	Eliminate	



Station Name:	G.6. Snowden F	arm Parkway and Grand Elm Street
Criteria	Compatibility	Notes
Criterion 1: Ridership	<u> </u>	
What is the existing ridership for buses in the corridor at this location?	Low	Ride On Route 94 bus was eliminated during the period of analysis
What is the forecasted ridership for buses in the corridor at this location?	N/A	Ridership data not available. Modeling was not conducted as part of Phase I.
Does the station serve low-income County residents?	Low	3.3% live within 100% of poverty line. 3.3% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Low	Land uses include a school and a village center but are predominantly low-density residential.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Low	The existing land use mix is consistent with the Clarksburg Master Plan vision.
Criterion 3: Pedestrian and Bicycle Infrastructur	e	
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Existing facilities include continuous sidewalk and a shared-use path.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	A continuous shared-use path, part of Clarksburg trail network, is present.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Not close to any high-quality transit service.
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	One bus, Route 94, serves this location.
Criterion 5: Street Network		
Is the location signalized?	Low	Location is not signalized, and the future addition of a signal is unlikely due to low traffic volumes.
Is the location suitable for Transit Signal Priority?	N/A	This location is not on MD 355 and was not assessed in the initial study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	Volumes on Snowden Farm Parkway are relatively low per the standards used in this analysis. Specific ADT numbers are not available for Snowden Farm Parkway.
Is the station location a low-crash location?	High	Zero total crashes.
What is the distance to the adjacent (preceding/following) station?	Low	Preceding station (Snowden Farm Parkway and Foreman Boulevard) is one-half mile south.  Following station (Snowden Farm Parkway and Stringtown Road) is 0.8 miles north.
Recommendation	Eliminate	noud) is 0.0 iiiiles iiuitii.
Recommendation	Lillilliate	



Station Name:	G.7. Snowd	len Farm Parkway and Stringtown Road
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	N/A	Ridership data not available.
What is the forecasted ridership for buses in the corridor at this location?	N/A	Ridership data not available. Modeling was not conducted as part of Phase I.
Does the station serve low-income County residents?	Low	2.6% live within 100% of poverty line. 2.6% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	On the west side, land uses include a mix of townhouses, apartments, and under construction automobile-oriented retail. Density on the east side is very limited.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	The existing land use mix is consistent with the Clarksburg Master Plan vision. This station location would provide access to the northern portion of the Clarksburg Village development area.
Criterion 3: Pedestrian and Bicycle Infrastructure		
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Existing facilities include continuous sidewalk and a shared-use path.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	A continuous shared-use path, part of Clarksburg trail network, is present.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Not close to any high-quality transit service.
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	Two bus routes (Ride On 75 and 79) service this location.
Criterion 5: Street Network		
Is the location signalized?	Low	Location is not signalized. This location is currently an all-way stop.
Is the location suitable for Transit Signal Priority?	N/A	This location is not on MD 355 and was not assessed in the initial study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	Volumes on Snowden Farm Parkway are relatively low per the standards used in this analysis. Specific ADT numbers are not available for Snowden Farm Parkway.  The road tapers in both directions at this location, pushing the existing bus stops more than 300 feet from the intersection
Is the station location a low-crash location?	High	Zero total crashes.
What is the distance to the adjacent (preceding/following) station?	Medium	Preceding station (Emerald Green Drive) is 2.0 miles south. Following station (St. Clair Road) is 0.6 miles north/south/east/west.
Recommendation	Retain and move to Stringtown Road and Rainbow Arch Drive	This location, just around the corner, has the same benefits and better connects to the land uses on the west side of Snowden Farm Parkway.



Station Name:	tation Name: G.8. Stringtown Road and St. Clair Road		
Criteria	Compatibility	Notes	
Criterion 1: Ridership			
What is the existing ridership for buses in the corridor at this location?	Low	No existing bus service.	
What is the forecasted ridership for buses in the corridor at this location?	N/A	Ridership data not available. Modeling was not conducted as part of Phase I.	
Does the station serve low-income County residents?	Low	3.0% live within 100% of poverty line. 3.6% live within 150% of poverty line.	
Criterion 2: Land Use			
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Low	Existing land use is low-density residential.	
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	The development of the Town Center, depending on the ultimate buildout, may enhance the land-use mix served by this stop.	
Criterion 3: Pedestrian and Bicycle Infrastructur	e		
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Existing facilities include continuous sidewalk and a shared-use path.	
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	A continuous shared-use path, part of Clarksburg trail network, is present.	
Criterion 4: Transit Connections			
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Not close to any high-quality transit service.	
Is there a local bus/shuttle stop nearby? How many routes stop?	Low	No bus routes service this location.	
Criterion 5: Street Network			
Is the location signalized?	Medium	The location is not signalized. Depending on volumes, signals may be viable to improve access from Town Center.	
Is the location suitable for Transit Signal Priority?	N/A	This location is not on MD 355 and was not assessed in the initial study.	
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	Volumes on Stringtown Road are relatively low per the standards used in this analysis. Specific ADT numbers are not available for Snowden Farm Parkway.	
Is the station location a low-crash location?	High	Zero total crashes.	
What is the distance to the adjacent (preceding/following) station?	Low	Preceding station (Rainbow Arch Drive) is 0.5 miles north/south/east/west. Following station (Observation Drive) is 0.4 miles	
		north/south/east/west.	



Station Name:	G.9. Observation D	Prive and Stringtown Road
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	Low	2 daily boardings.
What is the forecasted ridership for buses in the corridor at this location?	N/A	Ridership data not available. Modeling was not conducted as part of Phase I.
Does the station serve low-income County residents?	Low	3.0% live within 100% of poverty line. 3.6% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Low	There is limited moderate density housing near this station location.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	According to the Clarksburg Master Plan, additional moderately dense housing will be developed in the area.
Criterion 3: Pedestrian and Bicycle Infrastruct	ure	
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	There are existing sidewalks, but crosswalks and pedestrian signals are missing.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	The Montgomery County Bicycle Plan calls for a separated bikeway on each side of Observation Drive and Stringtown Road. There are existing shared use paths on the south side of the Observation Drive roadway and intermittent paths on the north side. There are not any bikeshare stations at this location.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Not close to any high-quality transit service.
Is there a local bus/shuttle stop nearby? How many routes stop?	Low	No bus routes service this location.
Criterion 5: Street Network		
Is the location signalized?	N/A	The location is not signalized, but the full road is not yet build.
Is the location suitable for Transit Signal Priority?	N/A	This location is not on MD 355 and was not assessed in the initial study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	Volumes on Stringtown Road/Observation Drive are relatively low per the standards used in this analysis. Specific ADT numbers are not available for Stringtown Road/Observation Drive.
Is the station location a low-crash location?	High	Five total crashes; zero pedestrian-involved crashes.
What is the distance to the adjacent (preceding/following) station?	Medium	Preceding station (Rainbow Arch Drive) is 0.9 miles south on Observation Drive. Following station (Clarksburg Outlets) is 0.7 miles west on Clarksburg Road.
Recommendation	Eliminate	Nearby Gateway Center Drive provides an attractive alternative.



Station Name:	G.1. Observ	vation Drive and Gateway Center Drive
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	Low	2 daily boardings.
What is the forecasted ridership for buses in the corridor at this location?	N/A	Ridership data not available. Modeling was not conducted as part of Phase I.
Does the station serve low-income County residents?	Low	3.0% live within 100% of poverty line. 3.6% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	There is limited density housing near this station location, in addition to moderately dense and automobile oriented commercial activity
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	According to the Clarksburg Master Plan, additional moderately dense housing and moderately dense commercial activity will be developed in the area. This station would also be located closer to the employment corridor envisioned under the plan
Criterion 3: Pedestrian and Bicycle Infrastructure		
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	There are existing sidewalks. Full crosswalks and pedestrian signals are provided at this location.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	There are striped bicycle lanes on MD 121. The separated bikeway transitions from the north side to the south side of the road at Gateway Center Drive. The Montgomery County Bicycle Plan calls for a separated bikeway on each side of Stringtown Road and on the east side of Gateway Center Drive. There are not any bikeshare stations at this location.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Not close to any high-quality transit service.
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	One Ride On bus route (73) services this location.
Criterion 5: Street Network		
Is the location signalized?	High	The location is not signalized, but the full road is not yet built.
Is the location suitable for Transit Signal Priority?	N/A	This location is not on MD 355 and was not assessed in the initial study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	Volumes on Stringtown Road/Gateway Center Drive are relatively low per the standards used in this analysis. Specific ADT numbers are not available for Stringtown Road/Gateway Center Drive.
Is the station location a low-crash location?	High	Five total crashes; zero pedestrian-involved crashes.
What is the distance to the adjacent (preceding/following) station?	Medium	Preceding station (Rainbow Arch Drive) is 1.0 miles south on Observation Drive. Following station (Clarksburg Outlets) is 0.6 miles west on Clarksburg Road.
Recommendation	Retain	Provides access to both housing on Observation Drive and employment areas.



Criteria  Criterion 1: Ridership  What is the existing ridership for buses in the corridor at this location?	Compatibility	Notes
What is the existing ridership for buses in the corridor at this location?		
corridor at this location?		
	N/A	Ridership data not available.
What is the forecasted ridership for buses in the corridor at this location?	Medium	In the Phase 1 modeling, the station performed moderately in the ridership analysis.
Does the station serve low-income County residents?	Low	4.2% live within 100% of poverty line. 5.5% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	The outlets provide high-density, single-use activity. Cabin Branch housing is low- to moderate-density residential.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Additional low- to moderate-density residential development is anticipated nearby, though the long-term growth of this limited is limited due to Ten Mile Creek Master Plan amendment.
Criterion 3: Pedestrian and Bicycle Infrastructure		
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Existing pedestrian infrastructure connects the stop to the Outlets and the Cabin Branch area.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	A shared use path has been installed connecting to the outlets and to the east side of I-270.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Not close to any high-quality transit service.
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	One bus route (Ride On 75) services this location.
Criterion 5: Street Network		
Is the location signalized?	N/A	There is an existing signal at the entrance to the Outlets.  However, the signalization is not a relevant question inside the outlets.
Is the location suitable for Transit Signal Priority?	N/A	This location is not on MD 355 and is not signalized, so it was not assessed in the initial study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	Volumes are relatively low in this location per the standards set in this analysis. ADT is not available at this location.
Is the station location a low-crash location?	High	Zero total crashes.
What is the distance to the adjacent (preceding/following) station?	Medium	Preceding station (Gateway Center Drive) is 0.7 miles east.
Recommendation	Retain	



Criteria  Criterion 1: Ridership  What is the existing ridership for buses in the corridor at this location?	Compatibility	Notes
What is the existing ridership for buses in the		
•		
	Low	No bus stop at this location, so no existing ridership to measure.
What is the forecasted ridership for buses in the corridor at this location?	N/A	Ridership data not available. Modeling was not conducted as part of Phase I.
Does the station serve low-income County residents?	Medium	1.9% live within 100% of poverty line. 10.0% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Low	Existing land uses include low-density and townhouse residential development.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Low	The Clarksburg Master Plan calls for continued residential uses in this area. The Ten Mile Creek Amendment reduces densities planned for this area of Clarksburg.
Criterion 3: Pedestrian and Bicycle Infrastructure		
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	While additional improvements would be warranted if a station were installed at this location, a crosswalk has been installed, in addition to shared use paths connecting to the outlets and beyond.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	A shared use path has been installed connecting to the outlets.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Not close to any high-quality transit service.
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	One bus route (Route 73) serves this location.
Criterion 5: Street Network		
Is the location signalized?	Low	The location is not signalized, and future signal installation is unlikely to be merited due to low traffic volumes.
Is the location suitable for Transit Signal Priority?	N/A	This location is not on MD 355 and was not assessed in the initial study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	Traffic volumes are relatively low at this intersection per the standards set for this analysis. ADT is not available for Clarksburg Road or Broadway Avenue.
Is the station location a low-crash location?	High	Zero total crashes.
What is the distance to the adjacent (preceding/following) station?	Low	Preceding station (Clarksburg Outlets) is 0.3 miles east.
Recommendation	Eliminate	



## H. Detailed Level 1 Screening – Segment 7B

Station Name:	ation Name: H.1. Observation Drive and Holy Cross Hospital		
Criteria	Compatibility	Notes	
Criterion 1: Ridership			
What is the existing ridership for buses in the corridor at this location?	Low	6 daily boardings.	
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.	
Does the station serve low-income County residents?	Medium	9.3% live within 100% of poverty line. 18.5% live within 150% of poverty line.	
Criterion 2: Land Use			
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	The large hospital and the Hughes Network building are major activity centers. No other significant land uses exist around this station location.	
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	Future land uses are expected to remain the same.	
Criterion 3: Pedestrian and Bicycle Infrastructure			
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	There are existing sidewalks and a marked crosswalk. However, pedestrian access to the Hughes Network building is somewhat challenged from this location.	
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	There is an existing separated bikeway on the east side of Observation Drive. There are not any bikeshare stations at this location.	
Criterion 4: Transit Connections			
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	This station location is not close to any high-quality transit service	
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	One bus route (Ride On 83) services this location.	
Criterion 5: Street Network			
Is the location signalized?	Low	The location is not signalized.	
Is the location suitable for Transit Signal Priority?	N/A	This location is not on MD 355 and not signalized so it was not assessed in the initial study.	
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	Volumes on Observative Drive in this location are relatively low per the standards set in this analysis. Precise ADT figures are not available	
Is the station location a low-crash location?	High	Zero total crashes.	
What is the distance to the adjacent	Low	Preceding station (Gunners Branch Road) is 0.2 miles south.  Following station (Montgomery College – Germantown) is 0.7	
(preceding/following) station?		miles north.	



Station Name:	H.2. Montgomery College – Germantown (Observation Drive)	
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	N/A	Ridership data not available.
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.
Does the station serve low-income County residents?	Medium	9.4% live within 100% of poverty line. 18.8% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	The campus is a major activity center and pedestrian oriented internally.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	Montgomery College – Germantown enrollment and programs are projected to grow. Land use will remain consistent.
Criterion 3: Pedestrian and Bicycle Infrastructur	e	
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	There are existing sidewalks and marked crosswalks. The campus has many pedestrian paths
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	The Montgomery County Bicycle Plan calls for a separated bikeway on the east side of Observation Drive. There are not any bikeshare stations at this location.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Not close to any high-quality transit service
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	One bus route with high frequency (Ride On 55) services this location.
Criterion 5: Street Network		
Is the location signalized?	N/A	The location is not signalized, but signalization is not appropriate for the transit center context.
Is the location suitable for Transit Signal Priority?	N/A	This location is not on MD 355 and not signalized so it was not assessed in the initial study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	Volumes on Observation Drive in this location are relatively low per the standards set in this analysis. Precise ADT figures are not available
Is the station location a low-crash location?	High	Zero total crashes.
What is the distance to the adjacent (preceding/following) station?	High	Preceding station (Holy Cross Hospital) is 0.7 miles south on Observation Drive.  Following station (Observation Drive and Shakespeare Boulevard)
		is 1.1 miles north.
Recommendation	Retain	



Station Name:	H.1. Germant	own Transit Center
Criteria	Compatibility	Notes
Criterion 1: Ridership		<u> </u>
What is the existing ridership for buses in the corridor at this location?	High	High levels of ridership from the convergence of 8 Ride On routes at this location.
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.
Does the station serve low-income County residents?	High	8.5% live within 100% of poverty line. 19.1% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Existing land use includes the moderate-density, mixed-use Germantown Town Center area.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	Germantown Master Plan calls for additional employment activity and increasing density in this area.
Criterion 3: Pedestrian and Bicycle Infrastructur	e	
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Pedestrian infrastructure exists, including sidewalks and marked and signalized crosswalks.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Medium	There are no existing bicycle facilities. Separated bikeways are proposed for Aircraft Drive, Crystal Rock Drive, and Germantown Road. A trail is proposed to run alongside the Corridor Cities Transitway that would serve this area.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	High	The station is located at a transit center.
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Multiple bus routes Ride On 55, 61, 74, 75, 83, 97, 98, 100 service this location.
Criterion 5: Street Network		
Is the location signalized?	High	There is a signal at Germantown Road and Aircraft Drive.
Is the location suitable for Transit Signal Priority?	N/A	This location is not on MD 355 and was not assessed in the initial study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	AADT on both roads (Aircraft Drive and Germantown Road) is less than 25,000.
Is the station location a low-crash location?	N/A	Crash data is not available for this location.
What is the distance to the adjacent (preceding/following) station?	Low	Preceding station (Oxbridge Drive) is 1.4 miles east.  Expected to be the end of the route in service patterns that access the Transit Center.



Station Name:	H.2. Observ	vation Drive and Shakespeare Boulevard	
Criteria	Compatibility	Notes	
Criterion 1: Ridership			
What is the existing ridership for buses in the corridor at this location?	N/A	Ridership data not available.	
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.	
Does the station serve low-income County residents?	Medium	7.0% live within 100% of poverty line. 9.9% live within 150% of poverty line.	
Criterion 2: Land Use			
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Existing land uses are medium-density automobile-oriented commercial developments, and similar uses are in development. While there is substantial activity in this location, it is generally set back from the road.	
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Full buildout of the Seneca Meadows area as envisioned in the Germantown Master Plan will bring automobile-oriented, mixeduse activity.	
Criterion 3: Pedestrian and Bicycle Infrastructure			
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	There are existing sidewalks, marked crosswalks, and pedestrian signals, but they are often narrow and uncomfortable.	
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	There is an existing separated bikeway on the west side of Observation Drive, and the Montgomery County Bicycle Plan calls for a separated bikeway on the east side as well. There are not any bikeshare stations at this location.	
Criterion 4: Transit Connections			
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Not close to any high-quality transit service.	
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Multiple bus routes (Ride On 55, 70, 75, and 83) service this location.	
Criterion 5: Street Network			
Is the location signalized?	High	The location is signalized.	
Is the location suitable for Transit Signal Priority?	N/A	This location is not on MD 355 and was not assessed in the initial study.	
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	Volumes on Observation Drive in this location are relatively low per the standards set in this analysis. Precise ADT figures are not available	
Is the station location a low-crash location?	High	Three total crashes; zero pedestrian-involved crashes.	
What is the distance to the adjacent (preceding/following) station?	High	Preceding station (Montgomery College – Germantown) is 1.1 miles south. Following station (Milestone Center Drive) is 0.7 miles north.	
Recommendation	Retain	In Level 2, evaluate how best to serve the Milestone shopping area.	



Station Name:	H.3. Observ	vation Drive and Milestone Center Drive	
Criteria	Compatibility	Notes	
Criterion 1: Ridership			
What is the existing ridership for buses in the corridor at this location?	N/A	Ridership data not available.	
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.	
Does the station serve low-income County residents?	Medium	6.3% live within 100% of poverty line. 8.5% live within 150% of poverty line.	
Criterion 2: Land Use			
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Existing land use includes moderately dense housing and an office park development.	
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	In accordance with the Germantown Master Plan, land use conditions are not expected to change substantially.	
Criterion 3: Pedestrian and Bicycle Infrastructure			
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	There are existing sidewalks, marked crosswalks, and pedestrian signals, but they are often narrow and uncomfortable.	
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	There is an existing separated bikeway on the west side of Observation Drive, and the Montgomery County bicycle plan calls for a separated bikeway on the east side as well. There are not any bikeshare stations at this location.	
Criterion 4: Transit Connections			
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	This station location is not close to any high-quality transit service.	
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	One bus route (Ride On 83) services this location.	
Criterion 5: Street Network			
Is the location signalized?	High	The location is signalized.	
Is the location suitable for Transit Signal Priority?	N/A	This location is not on MD 355 and was not assessed in the initial study.	
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	Volumes on Observation Drive in this location are relatively low per the standards set in this analysis. Precise ADT figures are not available	
Is the station location a low-crash location?	High	Zero total crashes.	
What is the distance to the adjacent (preceding/following) station?	High	Preceding station (Shakespeare Boulevard) is 0.7 miles south on Observation Drive. Following station (COMSAT) is 1.4 miles north on Observation	
		Drive.	
Recommendation	Retain		



Station Name:	ation Name: H.4. Observation Drive and COMSAT Property			
Criteria	Compatibility	Notes		
Criterion 1: Ridership				
What is the existing ridership for buses in the corridor at this location?	Low	No existing bus service at this location.		
What is the forecasted ridership for buses in the corridor at this location?	Medium	In the Phase 1 modeling, the station performed moderately in the ridership analysis.		
Does the station serve low-income County residents?	Low	2.6% live within 100% of poverty line. 3.3% live within 150% of poverty line.		
Criterion 2: Land Use				
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Low	This segment of Observation Drive is not yet built, and the surrounding areas are not yet developed.		
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	The Clarksburg Master Plan calls for this area to form the center of the Employment Corridor. Moderate- to low-density housing is located east of the site.		
Criterion 3: Pedestrian and Bicycle Infrastructu	re			
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	The Observation Drive designs call for sidewalks and shared use paths, but access to activity centers to be determined with further build out of the area.		
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Medium	The Observation Drive designs call for sidewalks and shared use paths, but access to activity centers to be determined with further build out of the area.		
Criterion 4: Transit Connections				
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Not close to any high-quality transit service.		
Is there a local bus/shuttle stop nearby? How many routes stop?	N/A	Road not yet built.		
Criterion 5: Street Network				
Is the location signalized?	N/A	Road not yet build.		
Is the location suitable for Transit Signal Priority?	N/A	This location is not on MD 355 and was not assessed in the initial study.		
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	N/A	Road not yet build.		
Is the station location a low-crash location?	N/A	Road not yet build.		
What is the distance to the adjacent (preceding/following) station?	Medium	Preceding station (Milestone Center Drive) is 1.4 miles south on Observation Drive.		
		Following station (Shawnee Lane) is 0.6 miles north on Observation Drive.		
Recommendation	Retain	While the scores in this section are not particularly impressive, if the Clarksburg employment corridor is built out, this is expected to be the centerpiece, providing a central node from which to offer BRT service.		



Station Name: H.5. Observation Drive and Shawnee Lane				
Criteria	Compatibility	Notes		
Criterion 1: Ridership				
What is the existing ridership for buses in the corridor at this location?	N/A	Ridership data is not available in this location.		
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.		
Does the station serve low-income County residents?	Medium	4.2% live within 100% of poverty line. 5.5% live within 150% of poverty line.		
Criterion 2: Land Use				
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Low	Existing land uses are low density and include a storage facility, some townhouses, and an MCPS bus depot.		
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	The Clarksburg Master Plan calls for office and additional townhouse-style residential development in this location.		
Criterion 3: Pedestrian and Bicycle Infrastructur	е			
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	There are existing sidewalks and marked crosswalks. However, access to broader activity centers in the Clarksburg area is limited.		
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	The Montgomery County Bicycle Plan calls for a separated bikeway on each side of Observation Drive and plans for the completion of the roadway call for the same. There are not any bikeshare stations at this location.		
Criterion 4: Transit Connections				
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Not close to any high-quality transit service.		
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	One bus route (Ride On 73) services this location.		
Criterion 5: Street Network				
Is the location signalized?	N/A	Road not yet build.		
Is the location suitable for Transit Signal Priority?	N/A	This location is not on MD 355 and was not assessed in the initial study.		
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	N/A	Road not yet build.		
Is the station location a low-crash location?	N/A	Road not yet build.		
What is the distance to the adjacent (preceding/following) station?	Medium	Preceding station (COMSAT) is 0.6 miles south on Observation Drive. Following station (Stringtown Road) is 0.7 miles north on Observation Drive		
Recommendation	Retain			



tation Name: H.6. Observation Drive and Stringtown Road		
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	Low	2 daily boardings.
What is the forecasted ridership for buses in the corridor at this location?	N/A	Ridership data not available. Modeling was not conducted as part of Phase I.
Does the station serve low-income County residents?	Low	3.0% live within 100% of poverty line. 3.6% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Low	There is limited moderate density housing near this station location.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	According to the Clarksburg Master Plan, additional moderately dense housing will be developed in the area.
Criterion 3: Pedestrian and Bicycle Infrastructure		
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	There are existing sidewalks, but crosswalks and pedestrian signals are missing.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	The Montgomery County Bicycle Plan calls for a separated bikeway on each side of Observation Drive and Stringtown Road. There are existing shared use paths on the south side of the Observation Drive roadway and intermittent paths on the north side. There are not any bikeshare stations at this location.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Not close to any high-quality transit service.
Is there a local bus/shuttle stop nearby? How many routes stop?	Low	No bus routes service this location.
Criterion 5: Street Network		
Is the location signalized?	N/A	The location is not signalized, but the full road is not yet build.
Is the location suitable for Transit Signal Priority?	N/A	This location is not on MD 355 and was not assessed in the initial study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	Volumes on Stringtown Road/Observation Drive are relatively low per the standards used in this analysis. Specific ADT numbers are not available for Stringtown Road/Observation Drive.
Is the station location a low-crash location?	High	Five total crashes; zero pedestrian-involved crashes.
What is the distance to the adjacent (preceding/following) station?	Medium	Preceding station (Shawnee Lane) is 0.7 miles south on Observation Drive. Following station (Clarksburg Outlets) is 0.7 miles west on Clarksburg Road.
Recommendation	Eliminate	Nearby Gateway Center Drive provides an attractive alternative.



Station Name:	H.7. Observati	on Drive and Gateway Center Drive
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	Low	2 daily boardings.
What is the forecasted ridership for buses in the corridor at this location?	N/A	Ridership data not available. Modeling was not conducted as part of Phase I.
Does the station serve low-income County residents?	Low	3.0% live within 100% of poverty line. 3.6% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	There is limited density housing near this station location, in addition to moderately dense and automobile oriented commercial activity
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	According to the Clarksburg Master Plan, additional moderately dense housing and moderately dense commercial activity will be developed in the area. This station would also be located closer to the employment corridor envisioned under the plan
Criterion 3: Pedestrian and Bicycle Infrastructu	re	
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	There are existing sidewalks. Full crosswalks and pedestrian signals are provided at this location.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	There are striped bicycle lanes on MD 121. The separated bikeway transitions from the north side to the south side of the road at Gateway Center Drive. The Montgomery County Bicycle Plan calls for a separated bikeway on each side of Stringtown Road and on the east side of Gateway Center Drive. There are not any bikeshare stations at this location.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Not close to any high-quality transit service.
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	One Ride On bus route (73) services this location.
Criterion 5: Street Network		
Is the location signalized?	High	The location is not signalized, but the full road is not yet built.
Is the location suitable for Transit Signal Priority?	N/A	This location is not on MD 355 and was not assessed in the initial study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	Volumes on Stringtown Road/Gateway Center Drive are relatively low per the standards used in this analysis. Specific ADT numbers are not available for Stringtown Road/Gateway Center Drive.
Is the station location a low-crash location?	High	Five total crashes; zero pedestrian-involved crashes.
What is the distance to the adjacent (preceding/following) station?	Medium	Preceding station (Shawnee Lane) is 0.8 miles south on Observation Drive. Following station (Clarksburg Outlets) is 0.6 miles west on Clarksburg Road.
Recommendation	Retain	Provides access to both housing on Observation Drive and employment areas



Station Name:	H.8. Observati	on Drive and Redgrave Place
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	Low	No existing ridership at this location.
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.
Does the station serve low-income County residents?	Low	<ul><li>3.3% live within 100% of poverty line.</li><li>4.2% live within 150% of poverty line.</li></ul>
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Low	Land use includes the low-density Clarksburg Historic District.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	The Clarksburg Master Plan calls for medium-density development in this area.
Criterion 3: Pedestrian and Bicycle Infrastructu	ıre	
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Low	There is no existing pedestrian infrastructure.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Medium	The Montgomery County Bicycle Plan calls for a separated bikeway on Observation Drive. However, there is no existing bicycle facility on Redgrave Place today. There are not any bikeshare stations at this location.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Not close to any high-quality transit service.
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	Two bus routes (Ride On 75 and 79) service this location.
Criterion 5: Street Network		
Is the location signalized?	N/A	Full road not yet build.
Is the location suitable for Transit Signal Priority?	N/A	This location is not on MD 355 and was not assessed in the initial study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	N/A	Full road not yet build.
Is the station location a low-crash location?	N/A	Full road not yet build.
What is the distance to the adjacent (preceding/following) station?	Low	Preceding station (Observation and Stringtown Road) is 0.2 miles south on Observation Drive. Following station (Clarksburg Outlets) is 1.0 miles south on Observation Drive.
Recommendation	Eliminate	This stop performs poorly. Route the corridor via Stringtown Road and serve Gateway Center Drive.



Station Name:	H.9. Clarksbur	g Outlets
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	N/A	Ridership data not available.
What is the forecasted ridership for buses in the corridor at this location?	Medium	In the Phase 1 modeling, the station performed moderately in the ridership analysis.
Does the station serve low-income County residents?	Low	4.2% live within 100% of poverty line. 5.5% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	The outlets provide high-density, single-use activity. Cabin Branch housing is low- to moderate-density residential.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Additional low- to moderate-density residential development is anticipated nearby, though the long-term growth of this limited is limited due to Ten Mile Creek Master Plan amendment.
Criterion 3: Pedestrian and Bicycle Infrastructu	ıre	
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Existing pedestrian infrastructure connects the stop to the Outlets and the Cabin Branch area.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	A shared use path has been installed connecting to the outlets and to the east side of I-270.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Not close to any high-quality transit service.
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	One bus route (Ride On 75) services this location.
Criterion 5: Street Network		
Is the location signalized?	N/A	There is an existing signal at the entrance to the Outlets. However, the signalization is not a relevant question inside the outlets.
Is the location suitable for Transit Signal Priority?	N/A	This location is not on MD 355 and was not assessed in the initial study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	Volumes are relatively low in this location per the standards set in this analysis. ADT is not available at this location.
Is the station location a low-crash location?	High	Zero total crashes.
What is the distance to the adjacent (preceding/following) station?	Medium	Preceding station (Gateway Center Drive) is 0.7 miles east.
Recommendation	Retain	



## I. Detailed Level 1 Screening – Segment 7C

Station Name: I.1. MD 355 and Germantown Road		
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	N/A	Ridership data not available.
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.
Does the station serve low-income County residents?	Medium	7.2% live within 100% of poverty line. 12.3% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Low	There is some commercial activity and medium density housing (townhomes), as well as institutional land use within one half-mile of this location (Neelsville Middle School) but buildings often have parking in front and it is not walkable. Buildings to the north of the intersection are low density.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Low	The Germantown Master Plan calls for
Criterion 3: Pedestrian and Bicycle Infrastructure		
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	There are existing sidewalks, marked crosswalks, and pedestrian signals, but they are often narrow and uncomfortable.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	There is an existing separated bikeway on the west side of MD-355 south of the intersection, and the Montgomery County bicycle plan calls for an extension north of the intersection as well as a new separated bikeway on the east side. There are not any bikeshare stations at this location.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	This station location is not close to any high-quality transit service.
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	Two bus routes (Ride On 55 and 70) service this location.
Criterion 5: Street Network		
Is the location signalized?	High	The location is signalized.
Is the location suitable for Transit Signal Priority?	Low	This location is not suitable for TSP per the Ride On extRa study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	ADT on Germantown Road is 5,300 to 11,200. ADT on MD 355 is 13,000 to 16,900.
Is the station location a low-crash location?	Medium	37 total crashes; zero pedestrian-involved crashes.
What is the distance to the adjacent (preceding/following) station?	Low	Preceding station (Middlebrook Road) is 0.8 miles south on MD 355. Following station (Shakespeare Boulevard) is 0.4 miles north on MD 355.
Recommendation	Retain and move to Oxbridge Drive	Access to local land uses his enhanced at Oxbridge and the intersection is simpler to serve. Level 2 analysis will need to consider potential historic impacts.



Pultanta	Station Name: I.2. Germantown Transit Center		
Criteria	Compatibility	Notes	
Criterion 1: Ridership			
What is the existing ridership for buses in the corridor at this location?	High	High levels of ridership from the convergence of 8 Ride On routes at this location.	
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.	
Does the station serve low-income County residents?	High	8.5% live within 100% of poverty line. 19.1% live within 150% of poverty line.	
Criterion 2: Land Use			
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Existing land use includes the moderate-density, mixed-use Germantown Town Center area.	
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	High	Germantown Master Plan calls for additional employment activity and increasing density in this area.	
Criterion 3: Pedestrian and Bicycle Infrastructure			
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Pedestrian infrastructure exists, including sidewalks and marked and signalized crosswalks.	
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Medium	There are no existing bicycle facilities. Separated bikeways are proposed for Aircraft Drive, Crystal Rock Drive, and Germantown Road. A trail is proposed to run alongside the Corridor Cities Transitway that would serve this area.	
Criterion 4: Transit Connections			
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	High	The station is located at a transit center.	
s there a local bus/shuttle stop nearby? How many routes stop?	High	Multiple bus routes Ride On 55, 61, 74, 75, 83, 97, 98, 100 service this location.	
Criterion 5: Street Network			
s the location signalized?	High	There is a signal at Germantown Road and Aircraft Drive.	
s the location suitable for Transit Signal Priority?	N/A	This location is not on MD 355 and was not assessed in the initial study.	
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	AADT on both roads (Aircraft Drive and Germantown Road) is less than 25,000.	
s the station location a low-crash location?	N/A	Crash data is not available for this location.	
What is the distance to the adjacent (preceding/following) station?	Low	Preceding station (Oxbridge Drive) is 1.4 miles east.  Expected to be the end of the route in service patterns that access the Transit Center.	



Station Name:	I.3. MD 35	5 and Shakespeare Boulevard
Criteria	Compatibility	Notes
Criterion 1: Ridership		
What is the existing ridership for buses in the corridor at this location?	N/A	Ridership data not available.
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.
Does the station serve low-income County residents?	Medium	6.3% live within 100% of poverty line. 8.9% live within 150% of poverty line.
Criterion 2: Land Use		
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Land uses are primarily automobile-oriented medium density commercial development to the northwest (Milestone Center shopping center) and low-density residential land use in the remaining surrounding area.
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	CRT zoning at the site is expected to continue to support build- out of automobile-oriented development, but dense mixed use activity is permitted. The area to the east is expected to remain low density residential uses. This is consistent with the vision of the Germantown Master Plan (1989)
Criterion 3: Pedestrian and Bicycle Infrastructure		
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	There are existing sidewalks, marked crosswalks, and pedestrian signals, but they are often narrow and uncomfortable.
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	There is an existing separated bikeway on the west side of MD 355, and the Montgomery County Bicycle Plan calls for a separated bikeway on the east side as well. There are not any bikeshare stations at this location.
Criterion 4: Transit Connections		
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Medium	Located 0.1 mile from Milestone park and ride.
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Multiple bus routes (Ride On 75, 83, 55, and 70) service this location, and a park-and-ride lot serving existing Ride On buses in nearby.
Criterion 5: Street Network		
Is the location signalized?	High	The location is signalized.
Is the location suitable for Transit Signal Priority?	Medium	This location is suitable for TSP per the Ride On extRa study.
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	ADT on Shakespeare Boulevard is 2,300 to 4,000. ADT on MD 355 is 12,300 to 16,900.
Is the station location a low-crash location?	Medium	40 total crashes; one pedestrian-involved crash.
What is the distance to the adjacent (preceding/following) station?	Low/ Medium	Preceding station (Germantown Road/Oxbridge Drive) is 0.4 miles south on MD 355. Following station (Little Seneca Parkway) is 2.0 miles north on MD 355.
Recommendation	Retain	Level 2 analysis needed to identify the best locations from which to serve the Milestone Shopping Center.



Station Name: I.4. MD 355 and Milestone Center Entrance				
Criteria	Compatibility	Notes		
Criterion 1: Ridership				
What is the existing ridership for buses in the corridor at this location?	N/A	Ridership data not available.		
What is the forecasted ridership for buses in the corridor at this location?	Low	In the Phase 1 modeling, the station performed poorly in the ridership analysis.		
Does the station serve low-income County residents?	Medium	7.0% live within 100% of poverty line. 9.9% live within 150% of poverty line.		
Criterion 2: Land Use				
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Land uses are primarily automobile-oriented medium density commercial development to the northwest (Milestone Center shopping center) and low-density residential land use in the remaining surrounding area.		
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	CRT zoning at the site is expected to continue to support build-out of automobile-oriented development, but dense mixed use activity is permitted. The area to the east is expected to remain low density residential uses. This is consistent with the vision of the Germantown Master Plan (1989)		
Criterion 3: Pedestrian and Bicycle Infrastruct	ture			
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	There are existing sidewalks, marked crosswalks, and pedestrian signals, but they are often narrow and uncomfortable.		
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	There is an existing separated bikeway on the west side of MD 355, and the Montgomery County Bicycle Plan calls for a separated bikeway on the east side as well. There are not any bikeshare stations at this location.		
Criterion 4: Transit Connections				
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Medium	900 feet to the Milestone park-and-ride lot that serves existing Ride On buses.		
Is there a local bus/shuttle stop nearby? How many routes stop?	High	Two bus routes (Ride On 75 and 83) service this location.		
Criterion 5: Street Network				
Is the location signalized?	High	The location is signalized.		
Is the location suitable for Transit Signal Priority?	Low	This location is not suitable for TSP per the Ride On extRa study.		
Is the station at an intersection of two major arterials, or another high turning volume location, where traffic volumes might diminish success and capacity of BRT?	High	ADT on Milestone Drive is 2,950 to 3,575.  ADT on MD 355 is 12,275 to 14,275.		
Is the location a high-crash location?	High	Seven total crashes; zero pedestrian-involved crashes.		
What is the distance to the adjacent (preceding/following) station?	Low	Preceding station (Shakespeare Boulevard) is 0.2 miles south and west. Following station (Little Seneca Parkway) is 2.4 miles north.		
Recommendation	Retain	In Level 2, evaluate how best to serve the Milestone shopping area.		



Station Name:	I.5. MD 35	5 and Little Seneca Parkway	
Criteria	Compatibility	Notes	
Criterion 1: Ridership			
What is the existing ridership for buses in the corridor at this location?	N/A	Ridership data not available.	
What is the forecasted ridership for buses in the corridor at this location?	Medium	In the Phase 1 modeling, the station performed moderately in the ridership analysis.	
Does the station serve low-income County residents?	Low	4.5% live within 100% of poverty line. 4.6% live within 150% of poverty line.	
Criterion 2: Land Use			
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Low	There is very little development in this area, and what is there is mostly low-density residential.	
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Low	Some growth in low- to medium-density residential land uses is expected east and west of this location.	
Criterion 3: Pedestrian and Bicycle Infrastructure			
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Medium	There are existing sidewalks, marked crosswalks, and pedestrian signals, but they are often narrow and uncomfortable.	
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	There are existing separated bikeways on Little Seneca Parkway, and the Montgomery County Bicycle Plan calls for a separated bikeway on the east side of MD 355. There are not any bikeshare stations at this location.	
Criterion 4: Transit Connections			
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	The station location is not close to any high-quality transit service.	
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	Two bus routes (Ride On 73 and 75) service this location.	
Criterion 5: Street Network			
Is the location signalized?	High	The location is signalized.	
Is the location suitable for Transit Signal Priority?	Medium	This location is suitable for TSP per the Ride On extRa study.	
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	ADT on Little Seneca Parkway is 1,700 to 2,000.  ADT on MD 355 near intersection is 7,400 to 9,300.	
Is the station location a low-crash location?	High	Two total crashes; zero pedestrian-involved crashes.	
What is the distance to the adjacent (preceding/following) station?	Low	Preceding station (Shakespeare Boulevard) is 2.0 miles north/south/east/west. Following station (Foreman Boulevard) is one half-mile north/south/east/west.	
Recommendation	Retain	While ridership is lower than Foreman, this stop provides higher current and future connectivity to different parts of Clarksburg.	



Station Name: I.6. MD 355 and Foreman Boulevard					
Criteria	Compatibility	Notes			
Criterion 1: Ridership	Criterion 1: Ridership				
What is the existing ridership for buses in the corridor at this location?	N/A	Ridership data not available.			
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.			
Does the station serve low-income County residents?	Low	4.8% live within 100% of poverty line. 5.0% live within 150% of poverty line.			
Criterion 2: Land Use					
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Low	Existing land uses include a nearby high school and low-density residential.			
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Low	The Clarksburg Master Plan calls for low-density residential development (R-100 zoning) in this area.			
Criterion 3: Pedestrian and Bicycle Infrastructur	e				
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Low	There are existing sidewalks, but crosswalks and pedestrian signals are missing on some streets.			
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Medium	There is no existing bicycle infrastructure, but the Montgomery County Bicycle Plan calls for a separated bikeway on the east side of MD 355. There are not any bikeshare stations at this location.			
Criterion 4: Transit Connections					
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Not close to any high-quality transit service.			
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	Two bus routes (Ride On 73 and 75) service this location.			
Criterion 5: Street Network					
Is the location signalized?	High	The location is signalized.			
Is the location suitable for Transit Signal Priority?	Medium	This location is suitable for TSP per the Ride On extRa study.			
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	ADT on Foreman Boulevard is 900 to 1,500. ADT on MD 355 near intersection is 6,400 to 7,400.			
Is the station location a low-crash location?	High	One total crash; zero pedestrian-involved crashes.			
What is the distance to the adjacent (preceding/following) station?	Low	Preceding station (Little Seneca Parkway) is 0.5 miles south on MD 355. Following station (Redgrave Place ) is 1.0 mile north on MD 355.			
Recommendation	Retain	While ridership modeling is higher at Foreman than Little Seneca, Little Seneca offers more potential access for transit transfers. However, resolving the distinction between the two is best achieved through the ridership modeling conducted in Level 2.			



Station Name: I.7. MD 355 and Redgrave Place				
Criteria	Compatibility	Notes		
Criterion 1: Ridership				
What is the existing ridership for buses in the corridor at this location?	N/A	Full road not yet built.		
What is the forecasted ridership for buses in the corridor at this location?	High	In the Phase 1 modeling, the station performed well in the ridership analysis.		
Does the station serve low-income County residents?	Low	3.3% live within 100% of poverty line. 4.2% live within 150% of poverty line.		
Criterion 2: Land Use				
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Low	Land use includes the low-density Clarksburg Historic District.		
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	The Clarksburg Master Plan calls for medium-density development in this area through the Town Center. Redgrave Place is being extended to provide a direct connection to the Town Center.		
Criterion 3: Pedestrian and Bicycle Infrastructur	e			
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	Low	There is no existing pedestrian infrastructure.		
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	Medium	The Montgomery County bicycle plan calls for a separated bikeway on the west side of MD 355. There are not any bikeshare stations at this location.		
Criterion 4: Transit Connections				
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Not close to any high-quality transit service.		
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	Two bus routes (Ride On 75 and 79) service this location.		
Criterion 5: Street Network				
Is the location signalized?	N/A	Full road not yet built.		
Is the location suitable for Transit Signal Priority?	N/A	This location was not evaluated for TSP in the initial study.		
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	N/A	Full road not yet built.		
Is the station location a low-crash location?	N/A	Crash data is not available for this location		
What is the distance to the adjacent (preceding/following) station?	High	Preceding station (Foreman Boulevard) is 1.0 mile south on MD 355. Following station (Clarksburg Outlets) is 1.0 mile north on MD 355.		
Recommendation	Retain			



Station Name: I.1. Clarksburg Outlets				
Criteria	Compatibility	Notes		
Criterion 1: Ridership				
What is the existing ridership for buses in the corridor at this location?	N/A	Ridership data not available.		
What is the forecasted ridership for buses in the corridor at this location?	Medium	In the Phase 1 modeling, the station performed moderately in the ridership analysis.		
Does the station serve low-income County residents?	Low	4.2% live within 100% of poverty line. 5.5% live within 150% of poverty line.		
Criterion 2: Land Use				
Existing Land Use and Built Environment – Does the area around the station have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	The outlets provide high-density, single-use activity. Cabin Branch housing is low- to moderate-density residential.		
Future Land Use and Built Environment – Does the area around the station plan to have land uses that are supportive of transit (e.g., mix of uses, higher density, activity centers, short setbacks, walkability)?	Medium	Additional low- to moderate-density residential development is anticipated nearby, though the long-term growth of this limited is limited due to Ten Mile Creek Master Plan amendment.		
Criterion 3: Pedestrian and Bicycle Infrastructure				
Proximity to pedestrian infrastructure – Are there sidewalks, marked crosswalks, or pedestrian signals to facilitate access?	High	Existing pedestrian infrastructure connects the stop to the Outlets and the Cabin Branch area.		
Proximity to bicycle infrastructure – Are there dedicated bicycle facilities (e.g., bicycle lanes, shared-use path), bikeshare stations, or bicycle racks/lockers nearby?	High	A shared use path has been installed connecting to the outlets and to the east side of I-270.		
Criterion 4: Transit Connections				
Proximity to other transit services – Is there a Metrorail station, MARC station, or transit center nearby?	Low	Not close to any high-quality transit service.		
Is there a local bus/shuttle stop nearby? How many routes stop?	Medium	One bus route (Ride On 75) services this location.		
Criterion 5: Street Network				
Is the location signalized?	N/A	There is an existing signal at the entrance to the Outlets.  However, the signalization is not a relevant question inside the outlets.		
Is the location suitable for Transit Signal Priority?	N/A	As this location This location was not evaluated for TSP in the initial study.		
Will the traffic volumes at the station location intersection affect the success and capacity of BRT?	High	Volumes are relatively low in this location per the standards set in this analysis. ADT is not available at this location.		
Is the station location a low-crash location?	High	Zero total crashes.		
What is the distance to the adjacent (preceding/following) station?	Medium	Preceding station (Gateway Center Drive) is 0.7 miles east.		
Recommendation	Retain			



# Appendix C

**Level 2 Station Modifications** 



## **Appendix C: Level 2 Station Modifications**

Station Location	Major Change Made in Level 2
Bethesda Metrorail	In line with the goals of the Bethesda Sector Plan, the station was placed
Station	at the Bethesda Metrorail South Entrance on MD 355 at the Elm and
	Waverly Streets intersection in all Alternatives.
Medical Center Station	To maintain efficient BRT operations, the station location on MD 355 at
	the South/Wood Drive was chosen for all Alternatives.
Grosvenor-Strathmore	Because of the end of a service pattern at this station location, the Level 2
Metrorail Station	analysis identified that all northbound service will use the existing bus
	lay-by lane on MD 355. Continuing southbound service will use a station
	location just south of (north) Tuckerman Lane. Terminating southbound
	service will enter the existing bus facility from Tuckerman Lane in all
	Alternatives.
MD 355 and Hubbard	Because of the roadway constraints at Hubbard Avenue from the
Avenue	Montrose Parkway interchange, this station was relocated to the vicinity
	of Bou Avenue in all Alternatives.
MD 355 and Mount	Based on the ridership modeling performed at this phase, this station
Vernon Place	location was elevated from a future station location to an initial retained
	station.
Rockville Metrorail	To maintain efficient BRT operations, the station location on MD 355 at
Station	East Middle Lane was chosen for all Alternatives.
Montgomery College –	MCDOT determined that terminating services will use the existing bus
Rockville	bays, and continuing services will use station locations closer to, or on,
	Mannakee, for all Alternatives. This approach allows for the terminating
	service to have sufficient space to turn around while allowing the
	continuing service to operate efficiently.
MD 355 and Indianola	Due to constraints from a horizontal tangent in the center-running
Drive	Alternative B, the northbound station for Indianola Drive would have to
	be relocated to the prior intersection at 15501 Frederick Road,
	substantially diminishing the effectiveness of this station at serving the
	King Farm community in this alternative. Modeled ridership was also low.
	Therefore, this location is recommended to be a future station after the
/	service is launched.
Shady Grove Metrorail	To provide a useful connection to the Shady Grove Metrorail Station and
Station	limit BRT delays due to congestion at the Shady Grove bus bays, a station
	location on Somerville Drive at Redland Road was identified for all
	Alternatives.
MD 355 and Chestnut	To ensure reliable operation of the BRT service in the reversible lane,
Street/Walker Avenue	MCDOT determined that stations should not be located within the
	reversible area. The station also had low ridership in the Phase 2
	modeling. Therefore, this station location was identified as a future
	station for all alternatives.
Holy Cross Hospital	For more efficient bus operations, the station location for Alternatives A
	and B is proposed to be on Observation Drive in the vicinity of the
	southern access road for the hospital.



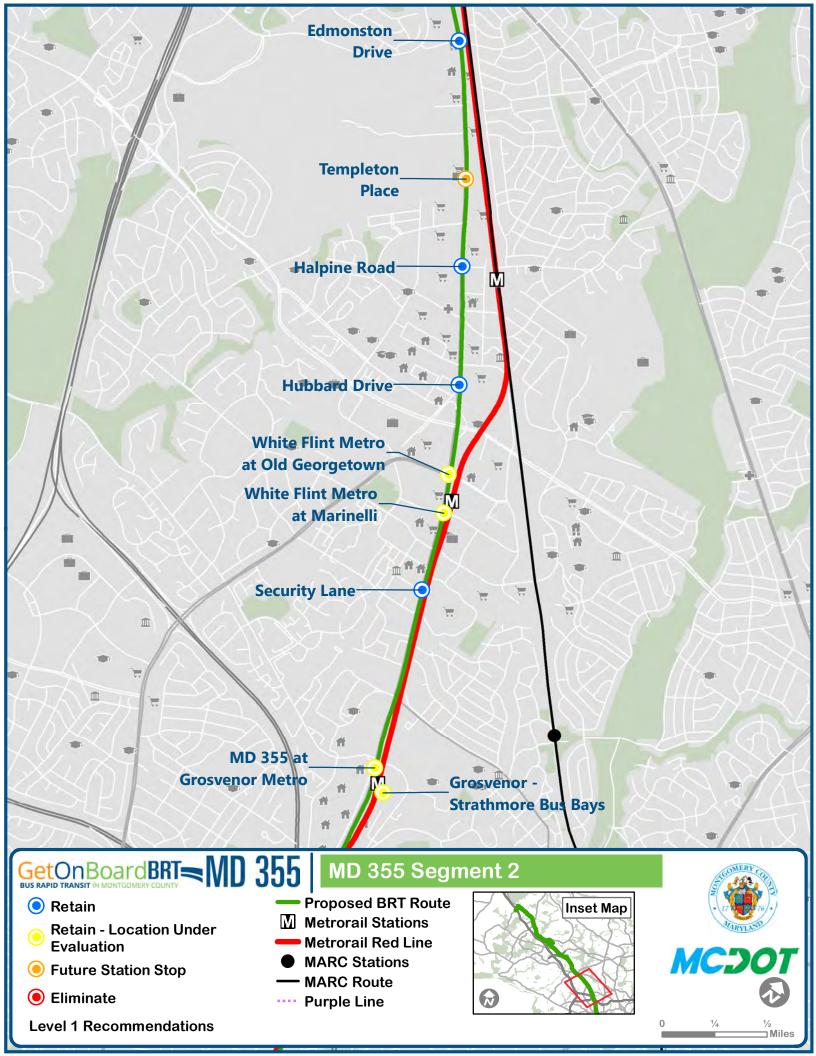
Station Location	Major Change Made in Level 2
Montgomery College –	In Alternative B, the station location proposes a modification of the
Germantown	existing campus transit center to allow for two-way operations. This
	approach reduces some adjacent parking.
Milestone Center Area	Different station options were identified for the three different
	Alternatives. In Alternative A, stations were identified at Amber Ridge
	Drive, where there is an existing park-and-ride, and the entrance road on
	MD 355. In Alternative B, a station was identified at Observation Drive
	and Shakespeare Boulevard. In Alternative C, a station was identified at
	MD 355 and Shakespeare Boulevard.
MD 355 and Little Seneca	Due to low modeled ridership in Phase 2 and engineering and
Parkway	environmental challenges associated with siting a station at this location,
	this station location was eliminated in Alternative C. The station at MD
	355 and Foreman Boulevard serves a similar market.

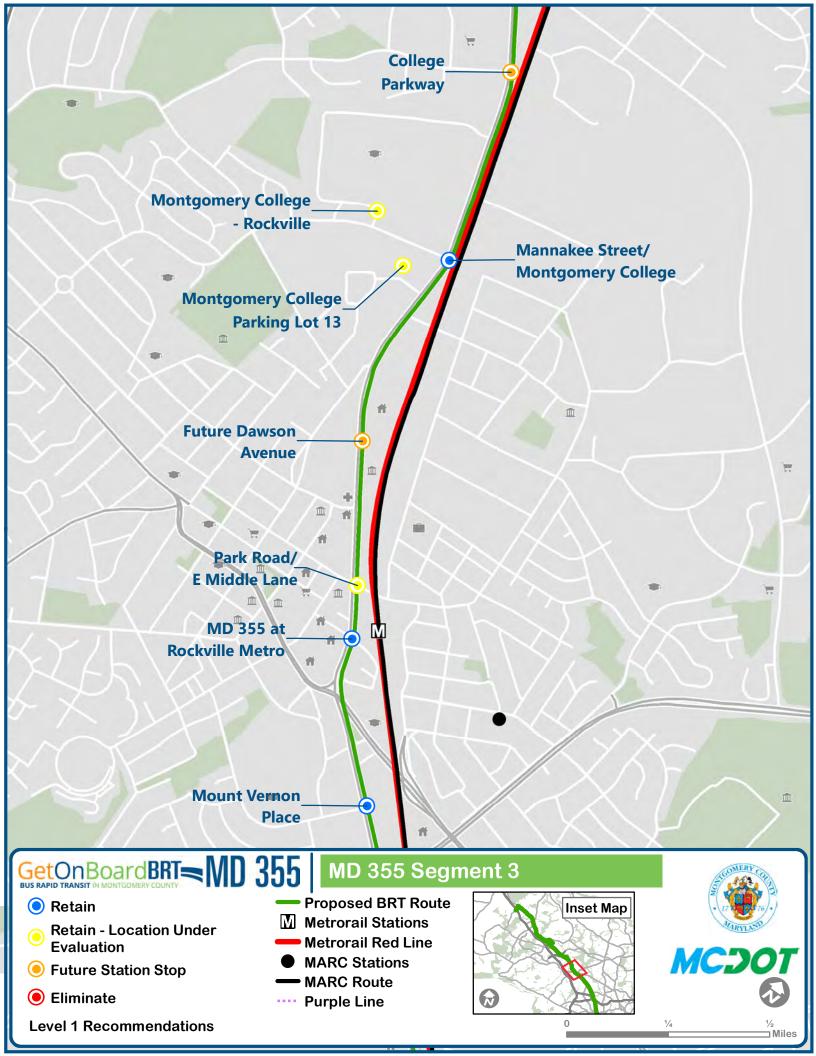


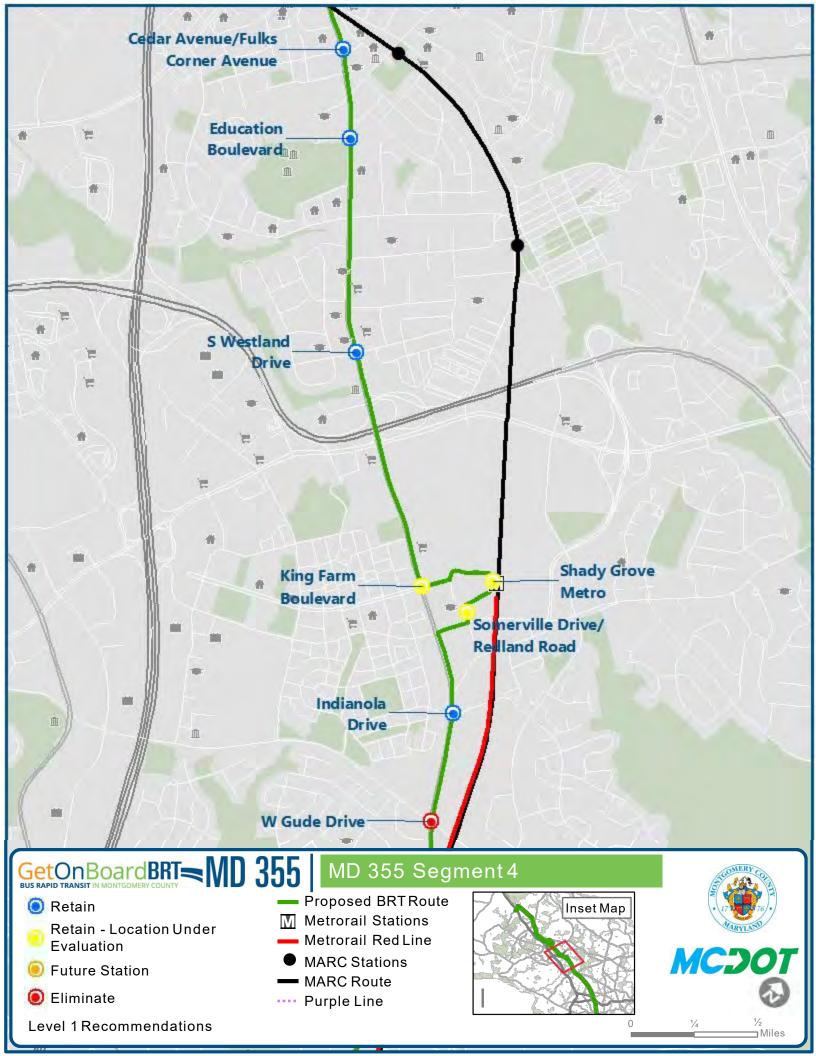
## Appendix D

**Segment Maps of Level 1 Station Analysis Results** 



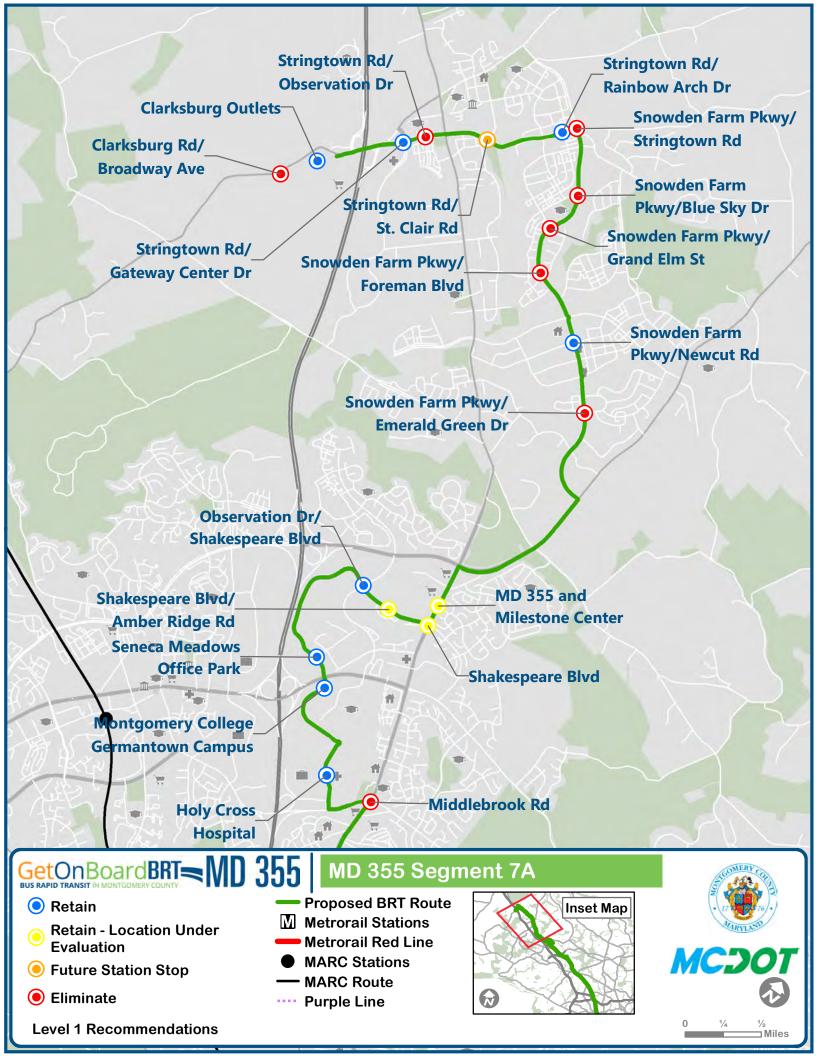


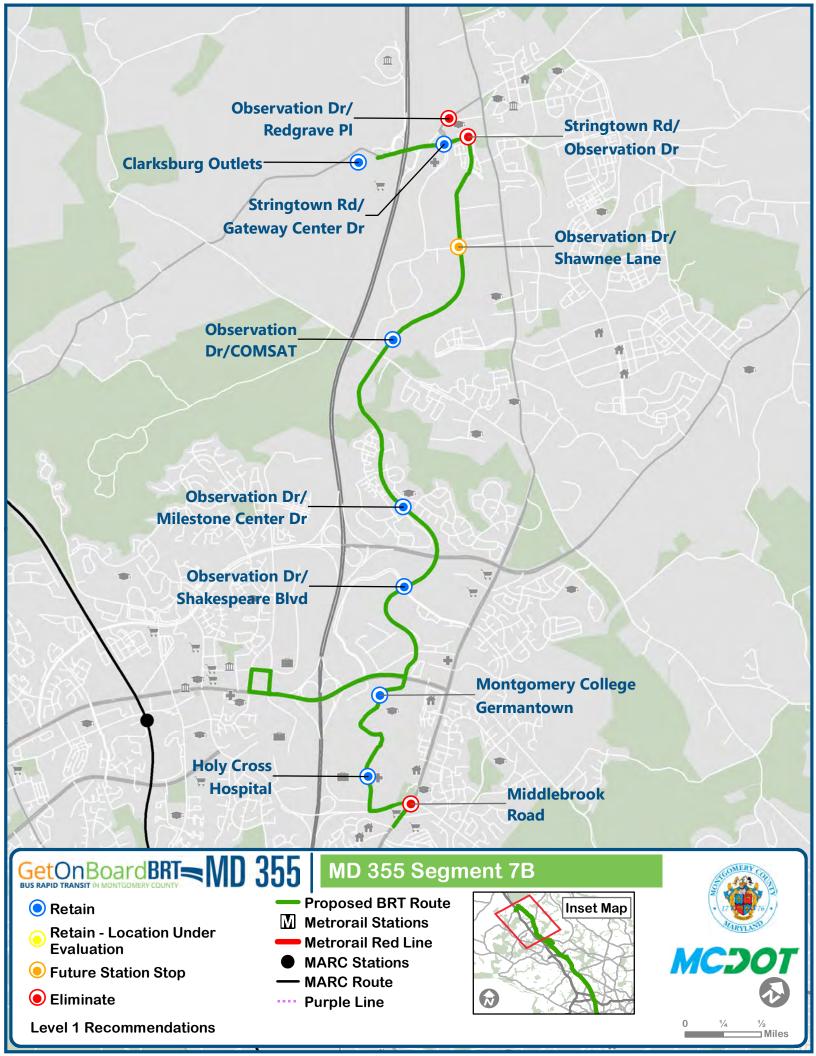










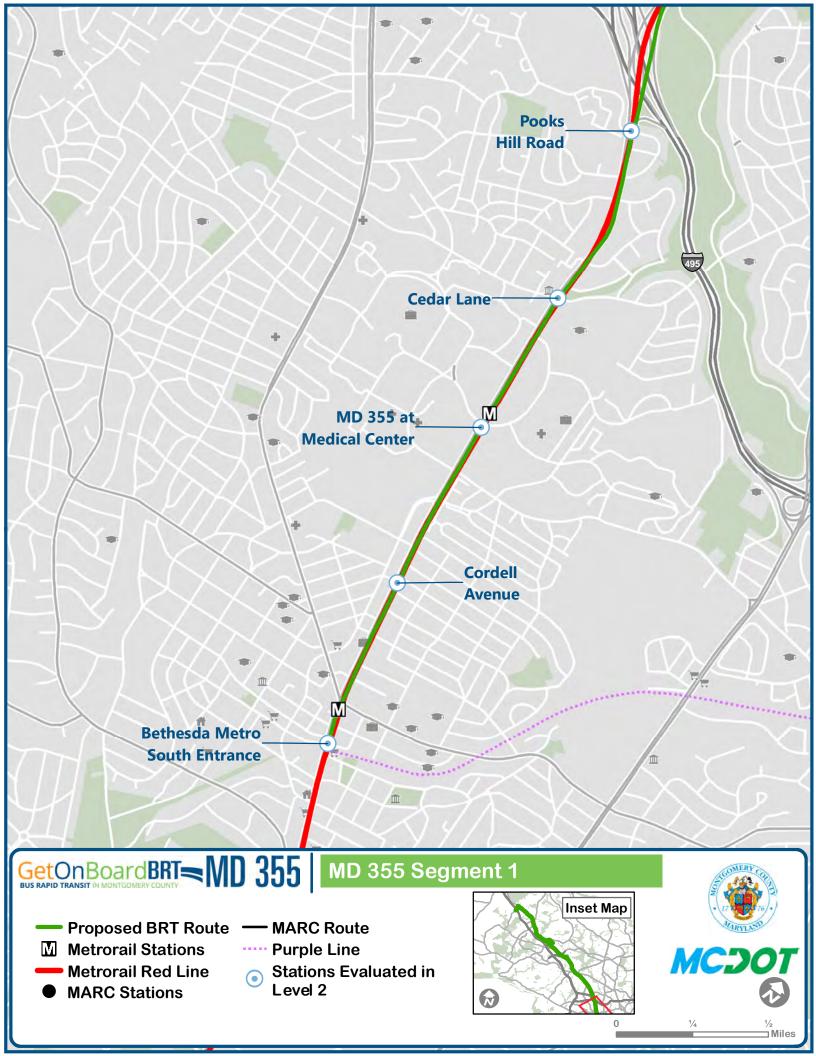


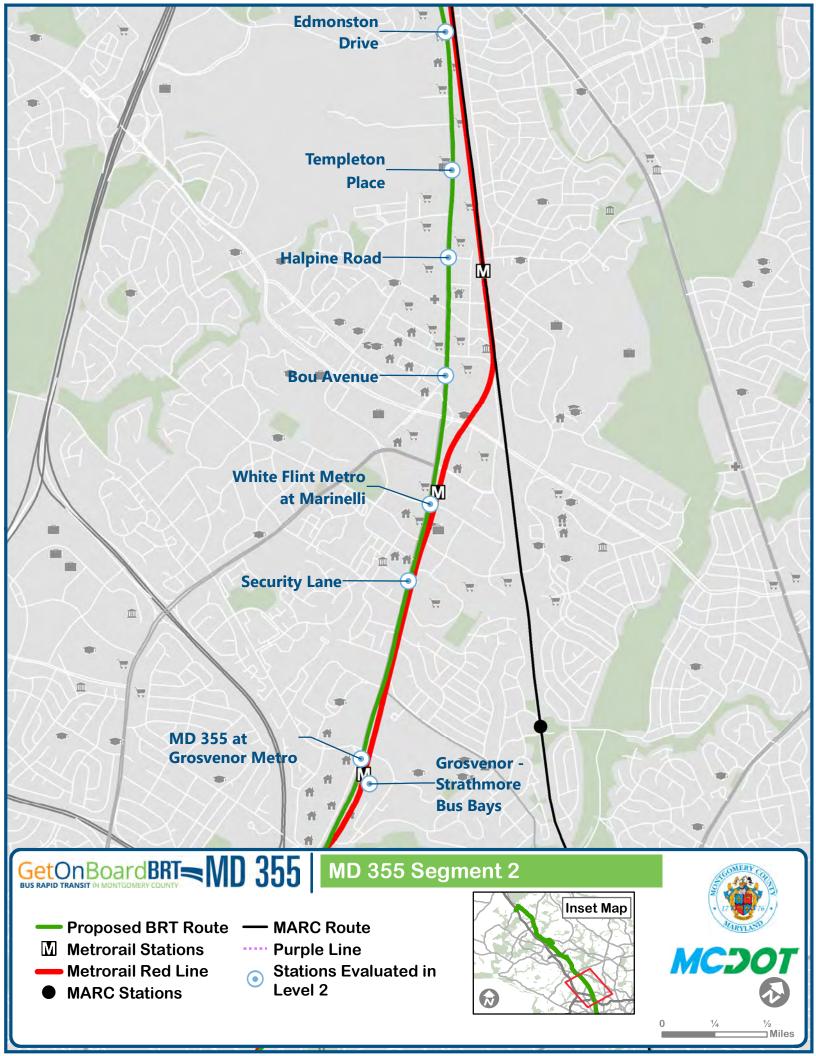


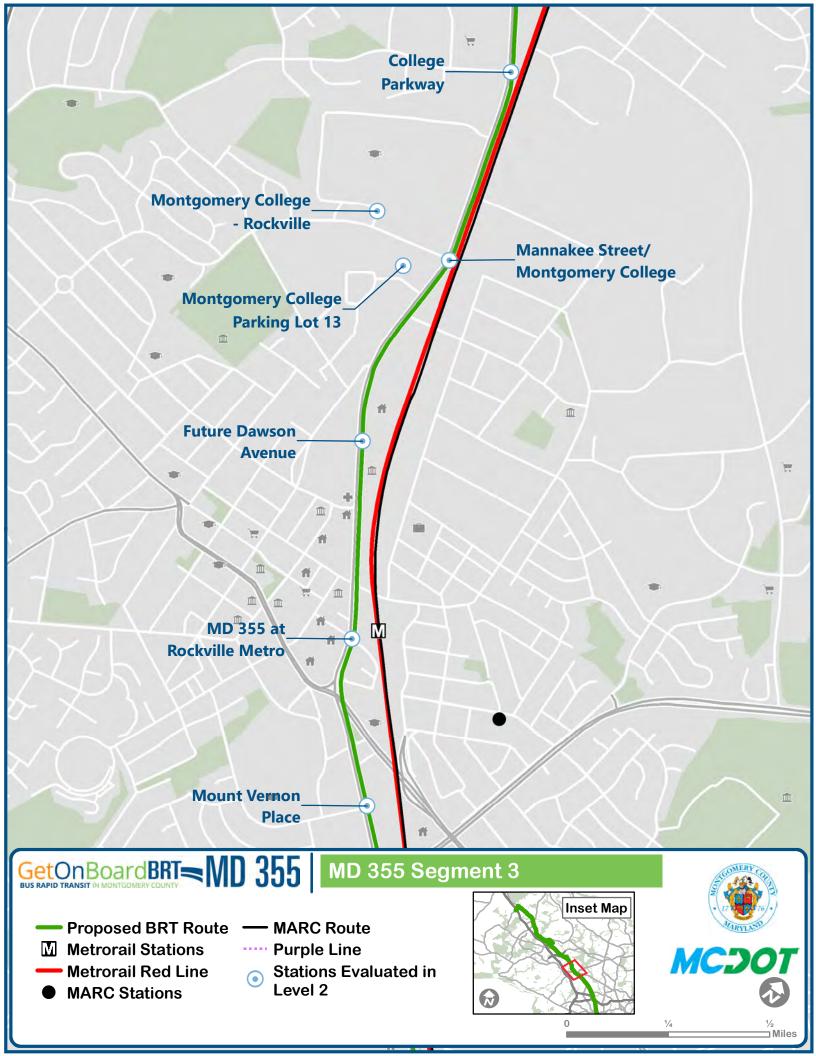


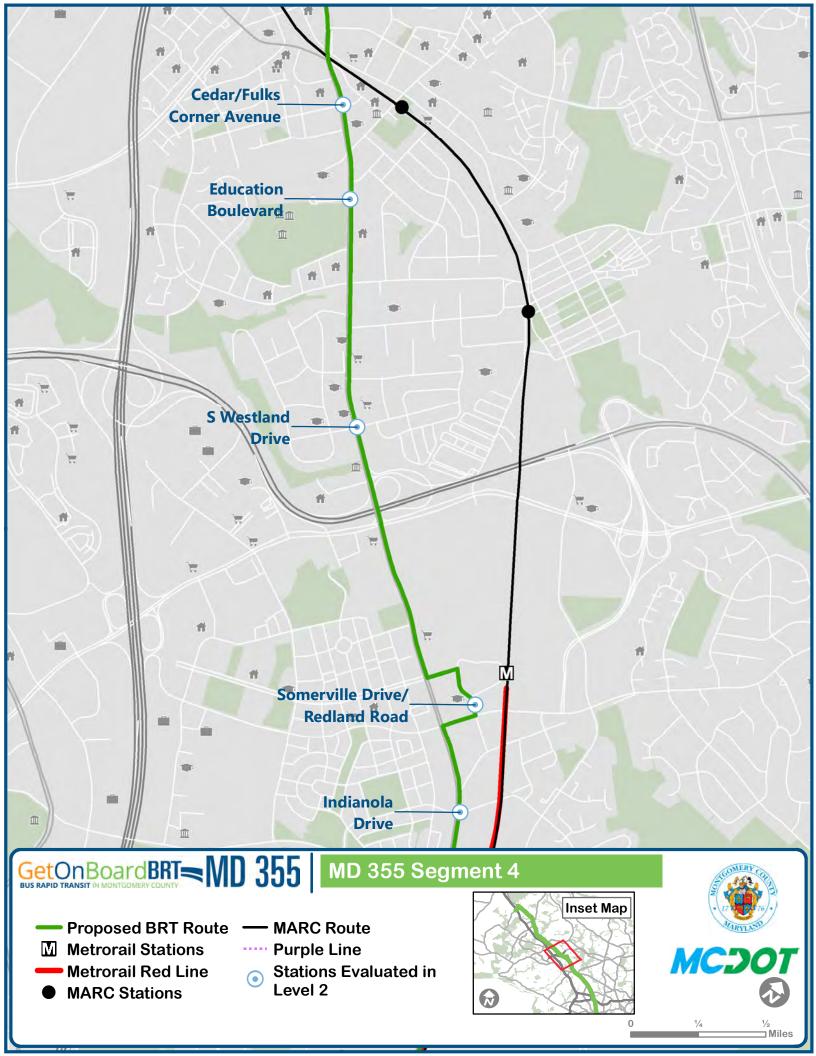
## **Appendix E**

**Segment Maps of Stations Evaluated in Level 2** 

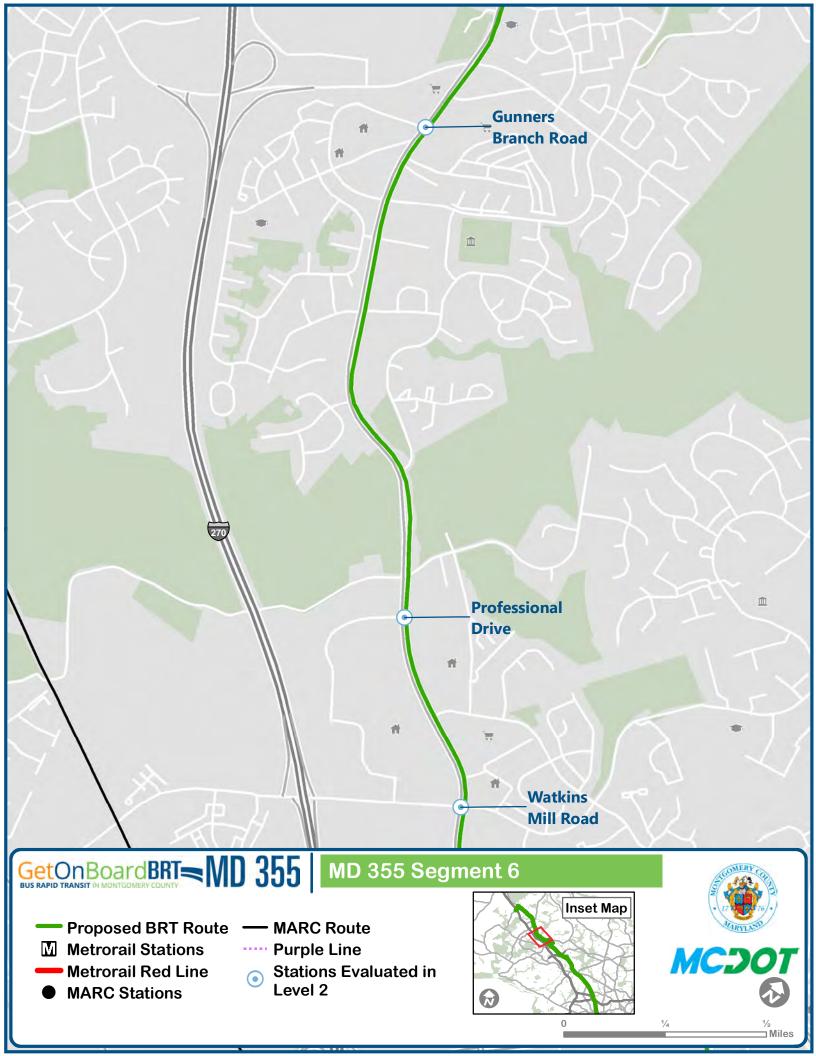


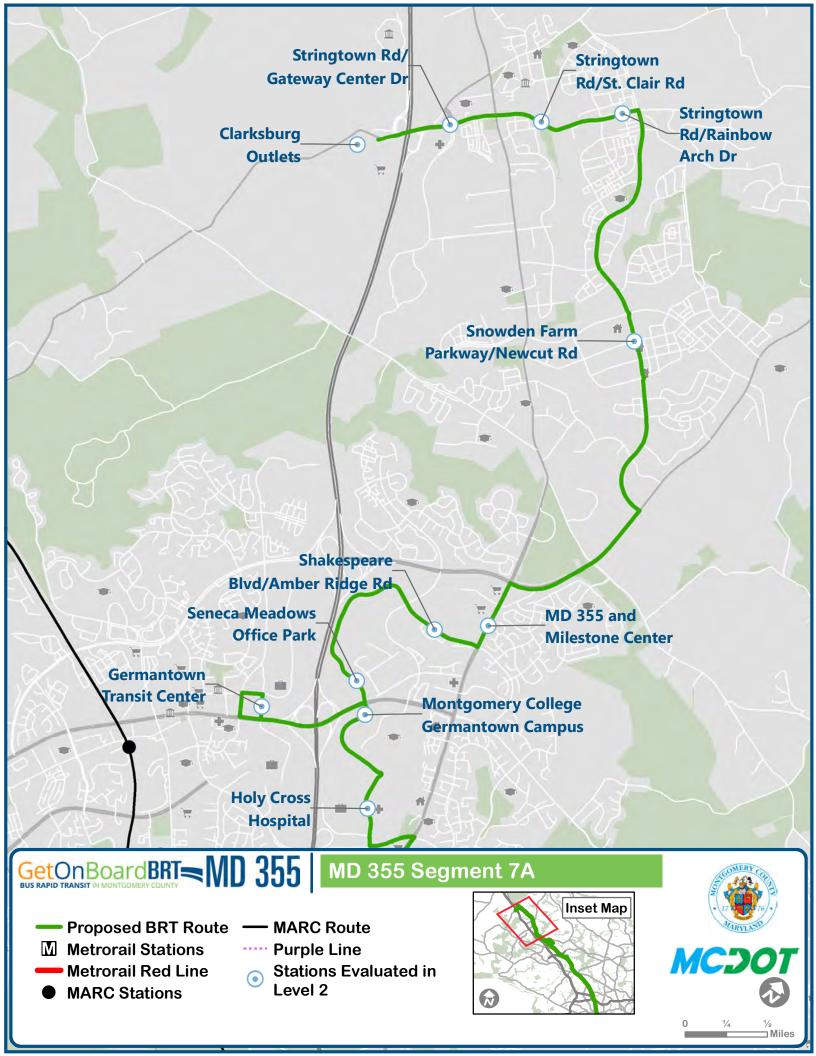


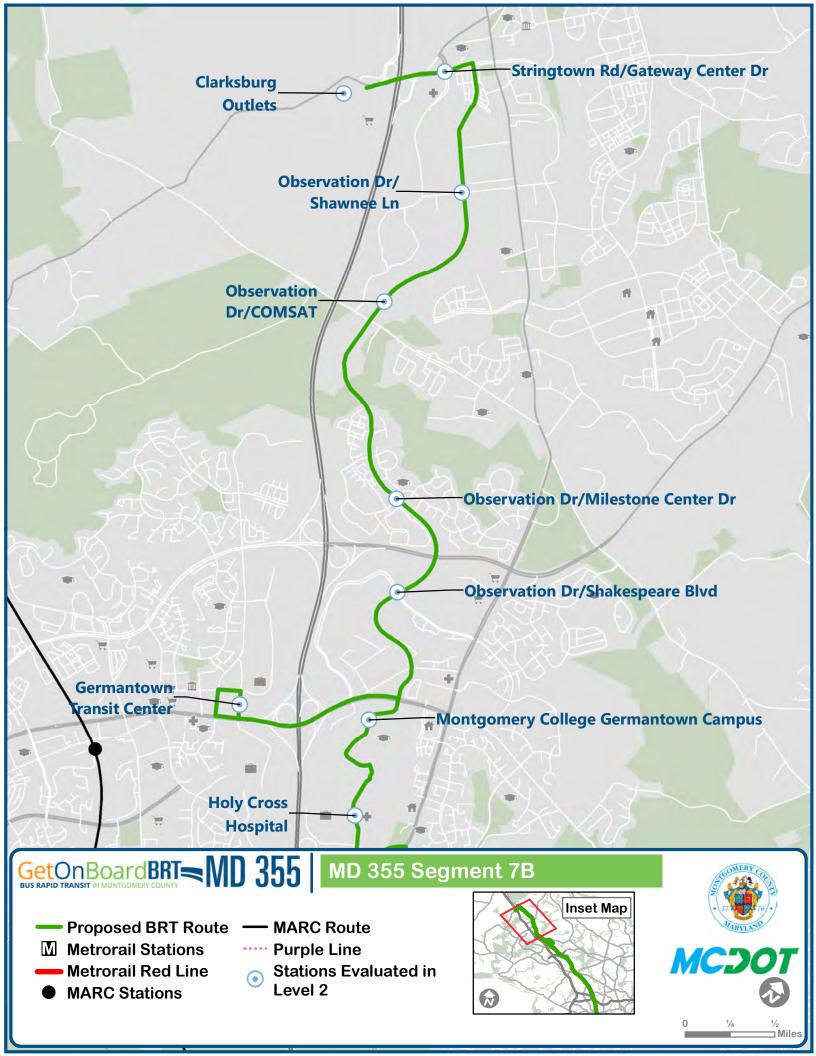


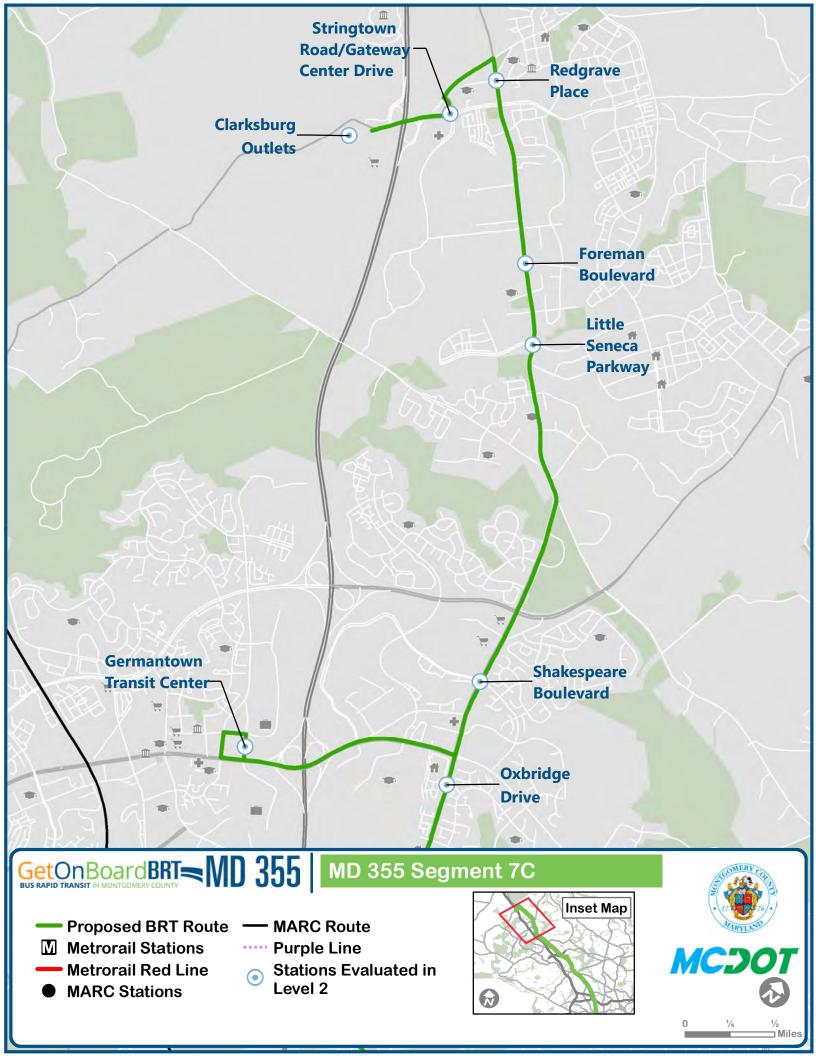








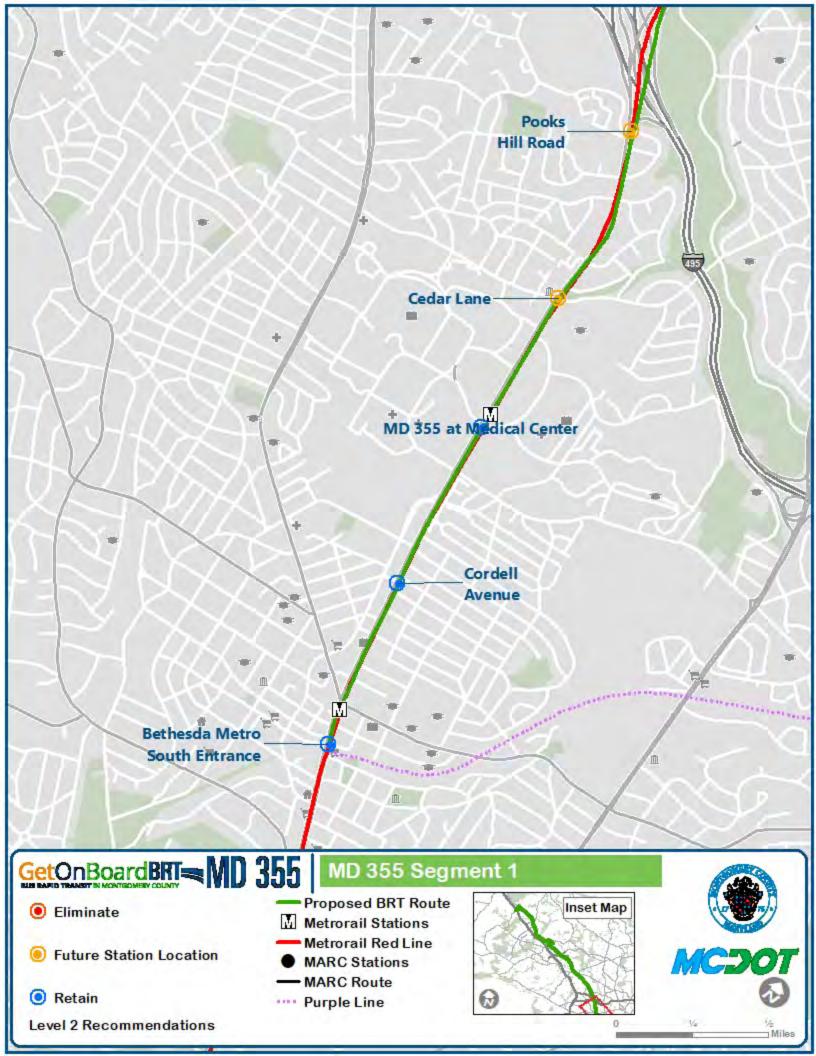


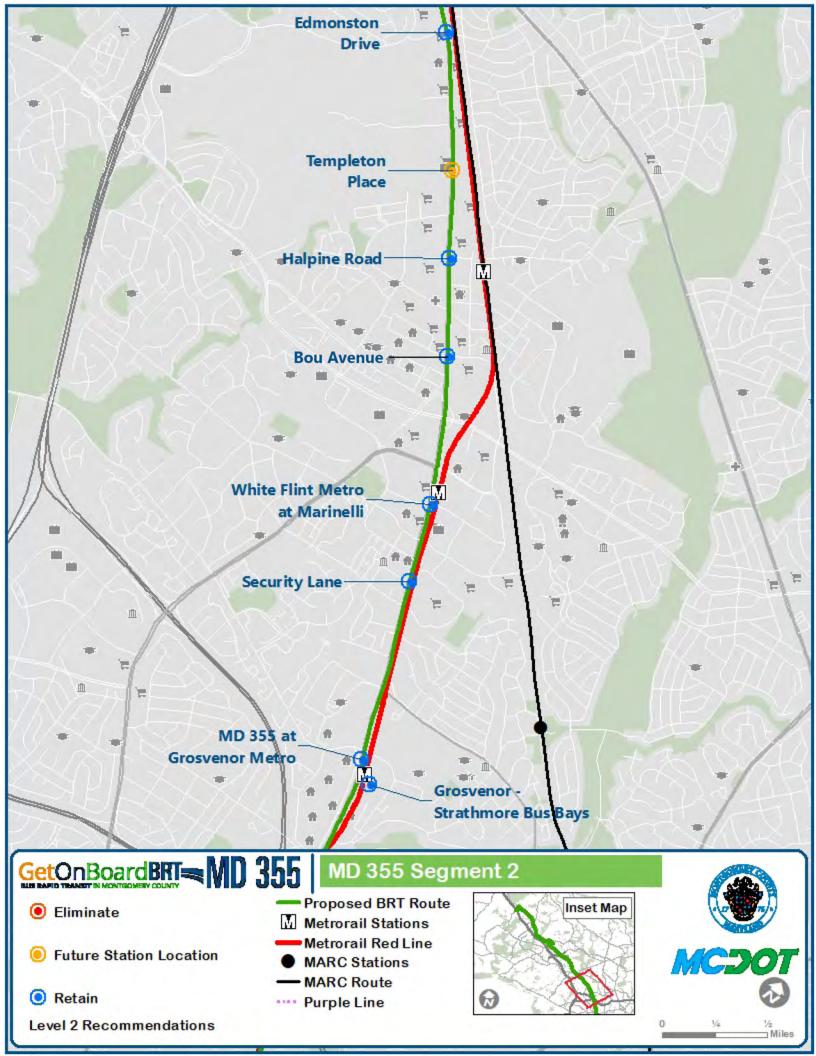


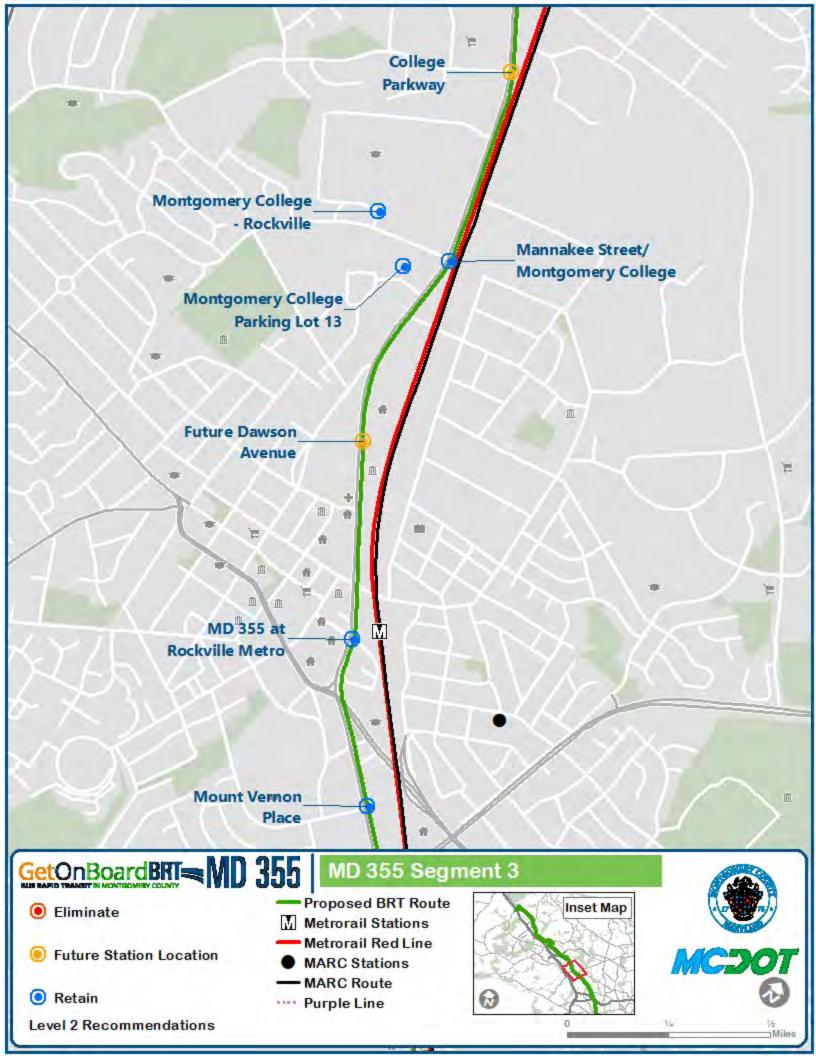


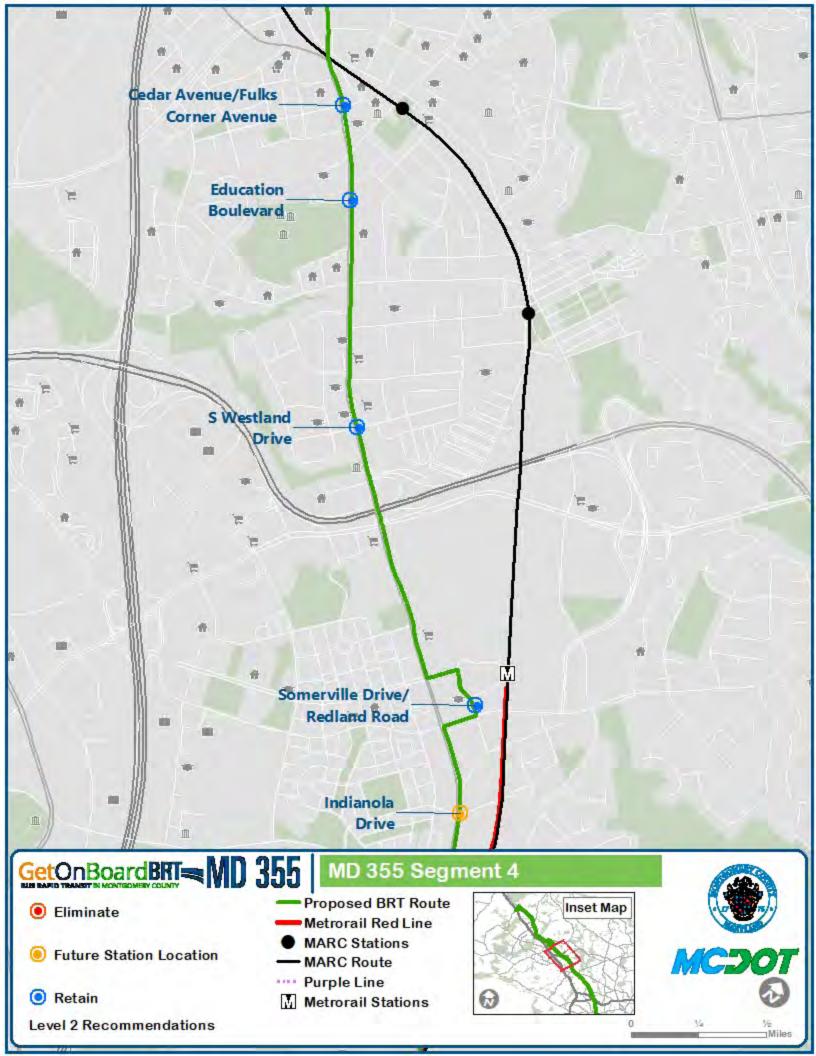
## Appendix F

**Segment Maps of Level 2 Station Analysis Results** 

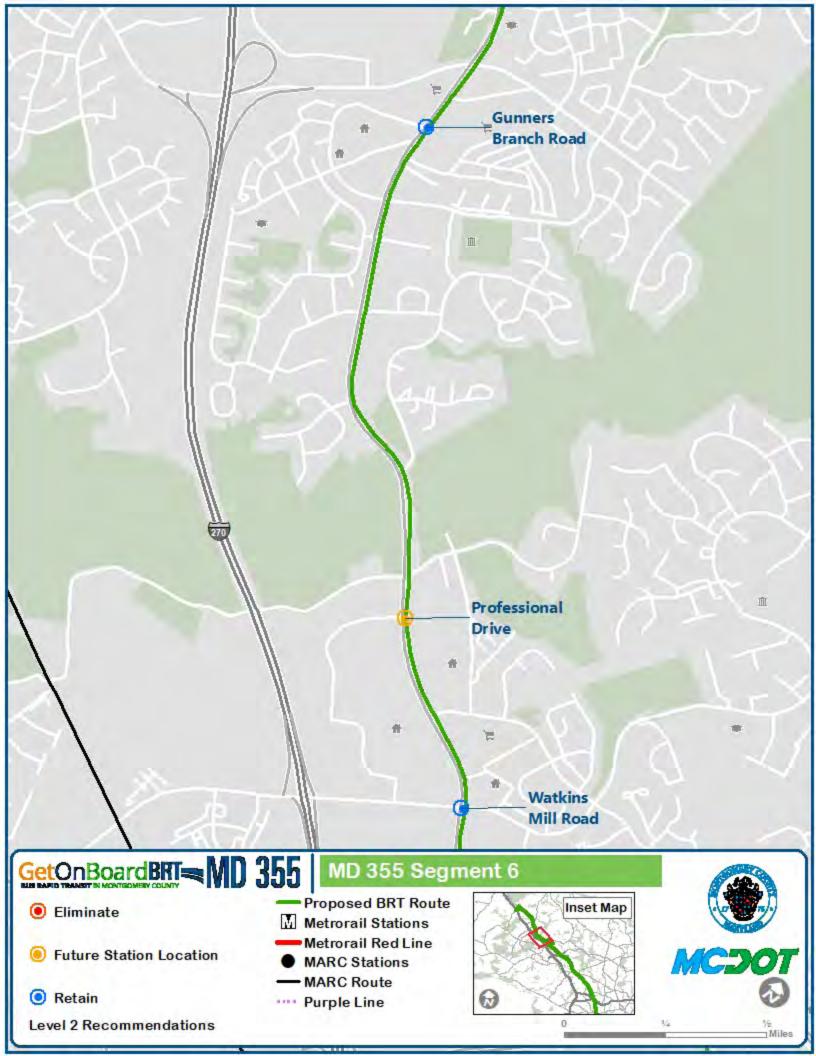


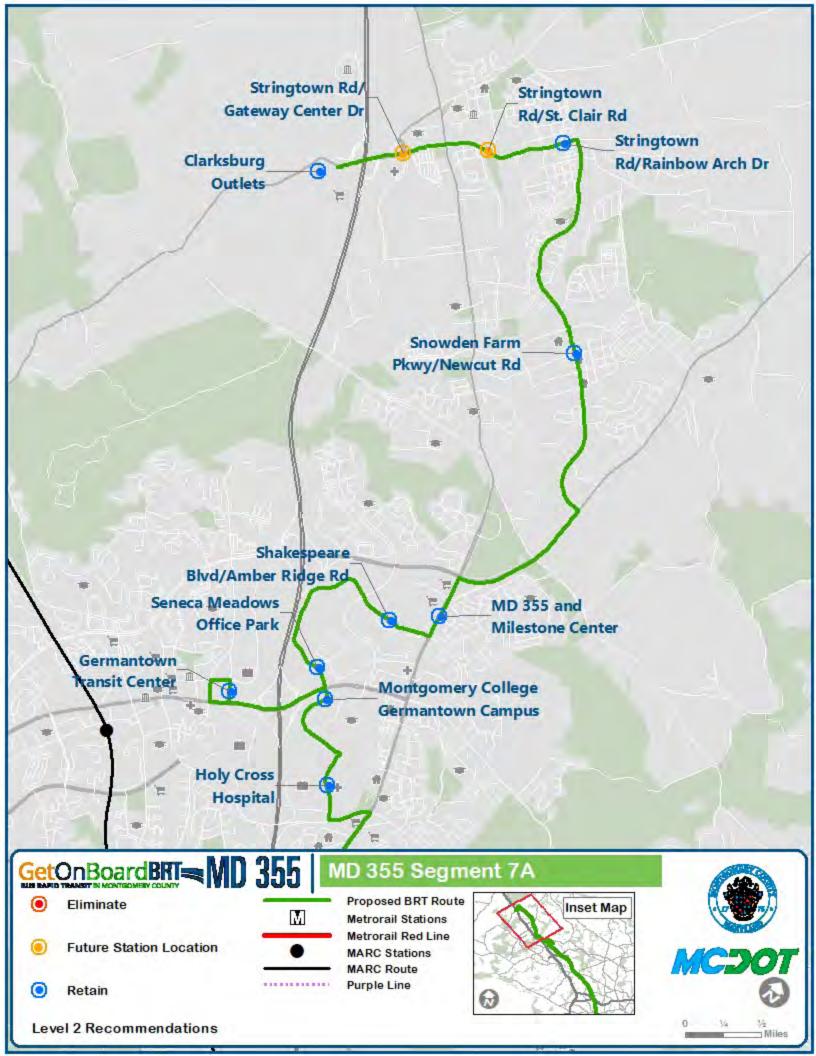




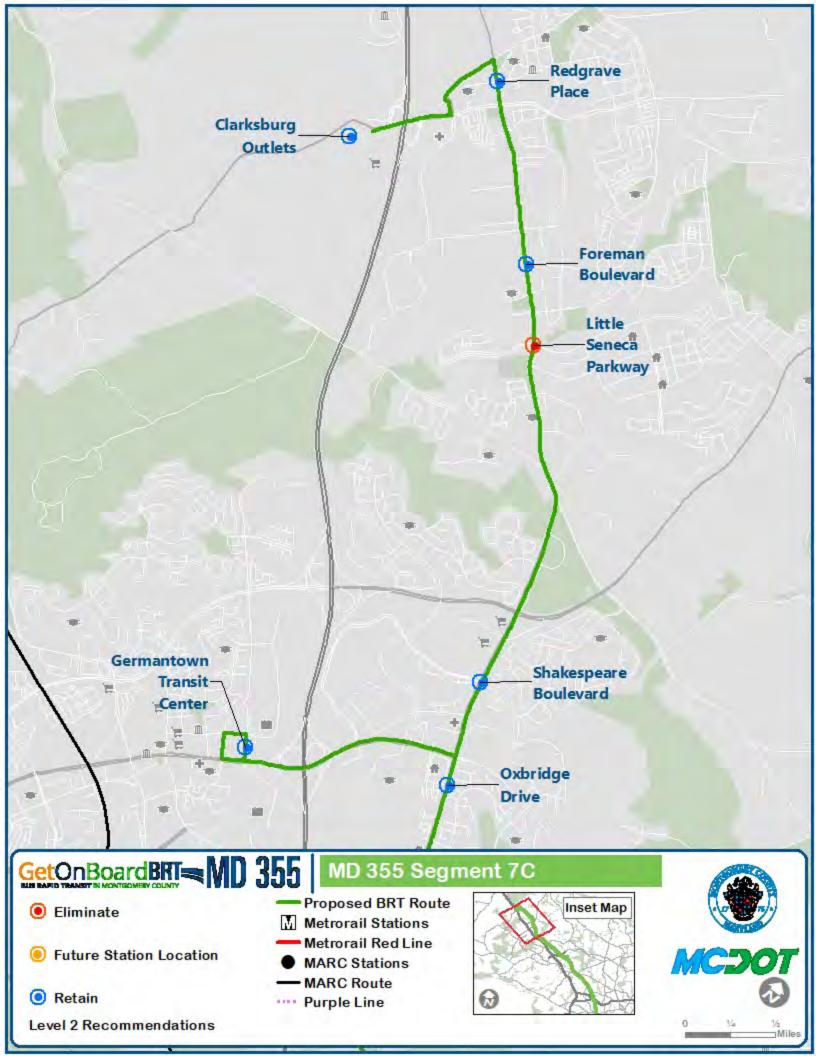














## Appendix G

**Segment Maps of Stations Retained for Recommended Alternative** 

## Proposed FLASH Stations

