

## Exercise #1 Summary: Live, Work, Play/ Strengths and Weaknesses

Updated with comments #93-101 4.20.15

#	<u>Exercise</u>	<u>Map#/ Strength Opportunity</u>	<u>Comment</u>	<u>Theme</u>
1	LWP	1	Live off Weller Rd. @ Weller Elementary	Destinations
2	LWP	1	Frequent Rockville Town Center & 355 corridor for restaurants, shopping, visiting friends & family	Destinations
3	LWP	2	I work at this location (Westfield Wheaton Shopping Mall)	Destinations
4	LWP	2	From a business owner (Wheaton Mall) I hope it allows customers and workers the ability to get to the mall easier	Destinations
5	LWP	3	Hillcrest Park 1/2 block from my house; Where I take my children to play; Concerned about making sure this park keeps its natural protected feel through the development process	Destinations
6	LWP	78	Rockville Metro my husband walks to/from this metro everyday.	Destinations
7	LWP	4, 5, 6	From my house which is off the map I go to Wheaton Center and take the bus to see my doctor and do shopping in downtown Rockville	Destinations
8	LWP	37	Wheaton Mall	Destinations
9	LWP	38	Montgomery College Administration	Destinations
10	LWP	39	Montgomery College	Destinations
11	LWP	73	Residence - work from office in house (Approx.: Stanley Ave/ Twinbrook Neighborhood)	Destinations
12	LWP	82	Home (Approx.: Blueridge Dr. Near Wheaton)	Destinations
13	LWP	90	I live right at the corner of Veirs Mill Rd and Twinbrook Parkway	Destinations
14	LWP	109	Location of my office (Montgomery College? Rockville)	Destinations
15	LWP	110	Twinbrook shopping center is near one of the currently planned stops; My family uses this center weekly, especially for the library and restaurant	Destinations
16	LWP	110	c) provide a sense of place as an entry to Twinbrook neighborhood section of Veirs Mill Rd	Destinations
17	LWP	110	Twinbrook shopping center. I shop here and go to library; A lot of crime happens at this location	Destinations
18	LWP	110	Residence (Near Twinbrook Shopping Center)	Destinations

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19	LWP	112	Stonemill Center	<b>Destinations</b>
20	LWP	113	Wheaton Mall	<b>Destinations</b>
21	LWP	116, 114	Galo A. Correa Sr. Funder H.U.M. 12939 Twinbrook Pkwy, Rockville MD 20851, 301-523-2675 <b>(114 Maryvale Park/ 116 Baltimore Rd and Norbeck)</b>	<b>Destinations</b>
22	LWP	118	My home is situated on Veirs Mill in Twinbrook, between First St. And Edmonston	<b>Destinations</b>
23	LWP	118	Though I have no car, I do often get rides to locations along Rockville Pike	<b>Destinations</b>
24	LWP	144	Home in Kensington Heights	<b>Destinations</b>
25	LWP	108	Father's residence <b>(Veirs Mill Rd/ MD 355 intersection Rockville)</b>	<b>Destinations</b>
26	S&O 04	Opportunity	Twinbrook Shopping Center (near Meadowhall Drive) - This is currently a car-oriented strip-mall, but could be renovated as mini-smart-growth area with taller buildings (but not too tall) that include shopping on the lower floors and residential above. These could also serve the surrounding neighborhoods, but allow the character of the surrounding area to remain otherwise unchanged.	<b>Destinations</b>
27	S&O 05	Strength	Wheaton Downton - Diverse community linking N-S Georgia Ave traffic and E-W Veirs Mill Traffic.	<b>Destinations</b>
28	S&O 07	Strength	Entire Length - Provides a direct connection between Rockville Metro and Glenmont Metro (opposite ends of the Red Line)	<b>Destinations</b>
29	S&O 07	Strength	Entire Length - Existing business/commercial areas are already in place along Veirs Mill road. Improving transit along the corridor could encourage more foot traffic and potential for revitalization/redevelopment of the existing centers.	<b>Destinations/ Strength</b>
30	LWP	78	Walk is somewhat dangerous and a bit long <b>(@ Rockville METRO station between Park Rd &amp; Baltimore Rd)</b> ; Hope that BRT can improve safety of this walk thru development process.	<b>Pedestrian and Bicycles</b>
31	LWP	75	Sidewalk needed on <u>both</u> sides of VM <b>(Generally between Connecticut Ave. and Newport Mill Rd)</b>	<b>Pedestrian and Bicycles</b>
32	LWP	84	3 of 4 blocks between the two numbers <b>(82 Home and 84 Bus Stop )</b> have no existing sidewalks and Parker Ave. is a heavily trafficked street used to shortcut between 586 and Georgia Ave.	<b>Pedestrian and Bicycles</b>

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33	LWP	110	Veirs Mill Road is an unpleasant and unsafe road to walk to bike along	Pedestrian and Bicycles
34	LWP	110	There have been a number of pedestrian accidents (on Veirs Mill Rd) over the years	Pedestrian and Bicycles
35	LWP	110	b) allow a safe bike path connection from approx. Twinbrook Pkwy to entrance at Rock Creek Park	Pedestrian and Bicycles
36	LWP	110	d) enhance pedestrian experience and make Veirs Mill Rd. a more inviting place to get to and across on foot	Pedestrian and Bicycles
37	LWP	118	I often walk to Town Square and the Rockville Metro Station. (Approx. 1/2 mile ?)	Pedestrian and Bicycles
38	S&O 01	Opportunity	Corner of Veirs Mill Road, on Veirs Mill Road and Connecticut Avenue. Going westward direction, the sidewalk could be enlarged to permit quick access to the bus stop.	Pedestrian and Bicycles
39	S&O 02	Opportunity	Twinbrook Parkway - For those accessing Rock Creek Park from north of Twinbrook Parkway, sometimes the most direct route is Veirs Mill Road. Bike Facilities going north and south from at least Twinbrook Parkways to Rock Creek would provide another safe and accessible route	Pedestrian and Bicycles
40	S&O 02	Opportunity	Dodge St - This is a popular spot for bus riders to get off to access Richard Montgomery High, Memorial Park, etc. but it is unsafe. It is between MD 355 and 1st St and has no pedestrian signal or traffic light.	Pedestrian and Bicycles
41	S&O 03	Opportunity	MD 586 and Errends Ave - not too far from MD 586 and University crossing of pedestrians and car crossing issues	Pedestrian and Bicycles
42	S&O 04	Opportunity	Access Roads - If the numerous access roads alongside Veirs Mill could be linked, they could provide bicycle access from Wheaton to Rockville. The existing access roads would remain as is, but with sharrows indicating the presence of bicycles to alert cars. However, where there is a break between access roads, bicycle-only paths could be added. This would save room along Veirs Mill itself for both cars and RTS lanes.	Pedestrian and Bicycles

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43	S&O 05	Opportunity	Wheaton Hills neighborhood/Newport Mill - The lack of sidewalks along Parker Ave will limit the amount of foot traffic accessing the Newport Mill stop.	<b>Pedestrian and Bicycles</b>
44	S&O 05	Opportunity	Wheaton Hills neighborhood to Downtown Wheaton Urban District - The lack of sidewalks from the neighborhood into downtown Wheaton will limit the amount of riders accessing BRT because of a lack of a safe means of pedestrian access.	<b>Pedestrian and Bicycles</b>
45	S&O 06	Opportunity	Wheaton Metro Station - The direct proximity of the Westfield Wheaton Shopping Mall would benefit from the proposed BRT connection, especially for users living along the Rockville-Wheaton axis. A special attention should be given to pedestrian walkways, including the bridge over Veirs Mill Road, between the Metro Station and the Mall. Adequate signing system is also required.	<b>Pedestrian and Bicycles</b>
46	S&O 07	Opportunity	Veirs Mill and Turkey Branch Pkwy - Pedestrian crossing could use improvement in this location.	<b>Pedestrian and Bicycles</b>
47	S&O 07	Opportunity	Veirs Mill between Randolph and Twinbrook Parkway - Pedestrian facilities could use improvements. Currently no connection exists between Rock Creek Park and Matthew Henson Park.	<b>Pedestrian and Bicycles</b>
48	S&O 08	Opportunity	First Street and Veirs Mill Rd - The sidewalk on the south side of Veirs Mill Road heading west from First Street (next to the apartment building) feels unsafe as it is too narrow and too close to fast moving traffic. Additionally, in bad weather, the speeding cars splash dirty water onto pedestrians, due to the fact that cars are so close. This section of sidewalk feels unsafe and uncomfortable, until the guardrail starts on the ramp. It is also difficult to safely cross the on/off ramps to Stonestreet as a pedestrian, and the sidewalks on the overpass bridge on both sides are also narrow and too close to speeding cars to feel safe for walking.	<b>Pedestrian and Bicycles</b>

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49	S&O 08	Opportunity	Veirs Mills Road and Atlantic Avenue - The library is on the other side of the street from Twinbrook, but this road feels very wide and busy for crossing. There are regular instances of crime in the vicinity of this intersection – often at the Dairy Queen. Sidewalks are close to the road, without a comfortable barrier with trees, etc. to separate pedestrians from traffic. This area is very close to the bike path that crosses over Veirs Mill at Aspen Hill Rd, but there are no bike lanes to connect safely.	<b>Pedestrian and Bicycles</b>
50	S&O 08	Strength	Veirs Mill and Aspen Hill Road - I love the bike path bridge over Veirs Mill, as it is a nice and easy way for bicyclists to connect to some different spaces without having to brave crossing Veirs Mill. It’s an interesting and distinctive design as well.	<b>Pedestrian and Bicycles</b>
51	S&O 08	Strength	First Street and Veirs Mill Road - The improvements made to the crosswalks a couple of years ago (such as the count downs for pedestrians) make it easier and safer to cross there. There was also some effort put into adding trees.	<b>Pedestrian and Bicycles</b>
76	S&O 06	Opportunity	Haspen Hill - Rock Creek Parks - Helping people/families to exercise in public parks is an important opportunity offered by the proposed BRT service. Special attention will need to be given in the design of the BRT stop in order to facilitate the access to the parks, including a relevant signing and possibly the construction of a pedestrian bridge over Veirs Mill road to improve road crossing safety.	<b>Pedestrian and Bicycles</b>
52	S&O 08	Opportunity	Veirs Mill Rd and Georgia Ave in Wheaton - The intersection and the couple of short blocks leading up to it are very messy with the metro parking lot and bus station there, as well as the mall entrance and through traffic. It seems like there must be a way to redesign this triangle of space to make it both more pleasant for those walking to shopping and to buses and also make it more efficient.	<b>Proposed BRT Service</b>
53	LWP	1	Looking for an alternative to driving to access these areas (Rockville Town Center & MD 355 Corridor for restaurants, shopping, visiting friends & family)	<b>Proposed BRT Services</b>
54	LWP	2	I hope a BRT system will reduce overall traffic on 586	<b>Proposed BRT Services</b>

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55		78	Also provide options to get to Metro more quickly, or as an alternate in poor weather	<b>Proposed BRT Services</b>
56	LWP	4, 5, 6	A faster bus line will help a great deal	<b>Proposed BRT Services</b>
57	LWP	74	<u>Many</u> transit dependent people live along VM; Crucial that there's frequent 7-day service ; Many use it on weekends	<b>Proposed BRT Services</b>
58	LWP	109	BRT could serve as a catalyst to economic development in Wheaton, Rockville & Twinbrook	<b>Proposed BRT Services</b>
59	LWP	109	Could serve as efficient east/west route of county	<b>Proposed BRT Services</b>
60	LWP	110	I think/hope the BRT will provide the following benefits to this area a) spur redevelopment/revitalization to the shopping center	<b>Proposed BRT Services</b>
61	LWP	110	Hope BRT will improve quality of development while keeping Mom & Pop places and improve security	<b>Proposed BRT Services</b>
62	S&O 01	Opportunity	Corner of Veirs Mill Road and University Boulevard. The bus stops in front SunTrust Bank office on Veirs Mill Road. It is difficult to get a space on the bus during rush hour. The buses are always full with shoppers from Westfield Mall. That is the reason why there is need for a dedicated BRT system to alleviate the growth of the traffic at rush hours.	<b>Proposed BRT Services</b>
63	S&O 01	Opportunity	Corner of Veirs Mill Road and Twinbrook Road. The Bus Stop on Veirs Mill Road going eastward, seems too close to the intersection. The bus Stop could be moved a little bit down east during the implementation of the BRT system	<b>Proposed BRT Services</b>
64	S&O 01	Opportunity	Corner of Veirs Mill Road and Randolph Road. The Bus Stop on Veirs Mill Road in front of Korean International Market is most of the time crowded. A lot of peoples living in the area use bus services; which is not easily accessible during rush hours because of lack of frequency	<b>Proposed BRT Services</b>

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65	S&O 01	Opportunity	Veirs Mill Road and Parklawn Road neighborhood: There are few bus stops in the on Veirs Mill Road. Peoples have to walk a long distance to catch the buses. Therefore, the residents relied on their own cars, or carpool to go to work.	<b>Proposed BRT Services</b>
66	S&O 01	Opportunity	Installing 2 or 3 more bus stops in the Parklawn Road area up to Aspen Hill Road will encourage residents of the area to use more the bus services.	<b>Proposed BRT Services</b>
67	S&O 04	Opportunity	Rockville Metro Station - Rockville Town Center is a major destination and at the intersection of Metrorail, MARC, Amtrak, and numerous buses. The Veirs Mill route will provide a crucial east-west link.	<b>Proposed BRT Services</b>
68	S&O 04	Opportunity	Wheaton Metro Station - While not quite the transit hub as Rockville Station, Wheaton Station still serves Metrorail and numerous buses. The Westfield Mall could see a boost from the presence of rapid transit, so the RTS station might be best situated to directly serve the mall.	<b>Proposed BRT Services</b>
69	S&O 04	Opportunity	Randolph Road - This is an obvious place for a station, since it has numerous businesses. Perhaps some of this area can be renovated to be more smart growth oriented, with multi-story buildings (say 3-5 stories) with residential on top. The rapid transit will make it easier to live with no cars and fewer cars close to the job-rich I270 corridor. Meanwhile, aside from a couple of mini-smart growth areas the rest of the corridor can remain suburban residential.	<b>Proposed BRT Services</b>
70	S&O 04	Opportunity	Rockville Metro Station - Currently, the Rockville Metro Station lacks room to comfortable add an RTS station that both Veirs Mill and 355. One possibility would be to revamp the building directly across the street west of the metro station (which I believe is a county building) to act as an RTS station. Another possibility would be to use the underutilized parking lot just north of the station for Ride On and/or Metro buses and to use the space directly west of the station for RTS vehicles.	<b>Proposed BRT Services</b>

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71	S&O 06	Opportunity	Wheaton Metro Station - Wheaton Metro Station is the starting point of the proposed MD 586 BRT, allowing a smooth transfer of passengers to/from the BRT. In term of efficiency, the BRT will be attractive if: (i) the BRT travel time between Wheaton and Rockville Metro stations (both on the Red line) is significantly shorter; and (ii) the BRT travel fare is competitive to the Metro's. The smart card system currently used for the Metro network should be also integrated into the BRT fare box system to speed up passengers transfers between the two transportation networks.	<b>Proposed BRT Services</b>
72	S&O 06	Opportunity	Haspen Hill - Rock Creek Parks - Veirs Mill Road crosses Rock Creek Park at the level of Haspen Hill (Sheet 5) and the creation of BRT stops at this location would facilitate the access of people/families to these Parks.	<b>Proposed BRT Services</b>
73	S&O 06	Opportunity	Rockville Metro Station - Rockville Metro Station is the ending point of the proposed MD 586 BRT, allowing a smooth transfer of passengers to/from the BRT. The comments made under #1 Wheaton Metro Station obviously apply for Rockville Metro Station.	<b>Proposed BRT Services</b>
74	S&O 06	Opportunity	Rockville Metro Station - The direct proximity of the MC Circuit Court and Memorial Library would benefit the BRT new service. In addition, the several restaurants and bars located around would directly benefit from the proposed BRT service, especially for people living along the Rockville-Wheaton section of Veirs Mill road. Last but certainly not least, the connectivity of the Montgomery Community College would be greatly improved by the BRT services.	<b>Proposed BRT Services</b>
75	S&O 05	Opportunity	Entire Veirs Mill corridor to Route 29/Colesville BRT - Failing to connect the Route 29 corridor and the 586/Viers Mill corridor early in the process limits the long term effect of serving as an alleviating transit alternative to driving. I understand limiting the study to connecting the hubs of Wheaton and Rockville at this point but I think it undermines the intent by failing to connect the spokes at the earliest stages of study.	<b>Proposed BRT Services</b>
77	LWP	118	When traveling to work in Gaithersburg, I make use of Metro Bus Q6, Ride On 55 and Ride On 74	<b>Routes</b>

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78	LWP	77	Use Metro when possible/ usually must drive	<b>Routes</b>
79	LWP	1	Travel Veirs Mill Road to access I-270 for commuting to Germantown	<b>Routes</b>
80	LWP	2	Currently I drive 586 to and from work daily	<b>Routes</b>
81	LWP	77	Use Veirs Mill Rd sporadically, esp. visit daughter in DC	<b>Routes</b>
82	LWP	75	VM from Pendleton Dr. to Conn Ave. = steep hill - problem in winter weather	<b>Routes</b>
83	LWP	84	Bus stop/intersection use most frequently	<b>Routes</b>
84	LWP	90	I take on a daily basis the corridor to reach the I-495 to go to work	<b>Routes</b>
85	LWP	90	Do you plan to fix the corridor before the implementation of the BRT? This corridor needs a lot of fixing, driving on it is not pleasant	<b>Routes</b>
86	LWP	109	Drive 586 to/from work daily	<b>Routes</b>
87	LWP	109	Current bus system seems to congest route significantly	<b>Routes</b>
88	S&O 03	Opportunity	MD 586 and University to Reede goes from three lanes (going south) to two lanes. Mall, Metro-Bus Bay Connectivity issues	<b>Routes</b>
89	S&O 07	Strength	Entire Length - Existing bus network and stops already in place create familiarity and expectation of bus traffic for both pedestrians, drivers and bus users.	<b>Routes</b>
90	S&O 08	Strength	Veirs Mill Road and Gail Ave - The access road space for Gail Ave is helpful for pulling in and out of Rockcrest with a busy road like Veirs Mill. It also provides a helpful barrier between the neighborhood and high speed traffic for pedestrians, at least until leaving the neighborhood. It creates a mental/visual break between the busy through road and the local neighborhood.	<b>Routes</b>
91	S&O 02	Strength	Atlantic Ave (West) - Landscaping is nice and right hand turn lane/queue jump works well	<b>Routes</b>
92	S&O 07	Opportunity	Randolph Road and Veirs Mill: Intersection and access to commercial areas could use improvement and/or study to reconfigure to improve circulation onto and off of Veirs Mill and Randolph. Access to shopping on southwest corner from Randolph Road and sight distance is limited.	<b>Routes</b>

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93	S&O	Opportunity	Provide BRT with dedicated lanes( make entire corridor footprint wider) to enhance image and reduce traffic impact	<b>Proposed BRT Services</b>
94	S&O	Strength	Veirs Mill from Robindale Dr. along Parklawn Cemetery and the soccer field leading up to Twinbrook: Only section of road that can be widened easier to accommodate center lane for this BRT. Appears to be an ideal station location (would need to evaluate impact on adjacent soccer field)	<b>Proposed BRT Services</b>
95	S&O	Strength	From Bushy Dr. to Harvard Street: The businesses and properties on the right and left heading north from Conn. Ave. i.e the BOA bank and shopping areas just southeast and northwest of Randolph could be utilized/ encroached upon to expand the width of the road to allow for a center or dedicated BRT lane.	<b>Proposed BRT Services</b>
96	S&O	Strength	Aspen Hill Road and 586 left side near playing fields: A strength area might be the playing fields near Aspen Hill Road—this is a huge community resource and it is in the wide section of the road where the BRT is most useful in getting people there and back. It might well be possible to have more activities developed in that area and the BRT could be used to get people there easily and back.	<b>Proposed BRT Services</b>
97	S&O	Opportunity	From Conn. Ave. north to Randolph and beyond to Robindale Dr. and anywhere else along the corridor with a service road: Suggest evaluation of redesign of areas with service roads to provide spaces to handle both traffic lanes and bus lanes or evaluate using the service roads for BRT operation leaving current sections in place as much as possible.	<b>Proposed BRT Services</b>
98	S&O	Opportunity	From Bushy Dr. to Harvard St. : When/ if it is deemed necessary to take specific properties to provide service communication with the affected owners and getting their recommendations/ suggestions should be undertaken before final decisions are made	<b>Proposed BRT Services</b>

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99	S&O	Opportunity	Wheaton Metro: For the KHCA residents having one terminus point being at our location in Wheaton is a huge strength/ opportunity since it brings this whole system right to our doorstep and makes it a lot easier to get back and forth to the other County hubs.	<b>Destinations</b>
100	S&O	Opportunity	Everywhere there is an existing bridge: To rebuild bridges anywhere on this route to widen for a dedicated BRT land could be cost prohibitive. We need to find a way to create the BRT architecture for maximum speed without making current and future traffic worse. Maybe if there were no parking spaces available in Rockville that would force everyone to take Metro or BRT and take the majority of cars off of 586.	<b>Proposed BRT Services</b>
101	S&O	Opportunity	From Existing Neighborhoods: BRT on Veirs Mill must include plans for revamping feeder service from the neighborhoods to connect up with BRT stations. That would mean some transit in our neighborhood (e.g along McComas Ave. in Kensington Heights) and/ or significant parking availability at stations.	<b>Proposed BRT Services</b>