

Transportation Statement

Momentum at Rockville Station

41 Maryland Avenue

City of Rockville, MD

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Introduction

This transportation statement reviews the transportation elements of the proposed redevelopment of the property located at 41 Maryland Avenue within the City of Rockville. The project site is shown in Figure 1, and Figure 2 provides the location of the site within a regional context. Figure 3 provides an aerial view of the site and surrounding roadway network.

The proposed redevelopment is expected to result in fewer than 30 net new vehicle trips, and therefore only a limited on-site transportation assessment is required to satisfy the Comprehensive Transportation Review portion of the application.

This transportation statement includes five (5) sections: Introduction, Trip Generation, Proposed On-Site Transportation, Curbside Management and Loading Operations, and Pedestrian Path Analysis.

The Staff-reviewed scoping intake form is included in the Technical Attachments.

Site Land Use

Existing Land Use

The project site is bounded by E Middle Lane to the north, Maryland Avenue to the east, an existing commercial/office building to the south, and the Victoria Condominiums to the west. The property is located within the City of Rockville boundary.

The site is currently improved as a surface parking lot.

Approved Land Use

The site has original Preliminary Development plan approval through PDP94-001, which allows for up to 117 dwelling units and 11,260 sf of retail on this parcel, and all transportation improvement requirements of the PDP have been satisfied.

Proposed Land Use

The Project includes the construction of up to 147 all affordable residential units with no on-site parking.

Figure 4 shows the proposed site plan.

The proposed all affordable residential units will be built in one (1) phase and are expected to be complete by 2029.

Commercial Activity and Hours of Operation

As a residential development, no commercial activity is anticipated onsite. Similarly, as a residential development, there will be no posted hours of operation.

TOA Designation

The project site is located within the designated Rockville Metrorail Transit Oriented Area, as defined by Appendix C of the City of Rockville's CTR guidelines.

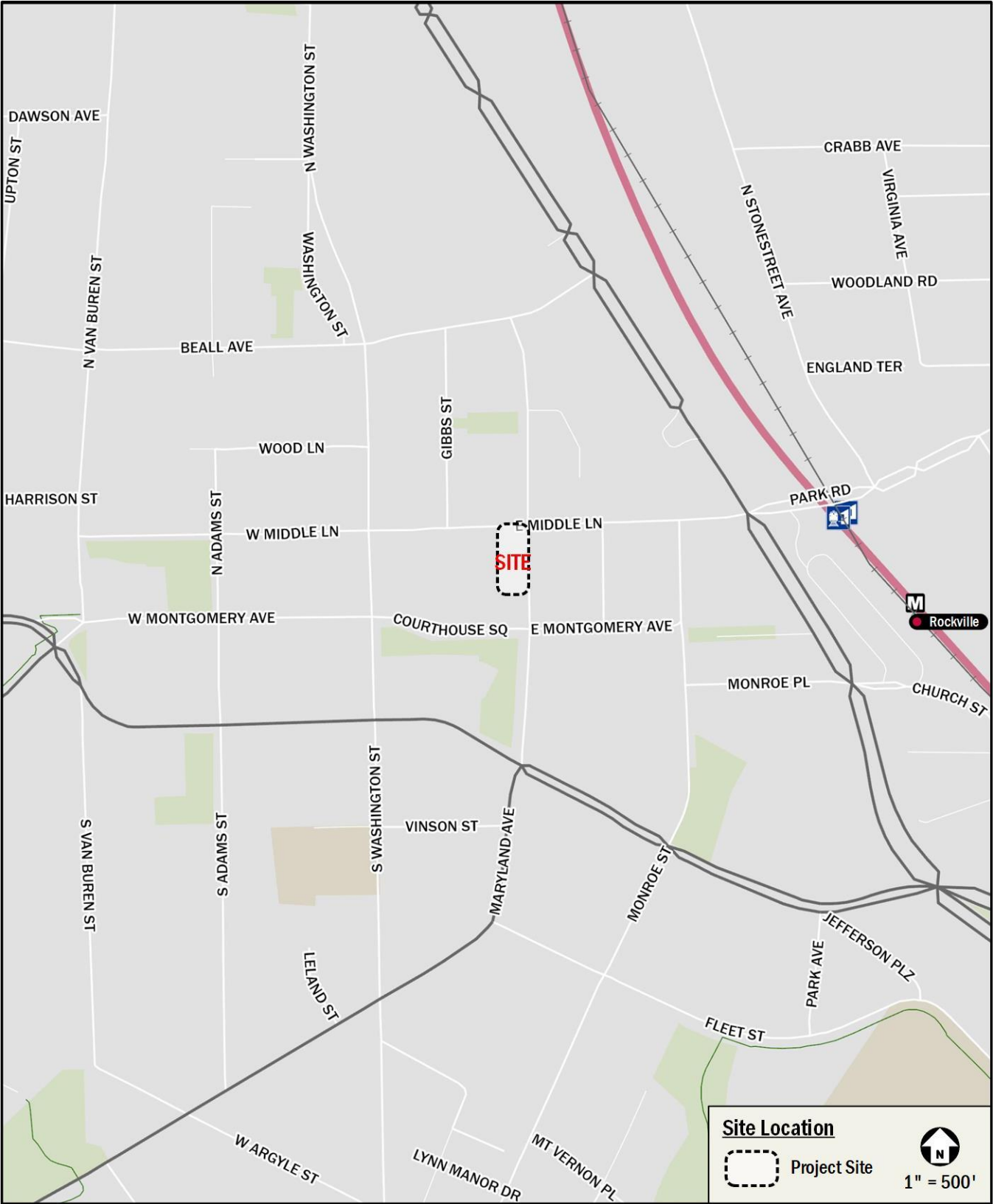


Figure 1: Site Location

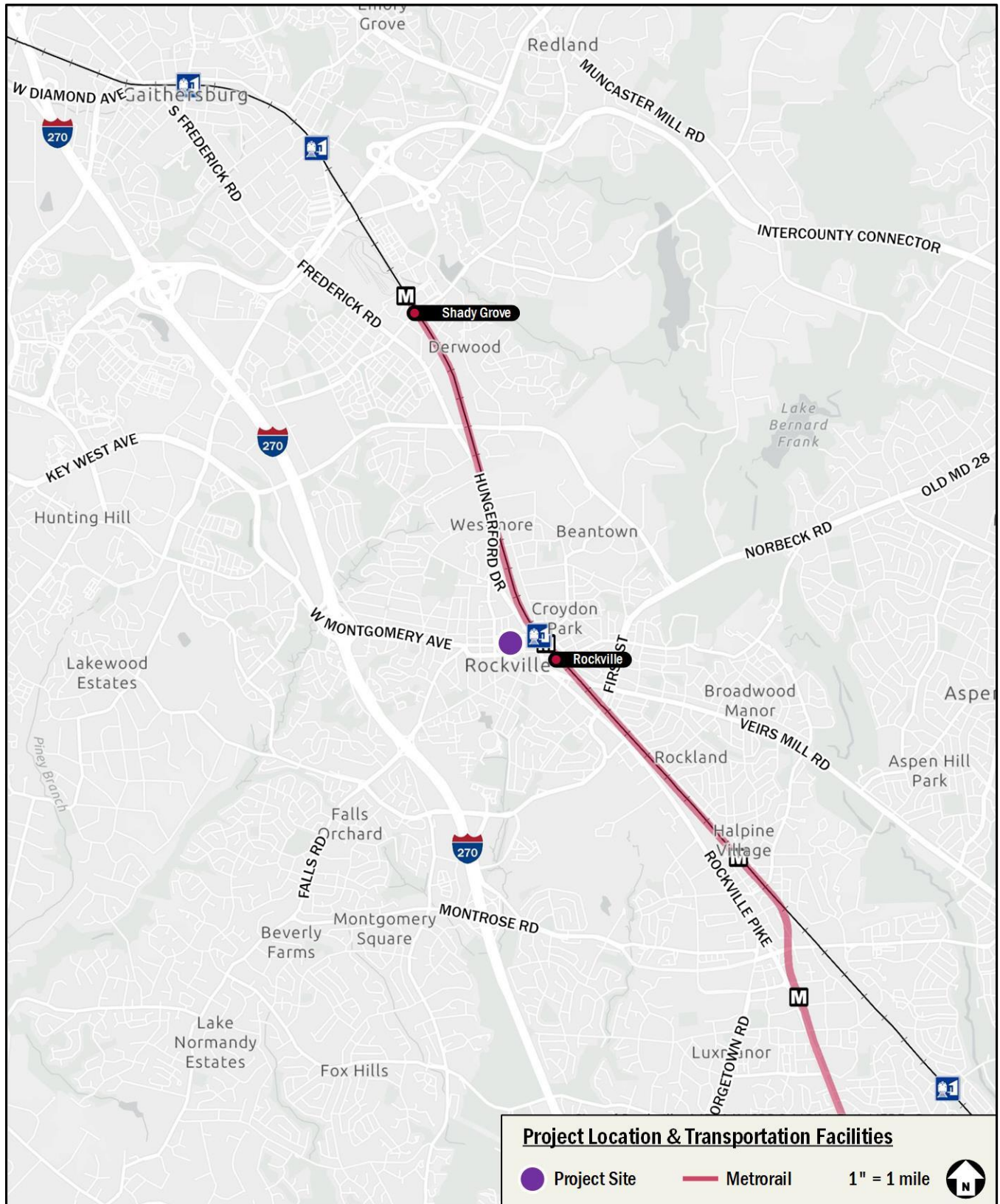


Figure 2: Project Location & Transportation Facilities

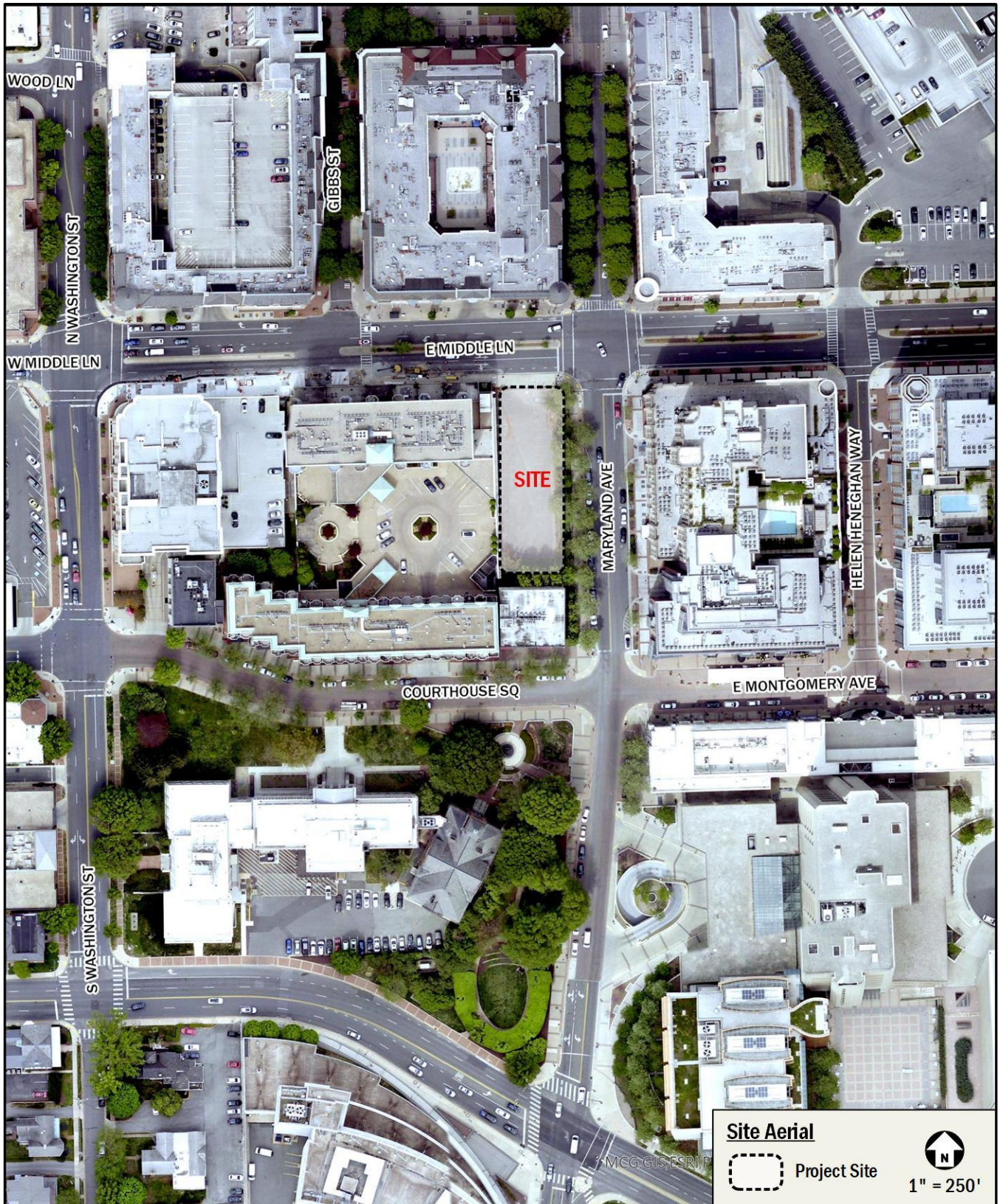


Figure 3: Site Aerial

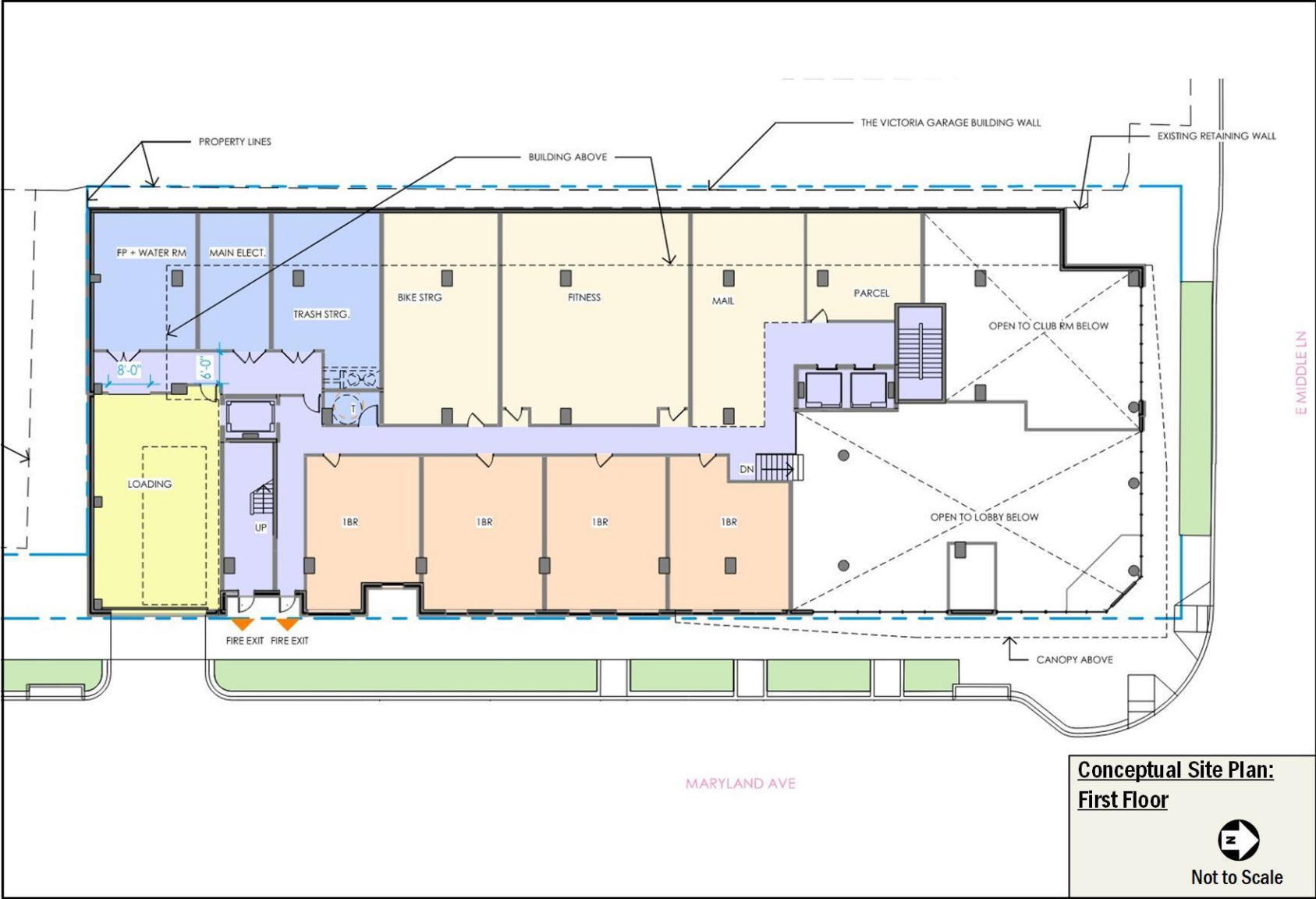


Figure 4: Conceptual Site Plan

Trip Generation

Per the City of Rockville Comprehensive Transportation Review guidelines, vehicular analysis is not required for the project as the project results in a net reduction in traffic as compared to the previously approved land uses on site. However, this report provides details on the trip generation methodology.

Trip Generation Rates

Trip generation for the proposed redevelopment was based on the methodology outlined in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition and the City of Rockville Comprehensive Transportation Review (CTR) guidelines (2018).

The development features up to 147 affordable residential units. Trip generation rates for “Affordable Housing” (Land Use Code 223) with Income Limits as the subcategory was used in trip generation calculations for the proposed land use. The approved land use consists of 117 dwelling units and 11,260 square feet of ground floor retail. Trip generation rates for the “Multifamily Housing (Mid-Rise)” (Land Use Code 221) for the approved

residential and “Strip Retail Plaza (<40k)” (Land Use Code 822) for the approved ground floor retail use. The total site-generated vehicular trips and net proposed trip generation results are summarized in Table 1. Full trip generation calculations are included in the Technical Attachments.

Trip Generation Reduction

No pass-by, modal split, or mixed-use trip reductions were applied to either the trip generation for the approved PDP trips or the proposed residential trip generation.

Trip Generation Summary

As shown in Table 1, the trip generation for the development program will result in an overall reduction in vehicle trips in the area as compared to the previously approved development. The project will generate 5 fewer trips in the morning peak hour (4 fewer inbound & 1 fewer outbound) and 91 fewer trips in the afternoon peak hour (47 fewer inbound & 44 fewer outbound).

Table 1: Trip Generation Summary

Land Use	Size	AM Peak Hour (veh/hr)			PM Peak Hour (veh/hr)		
		In	Out	Total	In	Out	Total
Previously Approved Land Use							
Multifamily Housing (Mid-Rise) (221)	117 Units	9	31	40	28	18	46
Strip Retail Plaza (<40k) (822)	11,260 Square feet	19	12	31	43	42	85
Total Approved Trips		28	43	71	71	60	131
Proposed Land Use							
Affordable Housing (Income Limits) (223)	147 Units	24	42	66	24	16	40
Net New Primary Trips		-4	-1	-5	-47	-44	-91

Proposed On-Site Transportation

This section reviews the proposed transportation components of the project, including parking, roadway, as well as multimodal access and facilities.

Site Parking

The City of Rockville's baseline parking minimums require one (1) parking space for zero (0) and one (1) bedroom units and 1.5 parking spaces for two (2) or more bedroom units. Based on the current mix of units, the building would require a minimum of 169 parking spaces. The required parking spaces based on the proposed unit mix are outlined in Table 3.

No on-site parking is proposed for the Project. A parking reduction to zero is proposed per Flexible Parking Requirement Reduction under Section 25.16.03.h that would allow the 41 Maryland Avenue residential development to be constructed without any on-site parking.

A parking waiver justification memo is included with the Project Plan Amendment Application materials.

Internal and Abutting Roadways

The project site is bounded by E Middle Lane to the north, Maryland Avenue to the east, E Montgomery Avenue to the south and existing building to the west. E Middle Lane and Maryland Avenue are considered Business District roadways by the City of Rockville. Full details on the abutting roadway's functional classification can be found in Table 4.

Motorized and Non-Motorized Access

This section looks at the curb cuts and driveways present at the site, as well as existing and proposed vehicular, pedestrian, and bicycle access to the site.

Curb Cuts

The existing curb cut on E Middle Lane will be closed as part of the project, and a new curb cut is proposed along Maryland Avenue to access the site's loading area. No on-site parking is proposed.

Pedestrian Access and Circulation

Pedestrian access to the site is expected to occur along the frontage sidewalks on Maryland Avenue and E Middle Lane. Primary pedestrian access to the building will be from the lobby entrance at Maryland Avenue and E Middle Lane. Pedestrian access and circulation are shown in Figure 5.

Bicycle Access

Bicycle access to the ground-floor bike room for long-term bicycle parking is proposed along the Maryland Avenue frontage where bicyclists can travel to and from the E Middle Lane on-street bicycle lanes. Short-term bicycle parking U-racks are also proposed on Maryland Avenue close to the intersection with E Middle Lane and near the main building entrance. Bicycle access is shown in Figure 5.

Multimodal Facilities

This section outlines transit, pedestrian, and bicycle facilities on-site and in the nearby area, as well as curb ramps and street lighting.

Transit Stations

The Rockville Metrorail station on the WMATA Metrorail Red Line is located approximately 0.2 miles from the site. The Red Line runs from the Shady Grove station in Rockville to Glenmont in Silver Spring by way of downtown Washington, DC. The Red Line connects with the other five (5) Metrorail lines, allowing access to much of the Washington, DC metropolitan area via transit.

The site is also located approximately 0.2 miles from the Rockville MARC train station. This station is served by the Brunswick Line, which travels south from Martinsburg, West Virginia, through Washington County, Frederick County, and Montgomery County and terminates at Union Station in the District.

Existing transit facilities are shown in Figure 6.

Bus Stops

There are two (2) bus stops immediately adjacent to the site, there's a bus stop on the eastbound E Middle Lane frontage and another station on westbound E Middle Lane closer to the Gibbs Street intersection. These bus stops serve one (1) WMATA bus routes (T2) and three (3) Montgomery County Ride On Bus routes (45, 55, 301).

- The River Road Line (T2) operates Monday to Friday from 5:30 AM to 7:35 PM, Saturday and Sunday from 6:45 AM to 7:35 PM at the bus stop closest to the site. Bus route T2's Saturday and Sunday service is operated by Ride On. The bus service operates at 30-35 minutes of headway.

- Route 45 operates Monday to Friday from 5:40AM to 8:42PM and Saturday from 6:52AM to 8:24PM at the bus stop closest to the site. The bus service operates at 25-40 minutes headway.
- Route 55 operates Monday to Friday from 5:04AM to 12:45 AM and Saturday from 5:55AM to 12:45 AM and Sunday from 5:55AM to 11:45 PM at the bus stop closest to the site. The bus service operates at 15-35 minutes headway.
- Route 301 operates Monday to Saturday from 6:40AM to 6:45PM with 90-minute headway.

A PDF of the all the bus route schedules is included in the Technical Attachments.

The bus stop closest to the site along the frontage on E Middle Lane includes a bus stop flag, streetlight and landing pad. The bus stop on the opposite side on E Middle Lane includes a shelter, bench, bus stop flag, landing pad, streetlight and trash receptacles. Existing transit facilities are shown in Figure 6.

As part of the project, the bus stop along the E Middle Lane frontage will be improved with a concrete bus pad.

Future MD 355 Flash Bus Rapid Transit (BRT)

The MD 355 Flash BRT service, identified in the Countywide Transit Corridors Functional Master Plan, will provide upgraded bus service along MD 355 (Wisconsin Avenue/Rockville Pike/Frederick Road), bringing fast and reliable transit service in dedicated lanes, where feasible, to this busy corridor. The project will create new connections and support growth and redevelopment at key activity centers along the corridor including downtown Bethesda, White Flint, Rockville, and Gaithersburg.

Three planned bus stops closest to the site will be located at Rockville Metro near Park Road and Middle Lane, Montgomery College – Rockville near Mannakee Street, and Mount Vernon Place.

Sidewalks

The City of Rockville's minimum sidewalk width guidelines are shown in Table 2. Per the City of Rockville's Complete Streets policy, the preferred minimum sidewalk width is 5 feet. Where the preferred width is not attainable due to right-of-way constraints, the City defers to ADA standards. Wider sidewalks are desirable in areas with high pedestrian volumes and where there is no buffer between the walking path and high-speed/volume roadways.

Table 2: Sidewalk Guidelines

Source	Minimum Sidewalk Width	Minimum Buffer Width
City Code Sec. 21-60.	10 ft	7 ft
Complete Streets: Priority Area A	6 ft - 10 ft	4 ft – 8 ft
Complete Streets: Priority Area B	4 ft - 8 ft	4 ft - 6 ft
Complete Streets: Priority Area C	5 ft	6 ft - 10 ft

Based on the City Code, the required buffer shall be a minimum of seven (7) feet wide and the sidewalk shall be a minimum of ten (10) feet wide along E Middle Lane and Maryland Avenue, both of which are Business District Roads, and the sidewalk width may be reduced by two (2) feet on both sides of the roadway where buildings are not placed at the property line with two (2) foot easements.

Existing Conditions

The existing sidewalk along the site frontage on E Middle Lane has no buffer and the existing sidewalk along Maryland Avenue is approximately 8' wide with an approximately 4' wide buffer

The southern leg of the E Middle Lane and Maryland Avenue intersection does not have a high visibility crosswalk. All other existing crosswalks at the Maryland Avenue and E Middle Lane intersection meet the City of Rockville standards.

Existing pedestrian facilities are shown in Figure 10.

Proposed Pedestrian Facilities

The Project will rebuild the sidewalk along the site frontage on E Middle Lane with a 7' sidewalk and 6' buffer consistent with the plans reviewed by the City Staff/DPW which include the minimum acceptable waived widths. As part of the project the streetscape along Maryland Avenue will also be improved by widening the active zone (sidewalk and planting strip zone) by 1.5'. The proposed sidewalk along Maryland Avenue is 8' wide with a 7' planting strip buffer.

A new curb extension is also proposed along the southwest corner of the E Middle Lane and Maryland Avenue intersection along the site frontage.

Bikeways

Consistent with the City of Rockville's Bikeway Master Plan, buffered bike lanes are available along the site frontage on E Middle Lane, which connect the site to an existing network of bike lanes and signed shared roadways near the site and provide access to Rockville Metrorail station (Red Line).

A signed shared roadway exits along the site frontage along Maryland Avenue.

The Fleet and Monroe Street Complete Street Study aims to link Middle Lane's bike lanes to Fleet Street and Monroe Street with a protected bike path separated from vehicular traffic. This planned improvement includes bicycle facilities and improved pedestrian facilities along Monroe Street.

Existing and Future bicycle facilities are shown in Figure 7.

Bicycle Parking Requirements

The Projects satisfies zoning requirements for bicycle parking. Six (6) short-term bicycle parking spaces are proposed with three (3) U-racks exceeding the minimum number of short-term bicycle parking spaces required. The project will also provide the required long-term bicycle parking spaces requirement with a ground-floor bike room. A minimum of 49 long-term spaces are required per zoning requirements.

The required and proposed bicycle parking spaces are detailed in Table 5.

A ground floor bicycle room is included in the plan that can be accessed via Maryland Avenue. The bike room will meet the City of Rockville's Zoning Ordinance design requirements.

Streetlights

A streetlight inventory along the project site frontages was reviewed under the existing conditions. There are two (2) streetlights along E Middle Lane and five (5) along Maryland Avenue's frontage. The existing on-site streetlight inventory is shown in Figure 8.

The location of the existing streetlights along the frontage on Maryland Avenue will be slightly shifted as part of the project, but no changes to streetlights along E Middle Lane are proposed.

Fire Access

Fire access to the site will be along E Middle Lane and Maryland Avenue.

Easements and Right of Way Lines

Any existing and/or proposed easements associated with the project site will be included and discussed with the corresponding plan submittal. Similarly, the right of way lines are presented in the project plan submission.

Table 3: Vehicular Parking Requirements (City of Rockville)

Land Use	Size	City of Rockville Base Parking Requirement	Base Spaces Required
Multi-unit dwelling: Zero (0) bedrooms	22 du	1 per dwelling unit	22
Multi-unit dwelling: One (1) bedroom	81 du	1 per dwelling unit	81
Multi-unit dwelling: Two (2) or more bedroom	44 du	1.5 per dwelling unit	66
Total			169 spaces

Table 4: Summary of Study Area Roadways

Roadway	Jurisdiction	Functional Classification	# of Lanes	Speed Limit	2022 AADT
E Middle Lane	City of Rockville	Business District	3	25 mph	10,055
Maryland Avenue	City of Rockville	Business District	2	20 mph	14,835

Table 5: Bicycle Parking Requirements (City of Rockville)

Land Use	Size	City of Rockville Base Parking Requirement		Required Parking		Proposed Parking	
		Short Term	Long Term	Short Term	Long Term	Short Term	Long Term
Residential Dwelling, Multiple Unit	147 du	1 per 50 dwelling units	1 per 3 dwelling units	2.94	49	6	49

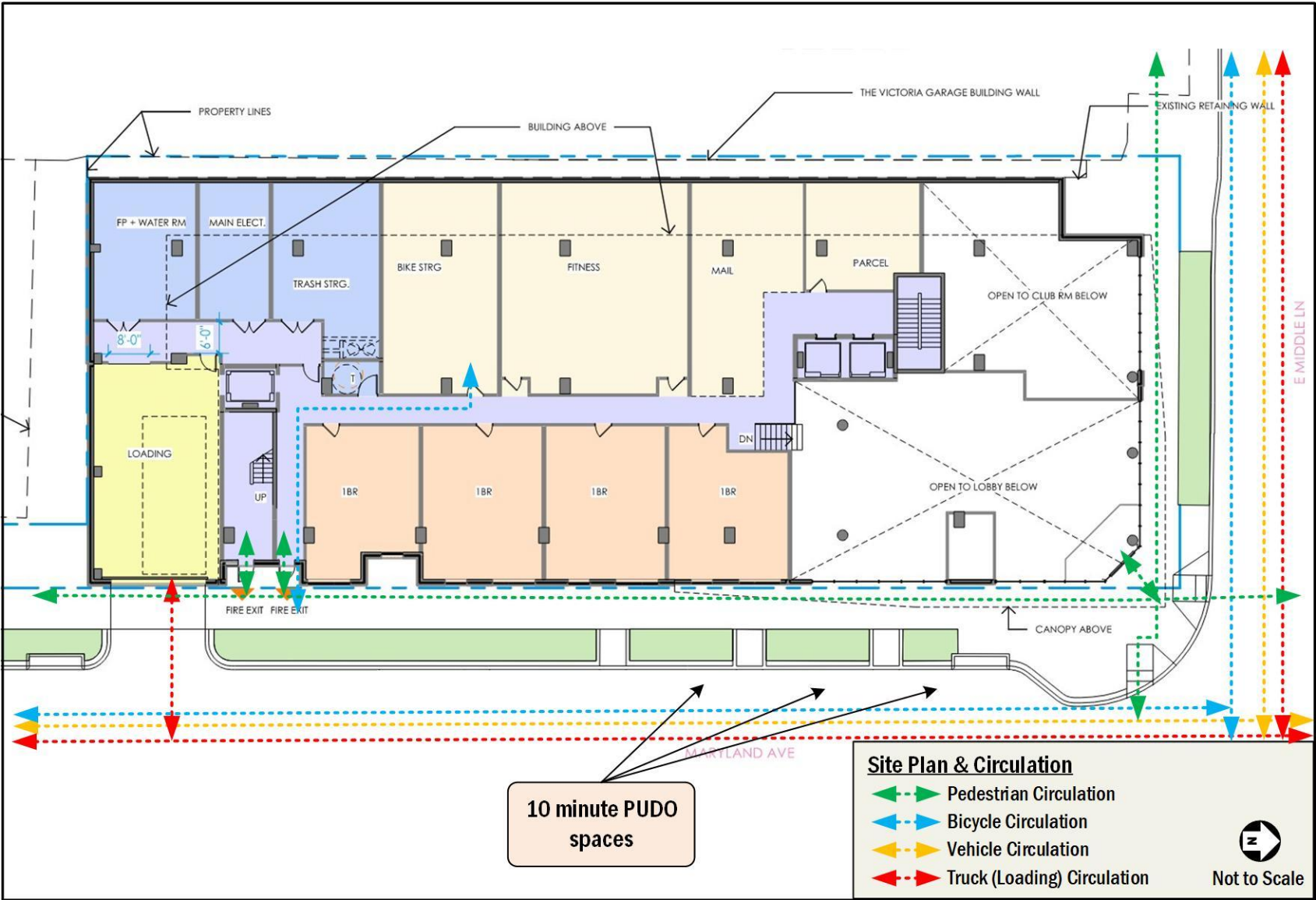


Figure 5: Site Plan and Circulation

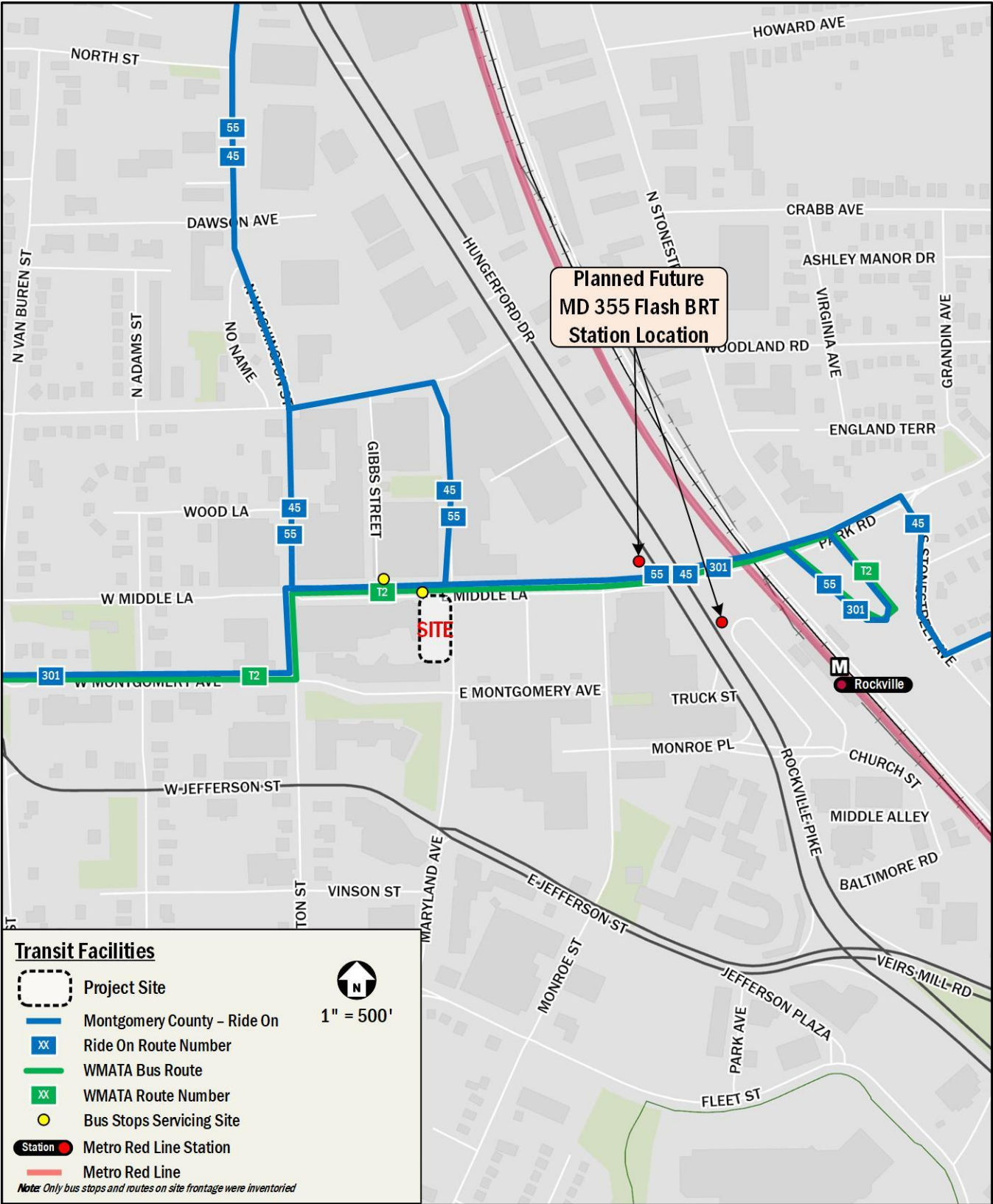


Figure 6: Transit Facilities

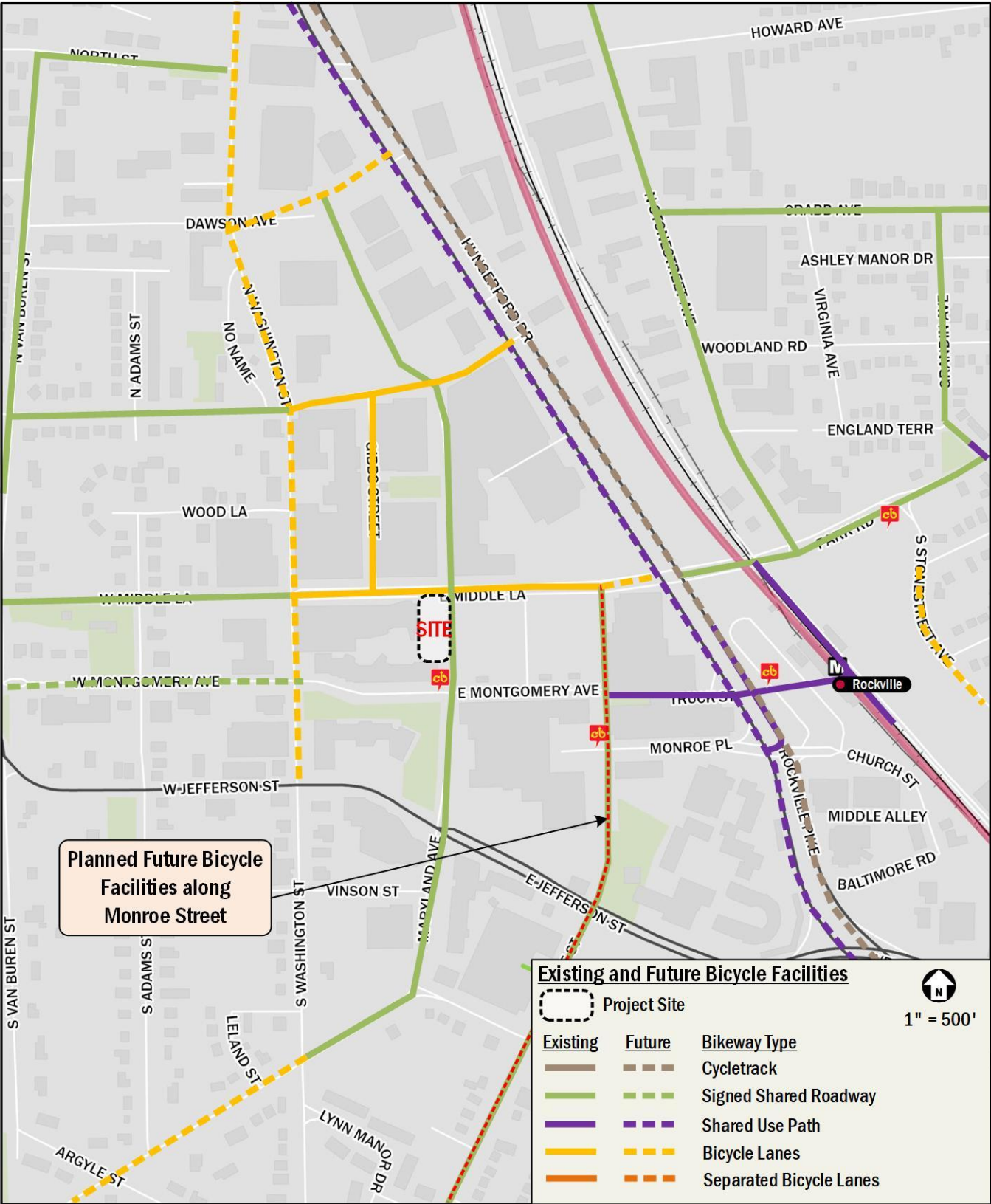


Figure 7: Existing and Future Bicycle Facilities

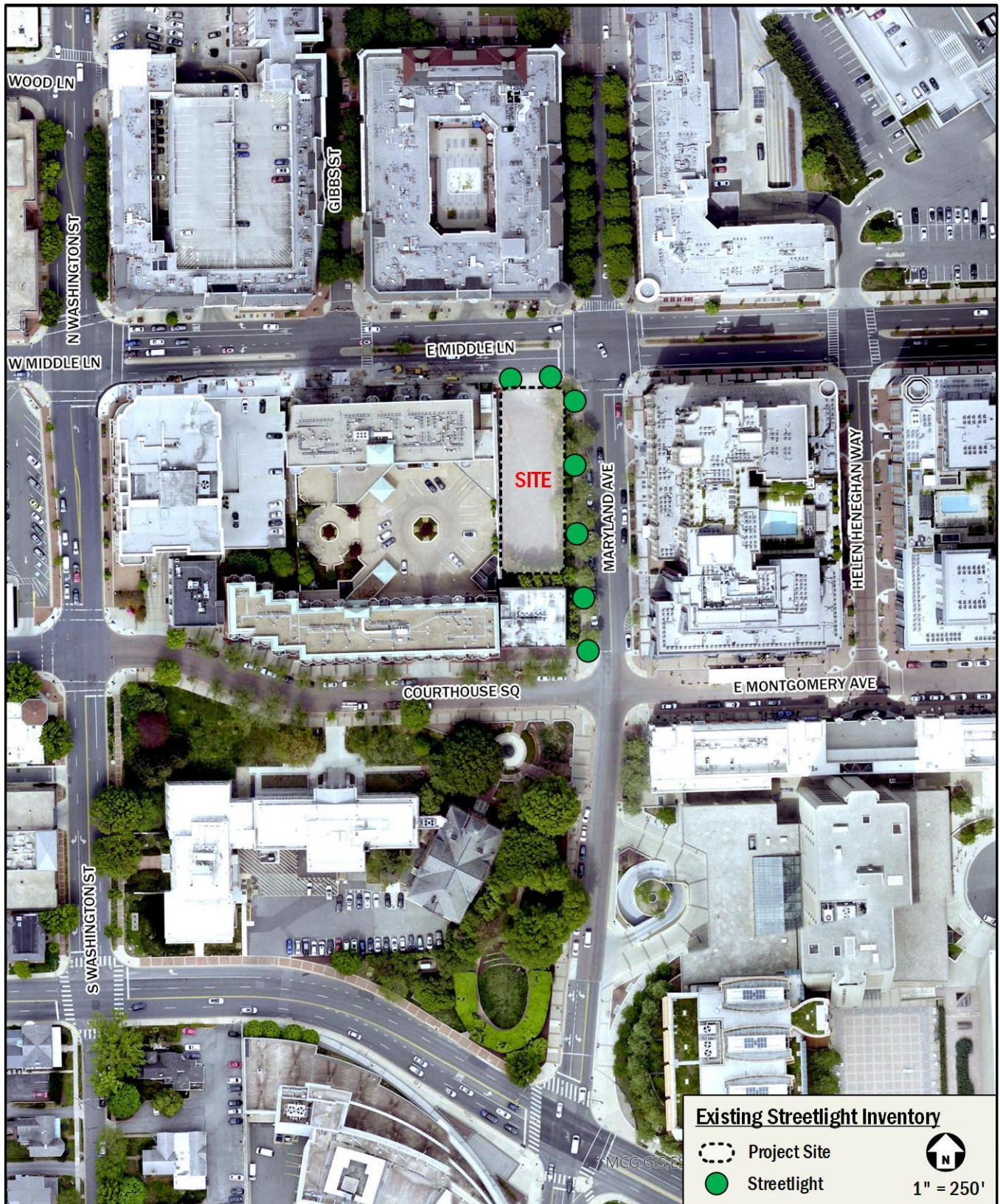


Figure 8: Streetlight Inventory

Curbside Management and Loading Operations

This section describes the proposed curbside pick-up/drop-off operations along Maryland Avenue and the proposed loading operations.

Existing Conditions

Existing curbside uses along the site frontage on Maryland Avenue include time restricted on-street parking. Currently, there are eight (8) parking spaces with a 2-hour limit from 7AM-10PM Monday to Saturday.

Proposed Conditions

Proposed changes to the curbside management include:

- New curb extension at the southwest corner of E Middle Lane and Maryland Avenue
- Three (3) designated pick-up/drop-off spaces with a 10-minute limit on parking/standing along the Maryland Avenue site frontage
- Three (3) time-restricted metered parking spaces along Maryland Avenue between of E Middle Lane and Maryland Avenue and Courthouse Square.
- New curb cut for Loading Zone Entrance along Maryland Avenue

The proposed curbside changes are shown in Figure 5.

Pick-up/Drop-Off Operations

Minimal vehicular traffic is expected at the site. With a grocery store 1,000 feet away, a metro station 0.2 miles from the site, and buffered bicycle lanes along E Middle Lane, most of the residents are likely to be car-free.

Residents and visitors are expected to use the three (3) pick-up/drop-off spaces for quick passenger loading and unloading (including rideshare service), quick parcel/package and/or food deliveries, and quick loading and unloading of goods. The spaces will be clearly designated as pick-up/drop-off spaces only with a 10-minute limit on parking/standing. To optimize pick-up/drop-off operations and ensure occupancy of the right of way is minimized, a luggage cart, dolly, and flatbed cart will be available in the lobby to facilitate quick and convenient transfer of items/goods between the pick-up/drop-off spaces and the elevators.

Package Deliveries and Other Services

Small vans for daily package deliveries like Amazon, UPS, FedEx will use the pick-up/drop-off spaces. The on-site loading area will not be used for these operations.

Additional food deliveries are also expected to occur along the pick-up/drop-off spaces.

Loading Area Operations

An on-site loading area is proposed via a new curb cut along Maryland Avenue. This loading area will be reserved for scheduled trash/recycling collection, maintenance/repair vehicles, and resident move-in/move-out only.

Trucks will access the site via the proposed curb cut with back-in and head-out maneuvers on Maryland Avenue. There will be no back-in maneuvering from northbound Maryland Avenue and vendors/deliveries/residents using the loading area will be informed of this restriction.

Building management will oversee the use of the loading area to ensure residential move-ins/move-outs and maintenance/repair service calls are scheduled to reduce potential conflicts or overbooking of the loading area. Only authorized vehicles will be allowed to use the loading area. Residents will be required to reserve the loading area for move-in/move-outs and furniture deliveries. Residents will also be notified that the maximum truck size allowed in the loading area is a 30' truck.

Loading Access

Loading access to the site will be via the new curb cut along Maryland Avenue. AutoTURN exhibits are included in the Technical Attachments showing truck turns at the proposed curb cut.

As shown in the Technical Attachments, the loading area will accommodate back-in and head-out turning maneuvers.

Trucks are expected to wait in the curb lane and then reverse into the loading area once traffic is clear and there are no pedestrians crossing the driveway.

The site configuration and size restrict the construction of a loading area that can accommodate head-in and head-out maneuvering.

Garbage Truck Access & Maneuvering Areas

Trash/recycling collection is proposed to occur at the loading area accessible via Maryland Avenue, and all trash will be stored inside the building. The trucks will back into the loading area and head out onto Maryland Avenue.

A rear-loading garbage truck will be used to collect trash that would be rolled out from the trash storage room to the loading area by building management on trash/recycling collection days. The loading area design also includes 21' of vertical clearance to accommodate mechanical trash/recycling collection and loading operations.

The frequency is expected to be five times a week for garbage collection trucks and recycling trucks as required by the City Code. Given the limited number of trash/recycling trips to the site, the loading area is not expected to have a negative impact on pedestrian and vehicular circulation along Maryland Avenue.

Residents Move-In/Move-Out

Large trucks for resident move-in/move-out will be accommodated inside the on-site loading area. Any resident using the loading area will need to reserve the loading area in advance with the leasing office. The residential moving trucks will be parked outside the public right of way and all truck loading and unloading operations will take place within private property.

The frequency of residents moving-in/moving-out of the building is expected to be minimal and usually spread out. The annual turnover rate is expected to be about 15-20%. The loading area would not be frequently used and should not have a negative impact on the pedestrian and vehicular circulation.

Pedestrian Pathways

This section reviews the pedestrian connections from the site to the Rockville Metrorail station and the adequacy of pedestrian crossing times for crosswalks at signalized intersections along the possible routes to the Metrorail station.

Pedestrian Study Area

The different available pedestrian paths to the Metrorail station and the nearby parking garages were evaluated to determine ease of access. Curb ramps, crosswalks, and sidewalks were evaluated against the standard requirements.

The Rockville Metrorail station is approximately 0.2 miles from the site, or a 5-minute walk. The multiple paths available for pedestrians are shown in Figure 9. Pedestrian facilities along these multiple paths were evaluated. In addition, paths to the different nearby parking garages were also evaluated.

The existing site has sufficient connections to the major local destinations, parking garages, Rockville Metro station and bus stops. A summary of the existing pedestrian facilities along multiple paths to the Metrorail station is shown in Figure 10 with a summary of sidewalk width requirements shown in Table 2.

Pedestrian Infrastructure

This section outlines existing and proposed pedestrian infrastructure within the pedestrian study area.

Existing Conditions

There are existing minor areas of concern within the study area that may impact the quality and attractiveness of walking, such as sidewalks that do not meet the City of Rockville standards.

The City of Rockville's minimum sidewalk width guidelines are shown in Table 2. Per the City of Rockville's Complete Streets policy, the preferred minimum sidewalk width is 5 feet. Where the preferred width is not attainable due to right-of-way constraints, the City defers to ADA standards. Wider sidewalks are desirable in areas with high pedestrian volumes and where there is no buffer between the walking path and high-speed/volume roadways.

Given that the project site is located within one of the City of Rockville's three (3) transit-oriented zones, all streets are considered Priority Area A:

- 6'-10' minimum sidewalk width
- 4'-8' minimum buffer width

As previously discussed, the existing sidewalk along the site frontage on E Middle Lane does not have a buffer, which does not meet the City of Rockville's guidelines. The existing sidewalk along Maryland Avenue is approximately 8' wide with a 4' buffer.

Along routes to the Rockville Metrorail Station, sidewalks are present and generally sufficient for walking but do not meet the technical City of Rockville standards of minimum width and/or buffer. Nevertheless, sidewalks in the study area are generally in good condition and provide sufficient connectivity.

Along Maryland Avenue, there are adequate sidewalks and buffers with streetlights between Beall Avenue and E. Jefferson Street, and along Middle Lane between Maryland Avenue and Monroe Street. There is an at-grade pedestrian crossing to the Rockville Metro Station at E Middle Lane with timed crossing, and an above grade overpass to the Station from East Montgomery Avenue at Monroe Street with elevator and/or ramp access from street level.

ADA standards require that all curb ramps be provided wherever an accessible route crosses a curb and must have a detectable warning. Additionally, curb ramps shared between two crosswalks are not desired but where they are present, a 48-inch clear space is required outside active vehicle traffic lanes and within marked crossings. As shown in Figure 10, there is a curb ramp that does not meet standards along E Middle Lane.

The southern leg of the E Middle Lane and Maryland Avenue intersection does not have a high visibility crosswalk. All other existing crosswalks at the Maryland Avenue and E Middle Lane intersection meet the City of Rockville standards.

Pedestrian Infrastructure Improvements

The Project will rebuild the sidewalk along the site frontage on E Middle Lane with a 7' sidewalk and 6' buffer as reviewed by the City Staff. New paver and streetscape improvements are proposed along Maryland Avenue.

A new curb extension is proposed along the southwest corner of the E Middle Lane and Maryland Avenue intersection along the site frontage.

Pedestrian Crossing Analysis

Pedestrian crossing times at signalized intersections along paths to the Rockville Metrorail Station and parking garages within a mile of the site were analyzed to determine whether adequate crossing times are provided. The potential routes include two (2)

signalized intersections between the site and the Rockville Metro station and three (3) signalized intersections to reach the nearby parking lots as shown in Figure 9. The analysis is based on signal timing plans provided by Montgomery County and the City of Rockville, the intersection geometry/crossing distance, and the standard pedestrian crossing speed of 3.5 feet per second.

Based on the results shown in Table 6, the pedestrian crossing time at crosswalks provide sufficient time for pedestrians to cross the intersection.

Overall, the site is surrounded by a robust network of sidewalks and pedestrian infrastructure that provide comfortable connections between the Project site, the Metrorail station and the nearby parking lots.

Table 6: Pedestrian Crossing Analysis

Pedestrian Crossing	Leg of Intersection	Distance of Pedestrian Crossing	Time needed for 3.5 feet/sec (sec)	Clearance Time Reduction (sec)	Net Crossing Time Required (sec)	Walk +LPI (sec)	Flashing don't-walk (sec)	Total Walk Time (sec)	Adequate time provided at rate of 3.5 ft/sec?	
									With respect to Walk + Flash Don't Walk	With Respect to Flash Don't Walk
1. Maryland Avenue and E Middle Lane										
Across Maryland Avenue	North	40	11.4	5	6.4	8	11	19	Y	Y
Across Maryland Avenue	South	40	11.4	5	6.4	8	11	19	Y	Y
Across E. Middle Lane	East	60	17.1	5.5	11.6	12	17	29	Y	Y
Across E. Middle Lane	West	60	17.1	5	12.1	12	17	29	Y	Y
2. Hungerford Drive (MD 355) and E Middle Lane										
Across Hungerford Drive (MD 355)	North	110	31.4	7	24.4	7	29	36	Y	Y
Across Hungerford Drive (MD 355)	South	110	31.4	7	24.4	7	35	42	Y	Y
Across E. Middle Lane	East	85	24.3	7.5	16.8	7	21	28	Y	Y
Across E. Middle Lane	West	85	24.3	6	18.3	7	21	28	Y	Y
3. Washington Street and E Middle Lane										
Across Washington Street	North	65	18.6	6	12.6	10	13	23	Y	Y
Across Washington Street	South	60	17.1	5.5	11.6	10	13	23	Y	Y
Across E. Middle Lane	East	45	12.9	5.5	7.4	7	15	22	Y	Y
Across E. Middle Lane	West	50	14.3	5.5	8.8	12	10	22	Y	Y

*Clearance Time Reduction = Yellow Time + Red Clearance Time

** Net Crossing Time = Time needed for 3.5 feet/sec – clearance time reduction

***Total Walk Time = Walk + LPI + Fashing Don't Walk

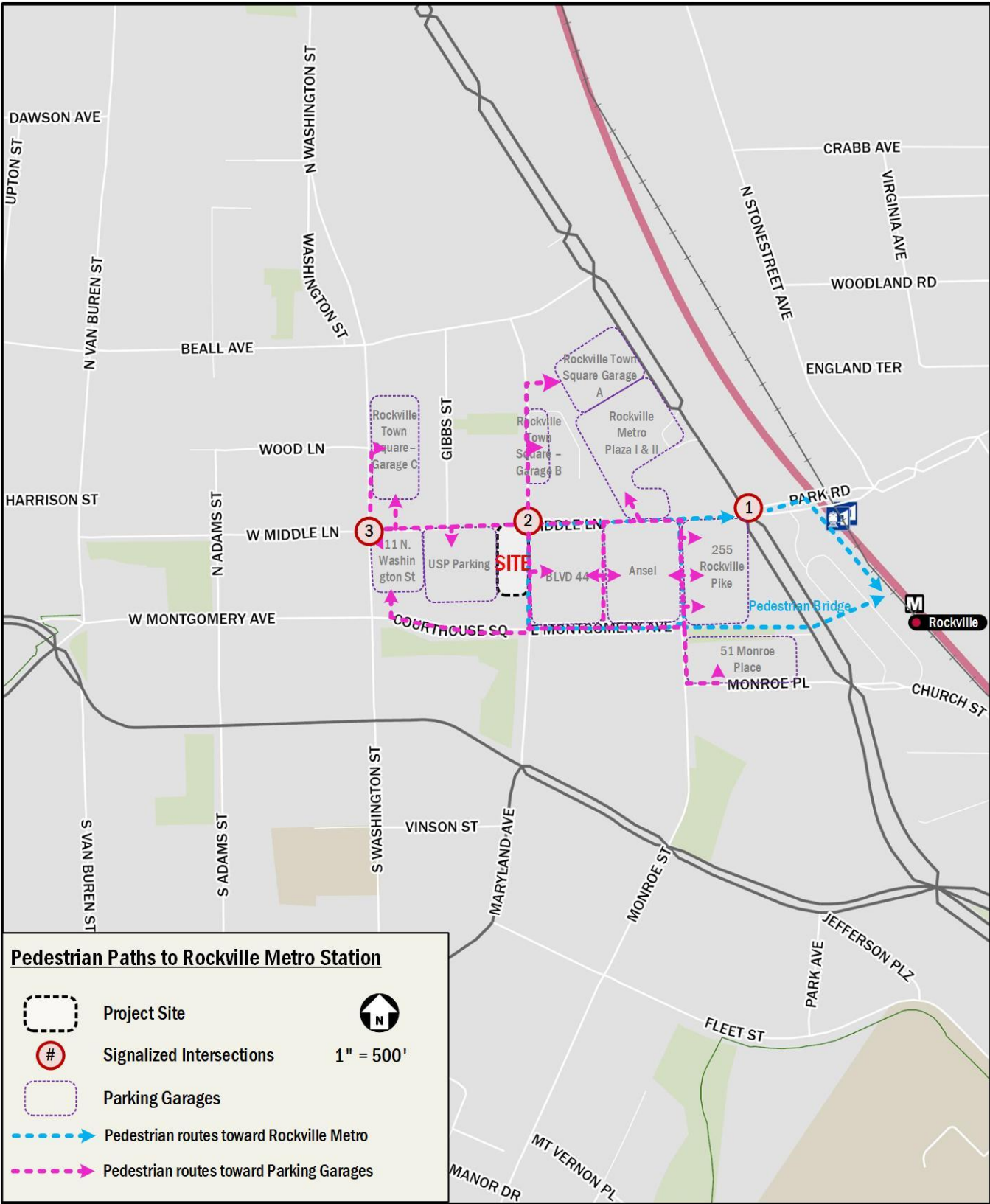


Figure 9: Pedestrian Paths to Rockville Metrorail Station

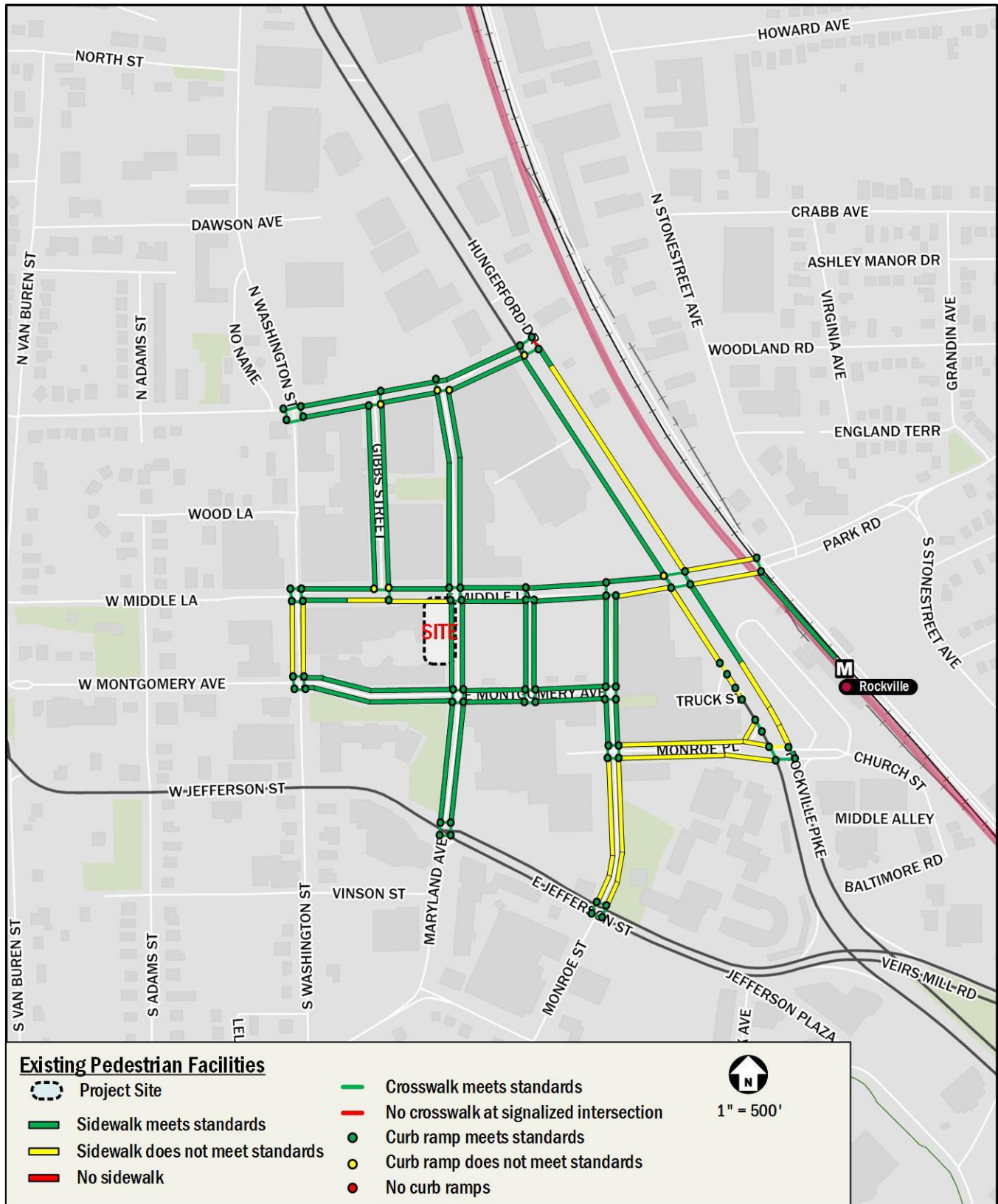


Figure 10: Existing Pedestrian Facilities

Transportation Technical Attachments

Momentum at Rockville Station

City of Rockville, Maryland

Revised August 13, 2025

GOROVE SLADE
Transportation Planners and Engineers

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- A. Scoping Intake Form
- B. Trip Generation Calculations
- C. Parking Reduction Justification Memo
- D. Bus Routes
- E. Truck-turning Movements

A. Scoping Intake Form



Comprehensive Transportation Review SCOPING INTAKE FORM

Project Name:	Momentum at Rockville Station Applicant: SCG Development						
Permit No. (if available):							
Subject Property Address:	41 Maryland Avenue Rockville, MD 20850						
Contact Person:	Traffic Engineer: Katie Wagner, PE, PTOE						
Contact Phone Number:	202-540-1927						
Contact Email Address:	klw@goroveslade.com						
Proposed Land Use Density:	Use				Square Footage/ Dwelling Units		
	Approve Use: Mid-Rise Multifamily Residential Retail				117 Dwelling Units 11,260 SF		
	Proposed Uses: Affordable Housing				147 Dwelling Units (All Affordable without on-site parking)		
Trip Generation "Total" represents the trips generated by the proposed use. "Net" represents the difference between Proposed & Approved. CTR triggered at > 30 Net trips.	Vehicle Trip Generation						
	Peak Period	IN		OUT		TOTAL	
		Total	Net	Total	Net	Total	Net
	AM	24	-4	42	-1	66	-5
	PM	24	-47	16	-44	40	-91
Proposed Study Area (Boundaries and Intersections)	With the proposed zero on-site parking condition, the proposed all affordable building is expected to generate fewer trips than the currently approved market rate building and retail space for both the AM and PM peak hours, thus a full CTR with vehicular analyses is not required. The project would only have to provide the on-site assessment portion of the CTR. The proposed development does not provide any on-site parking spaces and given the location of the site, approximately 0.2 miles or a 5-minute walk from the Rockville Metro Station, significant vehicular traffic is not expected to be generated by the site. A parking waiver will be sought that would exempt the site from providing on-site parking, consistent with the Rockville Town Center Master Plan recommendations for the area and this property specifically. A parking study justifying this condition will be included with the application. <u>Note that the site has original Preliminary Development plan approval through PDP94-001, which allows for up to 117 dwelling units and 11,260 sf of retail on this parcel, and all transportation improvement requirements of the PDP have been satisfied.</u>						
Proposed Access Points:	The only vehicular access into the site would be for the loading area.						
Projected Horizon (Build Out) Date:	For purposes of this assessment, project buildout is projected in 2039.						
Statement of Operations	The intent is to redevelop the existing parking lot into an all affordable apartment building near metro rail and downtown amenities. The development plan includes construction of approximately 147 all-affordable housing units with no on-site parking. Monthly parking is available in nearby garages, and on-street spaces and public garages provide parking for visitors. A space adjacent the lobby, where curbside parking would not be allowed, is proposed to be used for pick-up and drop-off activities. The Project is located approximately 0.2 miles or a 5-minute walk from the Rockville Metro Station, with convenient access across the pedestrian bridge from Monroe Street, significant trips would be walk or transit trips. Given the nature of the proposed use, location of the site and no-on site parking, only a limited CTR is proposed with on-site assessment.						

Attachments: (I) Trip Generation Summary (II) Site Location (III) Concept Site Plan (IV) 1994 PDP Approval

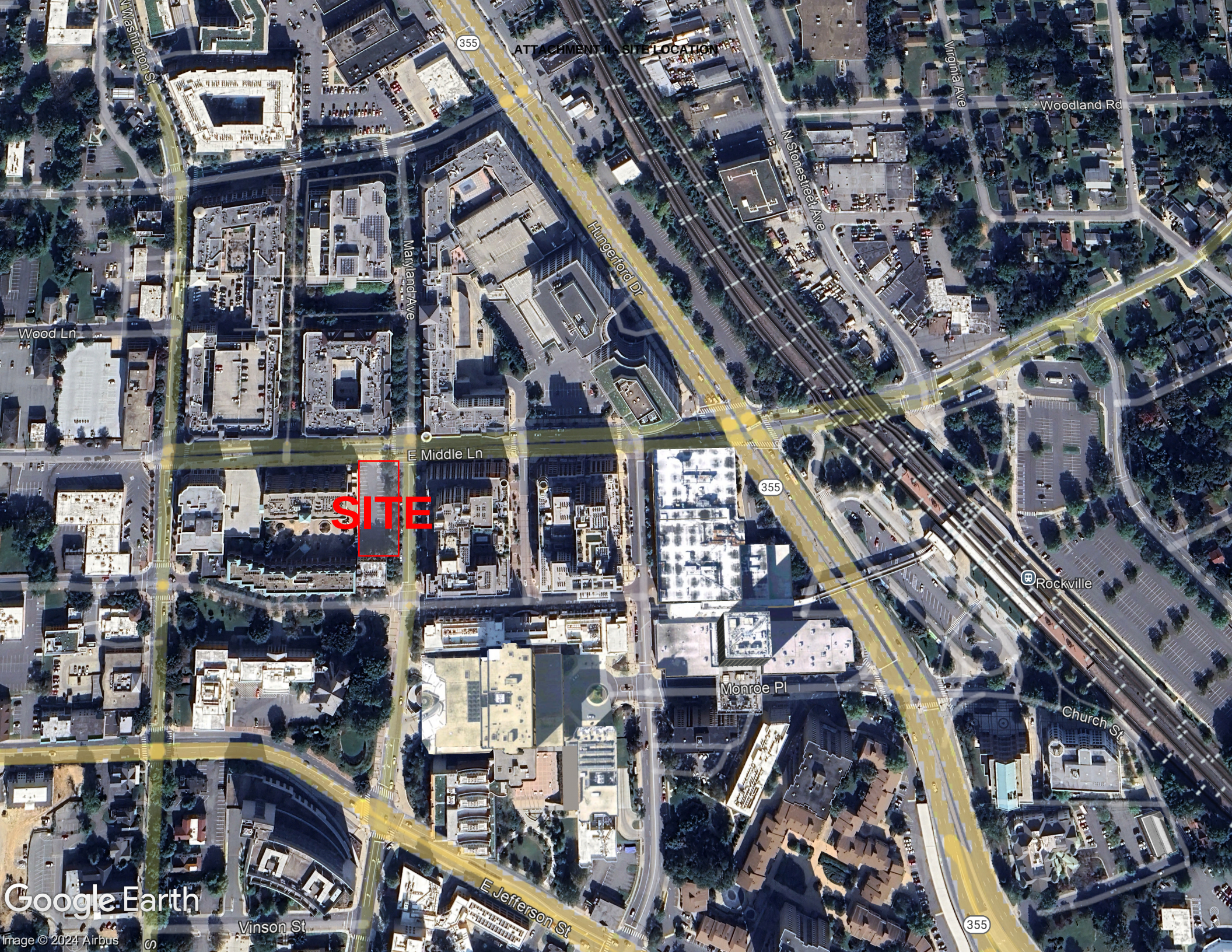
Attachment I: Trip Generation

Site Trip Generation Comparison

Momentum at Rockville Station - Proposed 147 Affordable units

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Approved Conditions								
Multi Family Housing (Mid Rise)	221	117 du	9 veh/hr	31 veh/hr	40 veh/hr	28 veh/hr	18 veh/hr	46 veh/hr
Calculation Details:			23%	77%	=0.44X/1000-11.61	61%	39%	=0.39X+0.34
Strip Retail Plaza (<40ksf)	822	11,260 sf	19 veh/hr	12 veh/hr	31 veh/hr	43 veh/hr	42 veh/hr	85 veh/hr
			60%	40%	=0.66X	50%	50%	Ln(T)=0.71Ln(X/1000)+2.72
Subtotal:Approved			28 veh/hr	43 veh/hr	71 veh/hr	71 veh/hr	60 veh/hr	131 veh/hr
Proposed Conditions								
Affordable Housing- Income Limits	223	147 du	24 veh/hr	42 veh/hr	66 veh/hr	24 veh/hr	16 veh/hr	40 veh/hr
Calculation Details:			37%	63%	=0.45X	59%	41%	=0.27X
Subtotal: Proposed Development			24 veh/hr	42 veh/hr	66 veh/hr	24 veh/hr	16 veh/hr	40 veh/hr
Net Difference			-4 veh/hr	-1 veh/hr	-5 veh/hr	-47 veh/hr	-44 veh/hr	-91 veh/hr

Note: Setting used for trip generation above is General Urban/Suburban; however, the location is proximate to transit and proposes no one-site parking, and the ultimate trips would be lower.



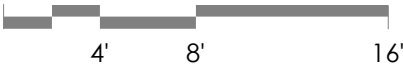
ATTACHMENT II SITE LOCATION

SITE



41 MARYLAND AVE
ROCKVILLE, MD 20850

GROUND LEVEL



SCALE: 1" = 20'-0"

A-04

12/19/2023 10:16:59 AM



Preliminary Development Plan

January 26, 1994
Revised April 19, 1994

Applicant

Rockville Center, Inc.

Architects & Planners

Hellmuth, Obata & Kassabaum, PC

Attorney

Shulman, Rogers, Gandal, Fordy & Ecker, PA

Construction Manager

Donohoe Construction Co.

Traffic Consultant

Barton-Aschman Associates, Inc.

Civil Engineers

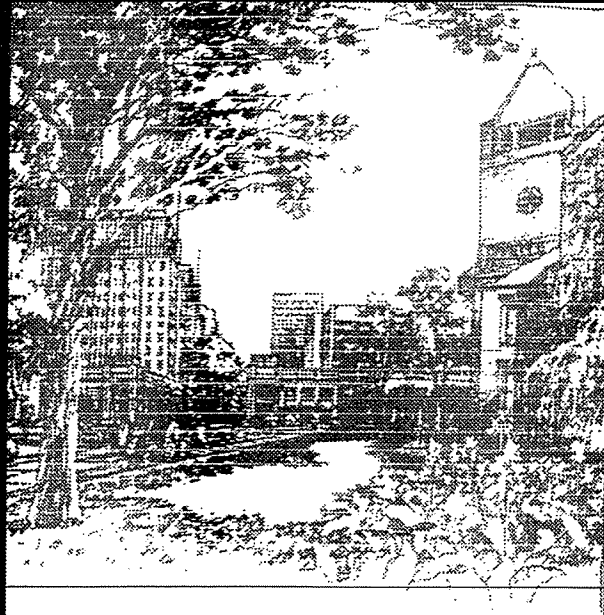
Macris, Hendricks and Glascock, PA

Structural Engineering

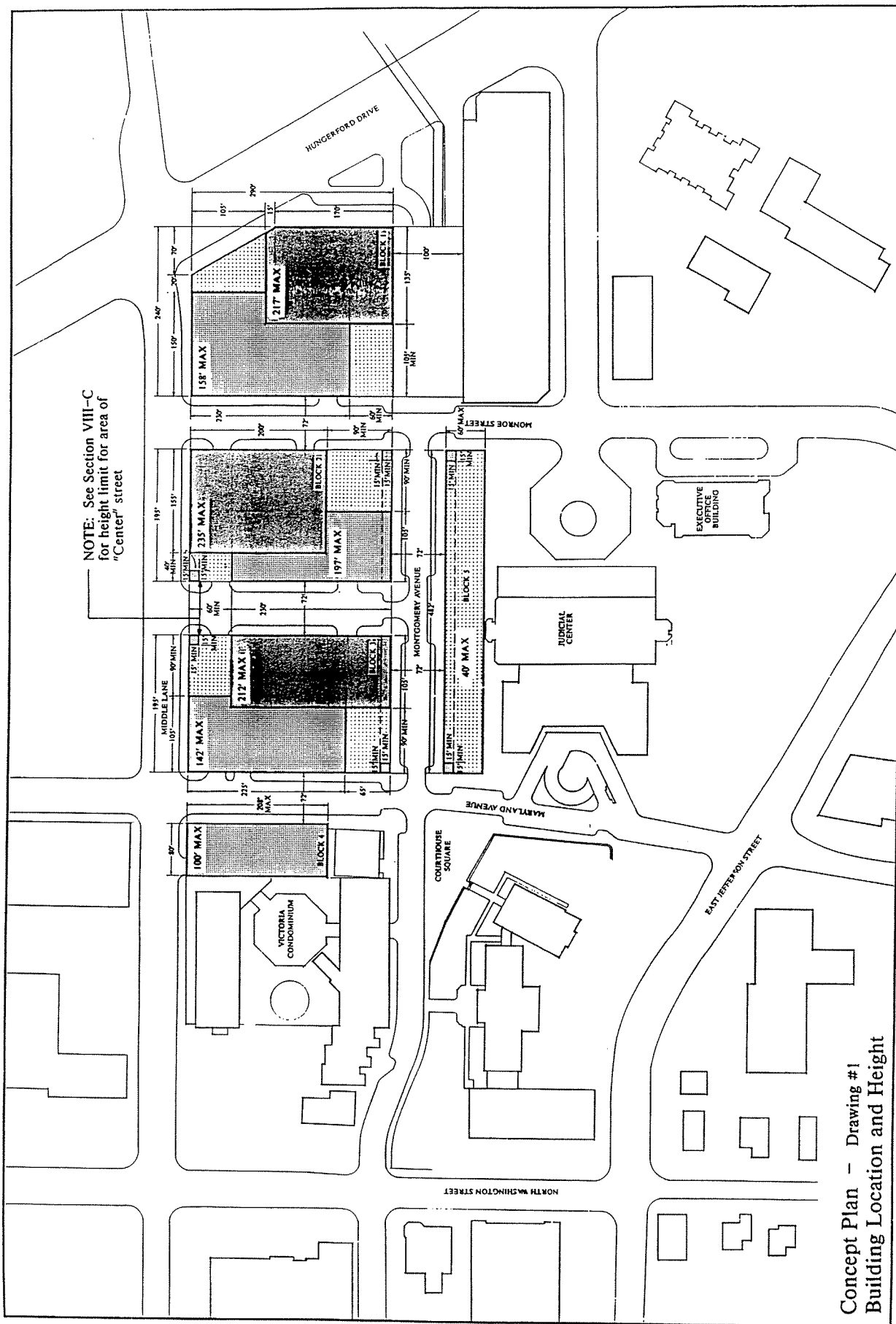
Tadger-Cohen-Edelson-Associates, Inc.

Public Relations

Maier Marketing



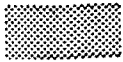
Rockville Center, Inc.



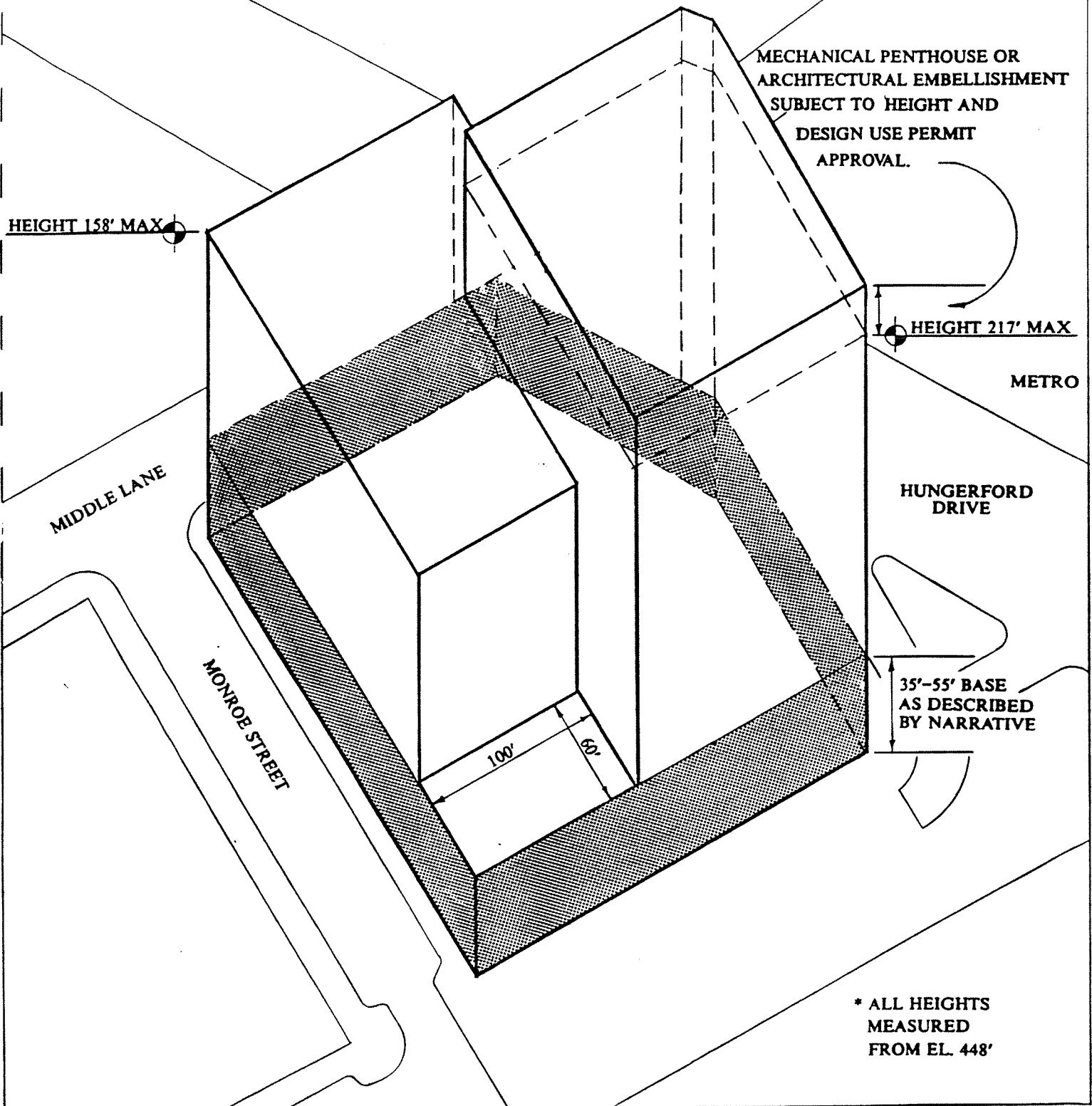
Concept Plan - Drawing #1
Building Location and Height

Rockville Center, Rockville, Maryland

Hellmuth, Obata & Kassabaum
Scale: 1"=50'



Retail at Street Level including
Pedestrian and Vehicular Entrances



Block 1

Building height and setback axonometric

Rockville Center, Rockville, Maryland
Concept Plan - Drawing # 2

Hellmuth, Obata & Kassabaum
scale: 1" = 50' Architects & Planners



Retail at Street Level including
Pedestrian and Vehicular Entrances

COURTHOUSE
SQUARE

MONTGOMERY
AVENUE

MARYLAND AVENUE

MIDDLE LANE

HEIGHT 100' MAX

35'-55' BASE
AS DESCRIBED
BY NARRATIVE

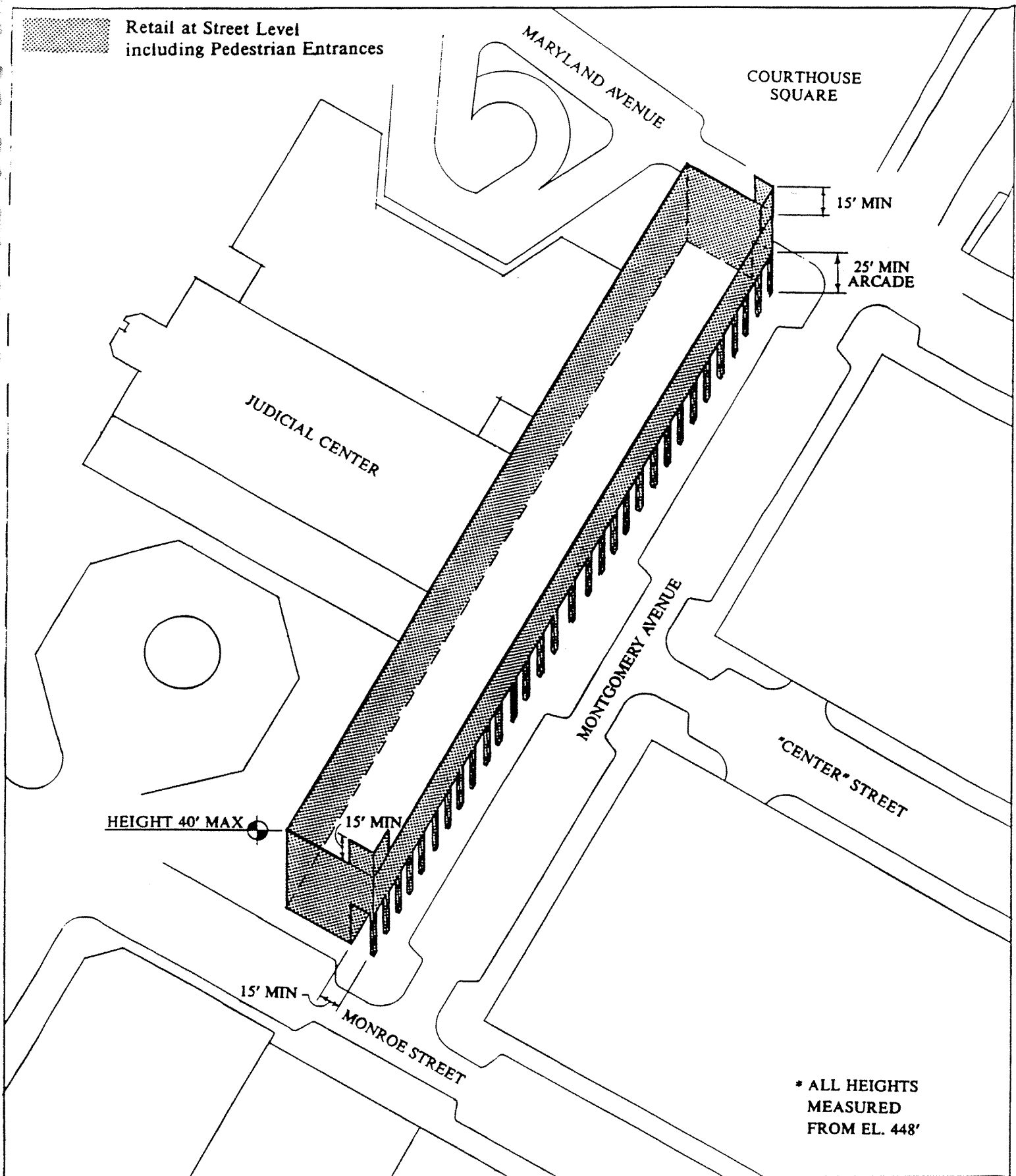
* ALL HEIGHTS
MEASURED
FROM EL. 448'

Block 4

Building height and setback axonometric

Rockville Center, Rockville, Maryland
Concept Plan - Drawing # 5

Hellmuth, Obata & Kassabaum
scale: 1" = 50' Architects & Planners

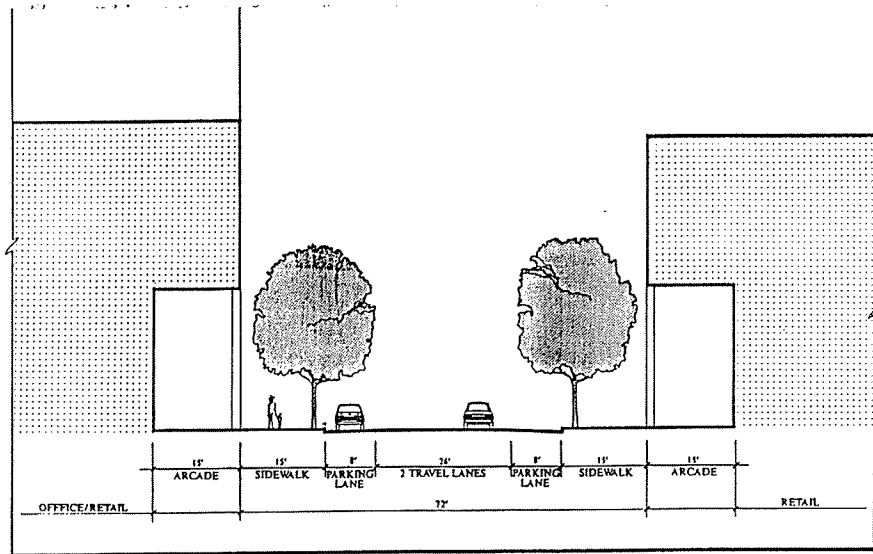


Block 5

Building height and setback axonometric

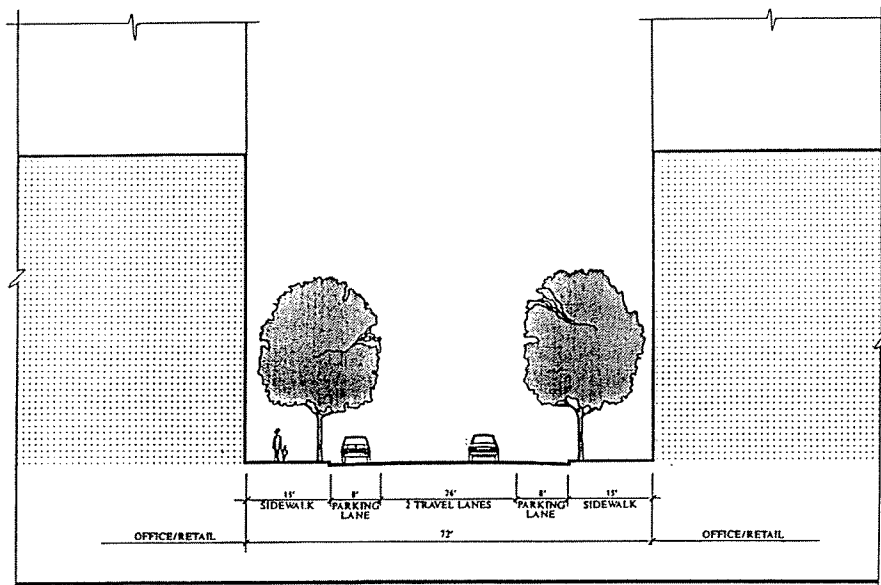
Rockville Center, Rockville, Maryland
Concept Plan - Drawing #6

Hellmuth, Obata & Kassabaum
 scale: 1" = 50' Architects & Planners



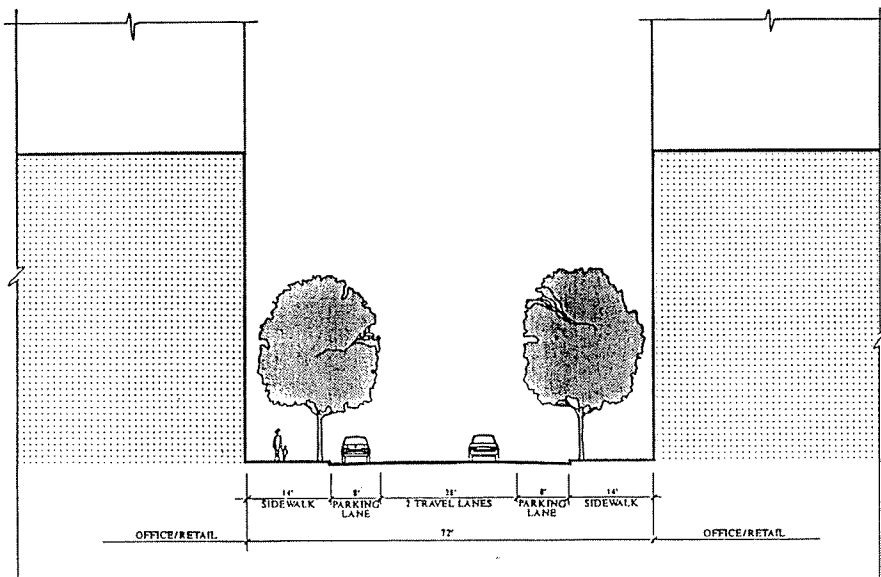
Montgomery Avenue Section
 35' - 55' base as described by narrative

Not to Scale



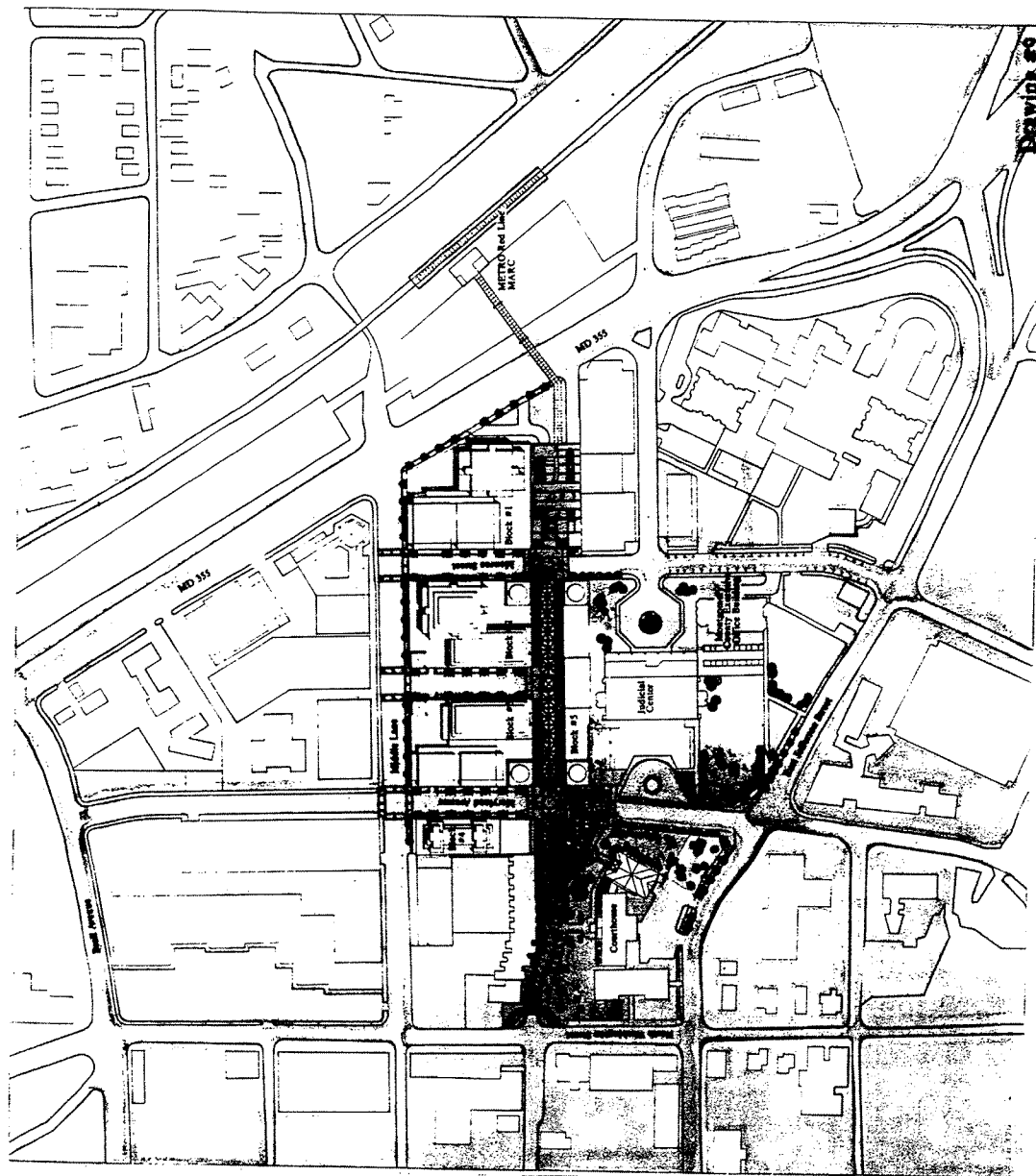
"Center" Street Section
 35' - 55' base as described by narrative

Not to Scale



Maryland Avenue and Monroe Street Section
 35' - 55' base as described by narrative

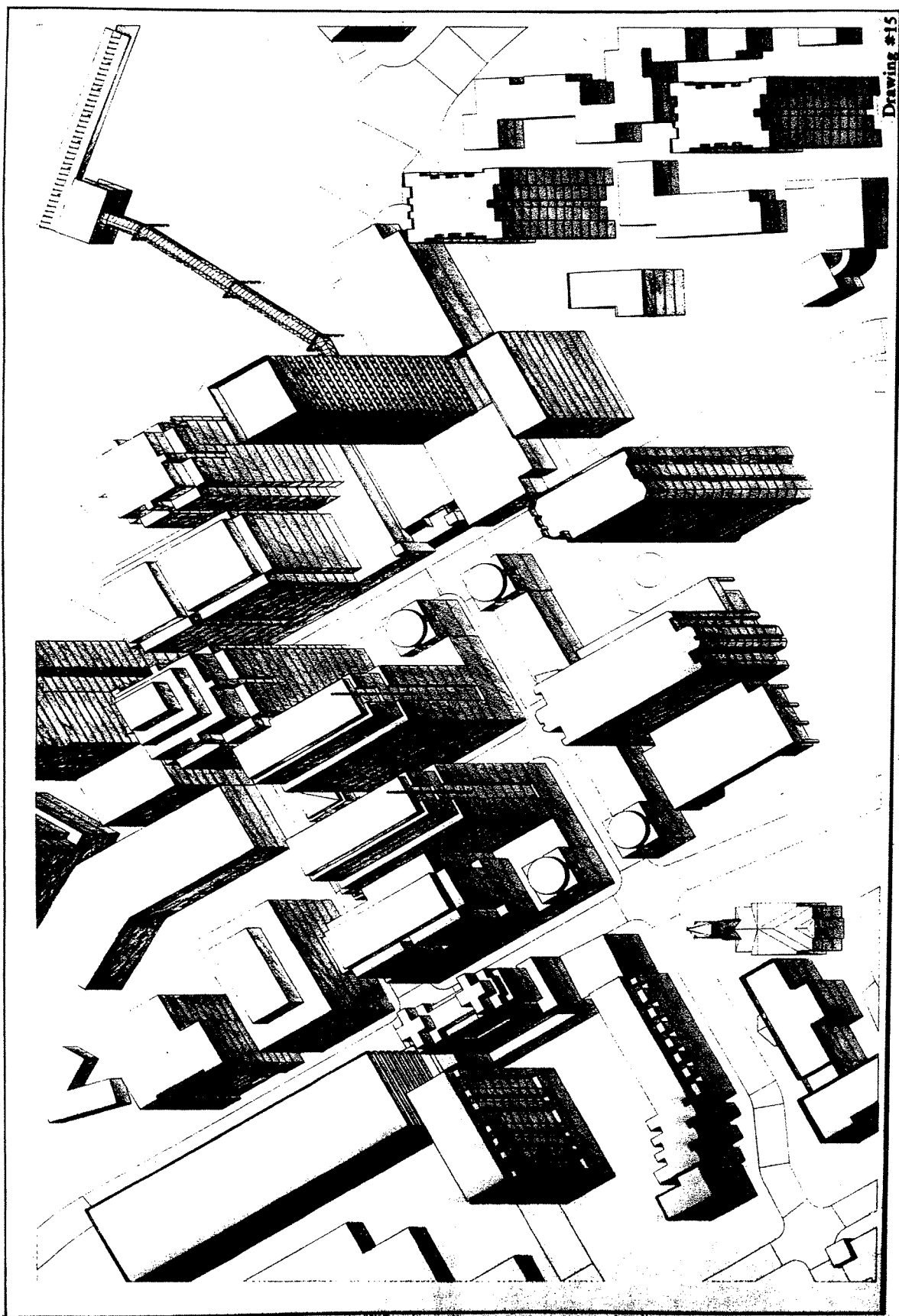
Not to Scale



Illustrative Site Plan

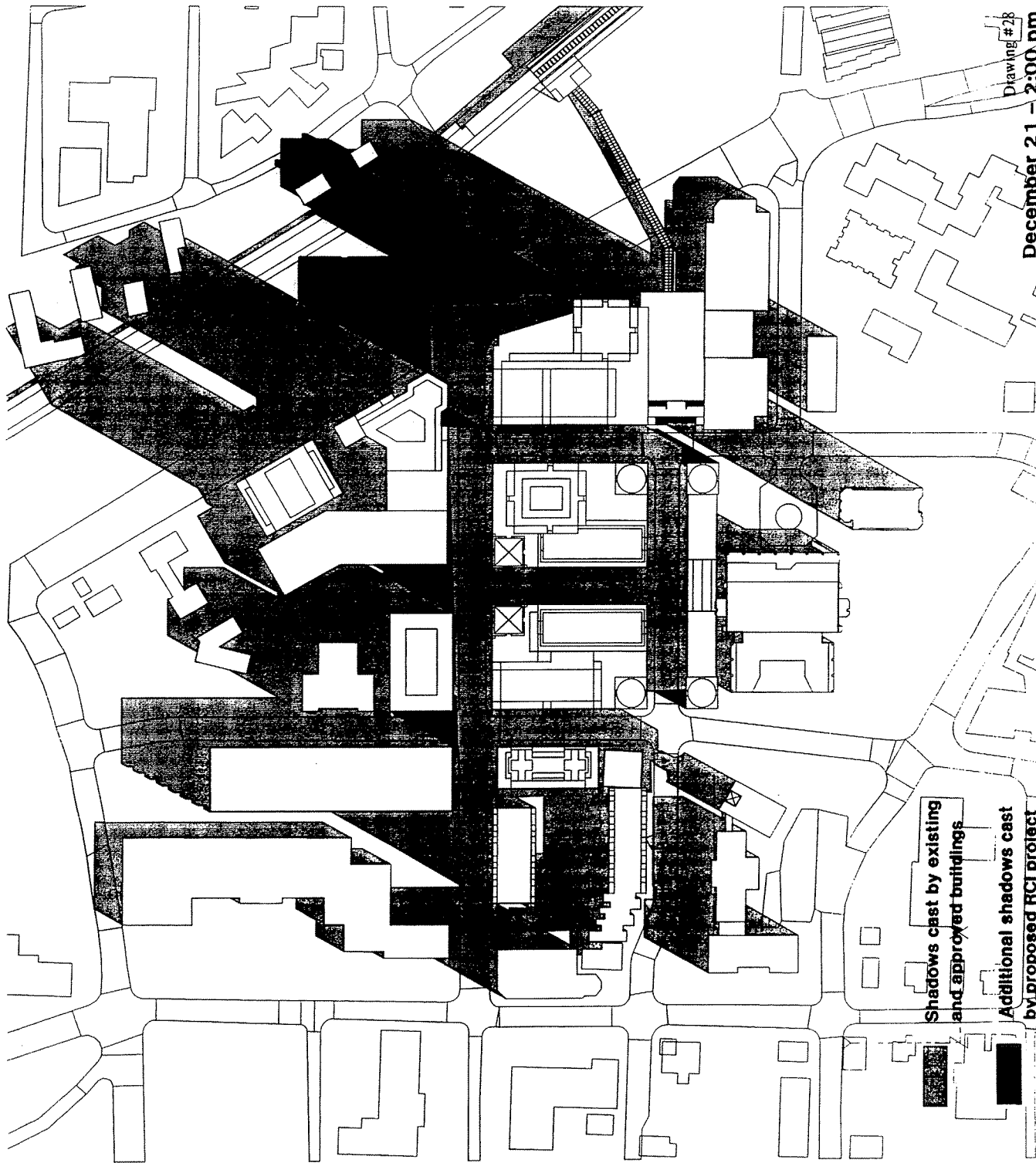
Rockville Center
ROCKVILLE, MARYLAND
 Hellmuth, Obata & Kassabaum, P.C.





Rockville Center
ROCKVILLE, MARYLAND
Hellmuth, Obata & Kassabaum, P.C.

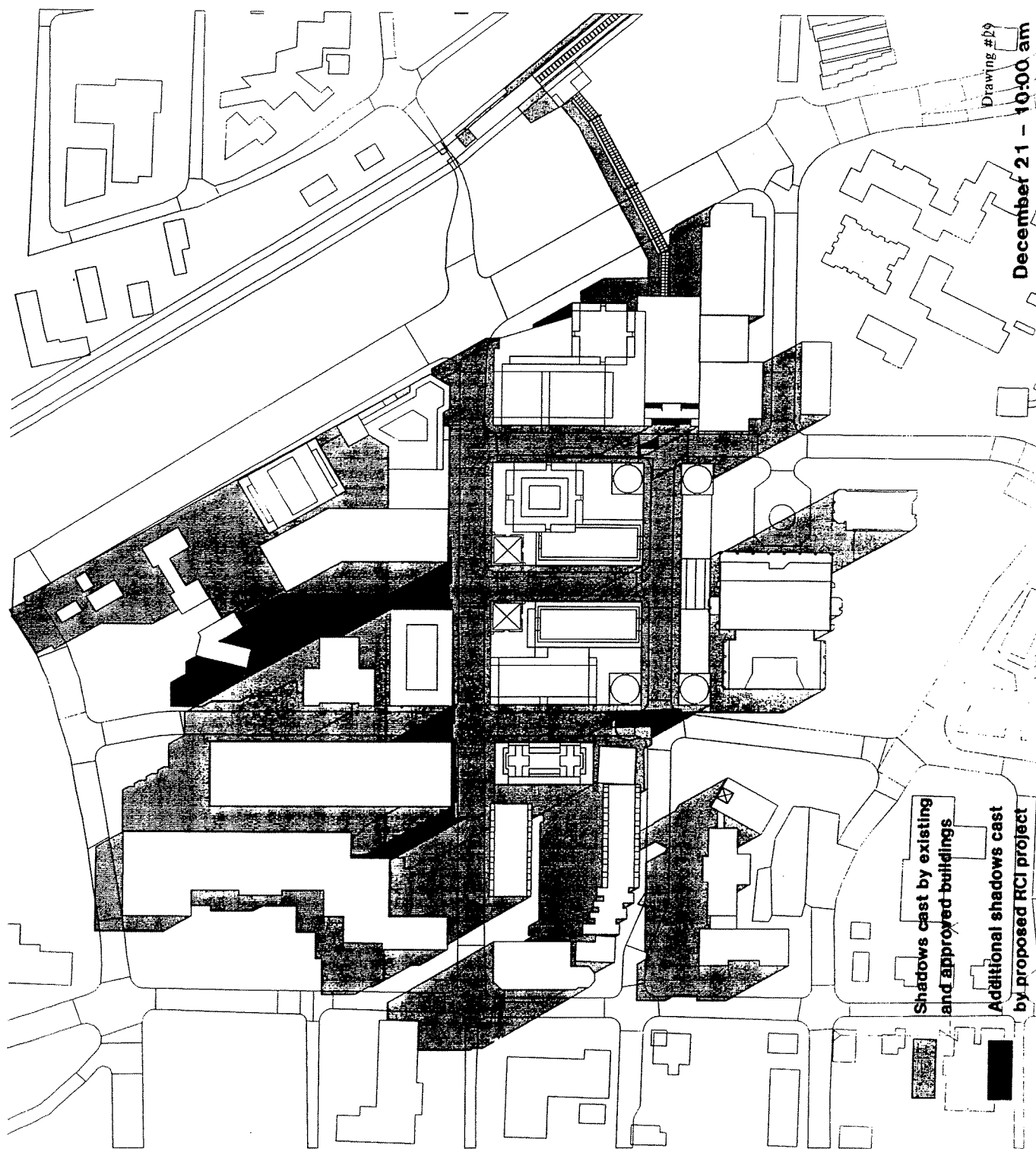
0 20 50 100



Shadows cast by existing
and approved buildings

Additional shadows cast
by proposed RCI project

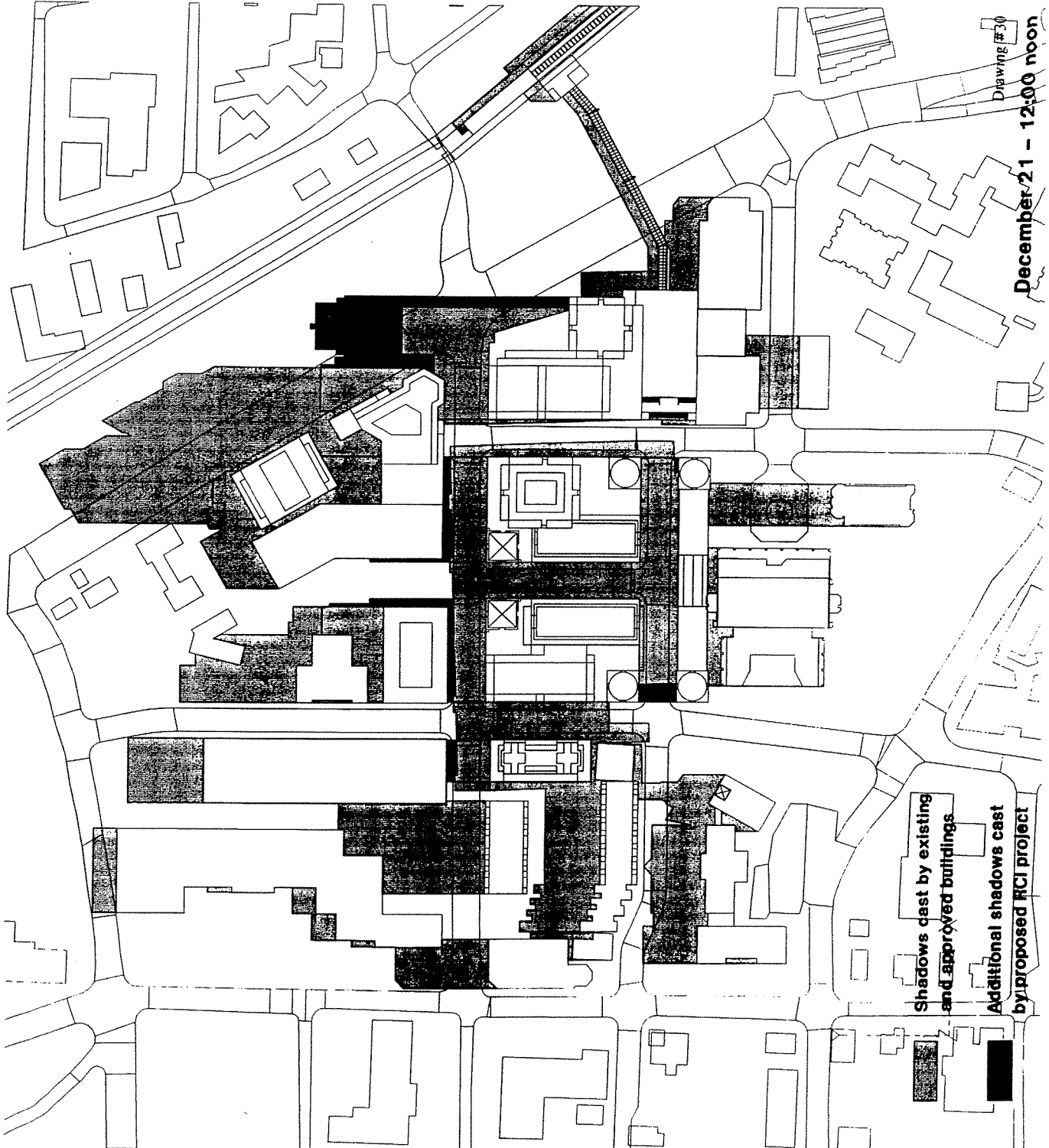
December 21 - 2:00 pm
Drawing #28



Drawing #29
December 21 - 10:00 am

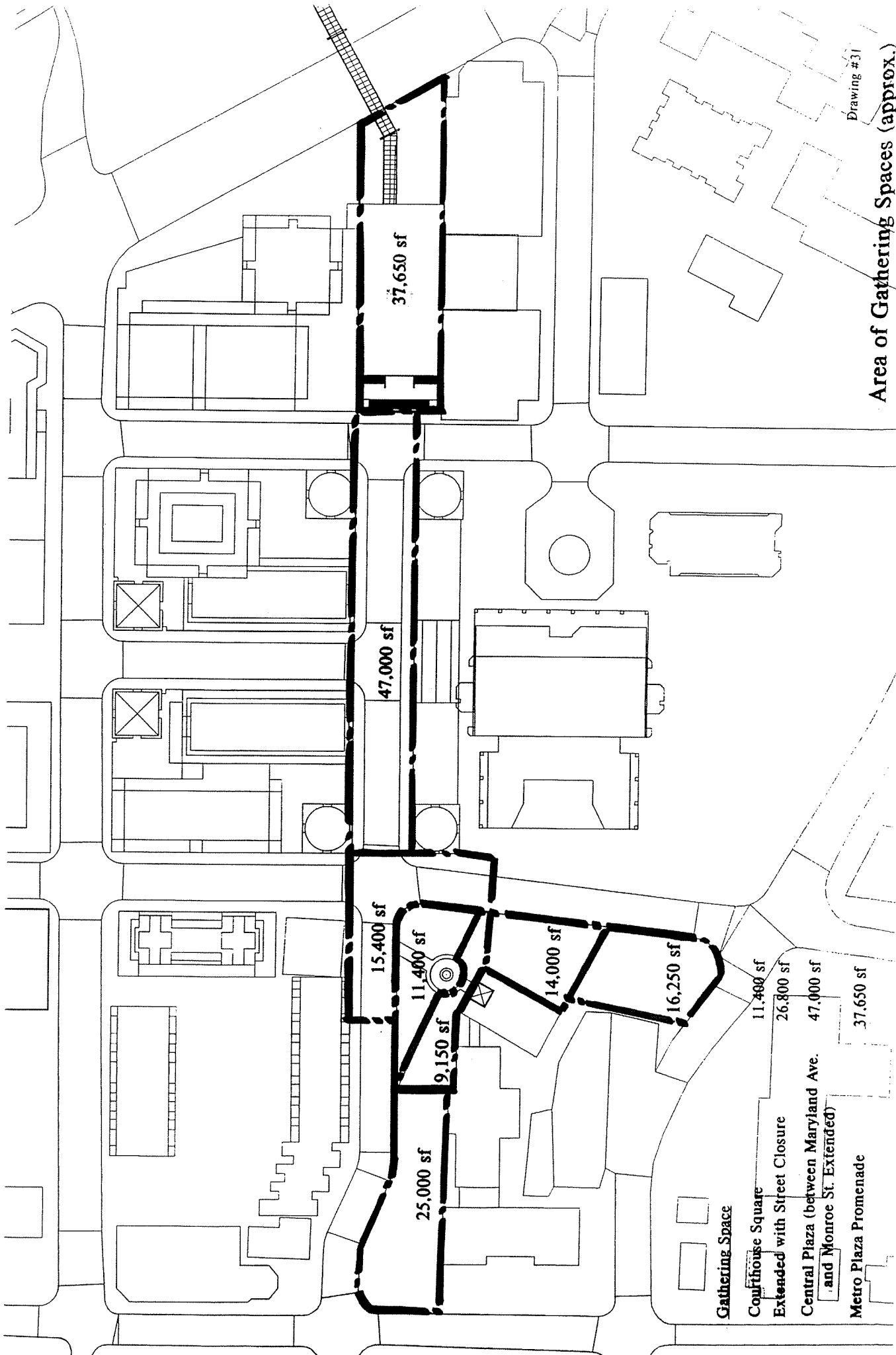
Shadows cast by existing
and approved buildings

Additional shadows cast
by proposed RCI project



December 21 - 12:00 noon
Drawing #30

Shadows cast by existing
and approved buildings
Additional shadows cast
by proposed RCI project



Gathering Space

Courthouse Square	11,400 sf
Extended with Street Closure	26,800 sf
Central Plaza (between Maryland Ave. and Monroe St. Extended)	47,000 sf
Metro Plaza Promenade	37,650 sf

37,650 sf

47,000 sf

15,400 sf

11,400 sf

9,150 sf

25,000 sf

14,000 sf

16,250 sf

April 28, 1994

Mr. Mark Troen, Vice President
Rockville Center, Incorporated
250 Hungerford Drive, Suite 195
Rockville, MD 20850

Dear Mr. Troen:

Re: Preliminary Development Plan Application PDP94-0001- Rockville
Center, Incorporated

At its meeting of April 27, 1994, the Rockville Planning Commission reviewed and conditionally approved the above referenced application for redevelopment of the former Rockville Mall area. Approval includes the following elements:

- (1) Development parcels, road locations, and road right-of-way widths as shown on the "Concept Preliminary Plan" dated April 8, 1994 in the application file;
- (2) Building uses and sizes as follows:

BLOCK	USE	GROSS FLOOR AREA (SQ.FT.)
1	Office	459,675
	Retail	<u>34,150</u>
		493,825
2	Office	480,375
	Retail	<u>27,525</u>
		507,900
3	Office	334,575
	Retail	27,750
	Theater	<u>43,000</u>
		405,325
4	Residential	min. 117 units
	Retail	<u>11,260</u>
		11,260
5	Retail	48,312
TOTAL FOR PLAN		<u>1,466,622 (sq. ft.)</u>

Rockville
Maryland
20850-2364

City Development
(309) 309-3200
(301) 309-3187
(301) 762-7153

City Development
(309) 309-3240

City Services
(309) 309-3250

City Division
(309) 309-3200

MAYOR
James P. Coyle

COUNCIL
Robert E. Dorsey
George G. Krasnow
Thomas T. Martinson
William A. Weisbroth

CITY MANAGER
Bruce Romer

CITY CLERK
L. Jewell

CITY ATTORNEY
Paul T. Glasgow

- NOTES:
1. The gross floor area in each block may vary by ± 15 percent, but shall not exceed the total for plan without Planning Commission of an amendment. Gross floor area shall be as defined in Section 25-1 of the Zoning Ordinance.
 2. The retail square footage includes 50,000 square feet of restaurant use.
 3. The number of residential units may vary depending on the actual unit mix, but shall not be less than 117 units.
- (3) Building locations, heights, massing, and setbacks as shown on Drawings #1 through #6 contained in the application file;
 - (4) Typical street sections and paving plan as described in the supplemental submission in the application file. (NOTE: Approval of the street sections is contingent upon the applicant applying for and receiving approval of a waiver of the normal business district road width requirement in accordance with Chapter 21 of the Rockville Code (Streets and Public Improvements); and
 - (5) A parking requirement reduction of 30 percent from the total normal requirements of all nonresidential uses contained in the preliminary plan.

Planning Commission approval of the preliminary development plan is contingent upon and subject to the following:

- (1) The recommendations of the Transportation Planner (attached) for traffic impact mitigation measures and transportation demand management program enhancements shall be implemented by RCI. It is recognized that some of the physical traffic impact mitigation improvements recommended may be made by other developers and/or funded by public sector financing and contributions;

Mr. Mark Troen
Page Three
April 28, 1994

- (2) An additional ten percent parking requirement reduction must be applied for and approved by the Mayor and Council;
- (3) All parking requirements of the Zoning Ordinance (currently or as may be amended) must be satisfied in order to obtain approval of Use Permit Applications for all phases of development;
- (4) A pedestrian access and circulation plan shall be prepared and submitted to the City for approval to provide for continued accessibility by all persons to Metro and other Town Center locations during all demolition and construction phases;
- (5) Use Permit Application approval for Block 5 are contingent on abandonment of a portion of Truck Street right-of-way following normal street abandonment application procedures; and
- (6) A concept plan for signage along the Metro Plaza Promenade and all arcades shall be submitted to the Sign Review Board for review and approval prior to installation of any permanent building signs.

By Direction of the City of
Rockville Planning Commission



Larry Owens
Chief of Planning

LO/dep
Attachment

cc: Nancy P. Regelin, Shulman, Rogers, Gandal, Pardy, and Ecker, P.A.
William Hellmuth, Hellmuth, Obata, and Kassabaum
Bruce Romer, City Manager
Neal Herst, Director of Community Development
Paul Glasgow, City Attorney
Gerry Morningstar, Deputy Director of Public Works
Linda Mac Dermid, Chief of Inspection Services

bcc: Joe Cutro, Traffic Engineer
Al Stern, Planner III
Eric Jenkins, Transportation Planner
Lisa Rother, Senior Planner

April 28, 1994

**REQUIRED TRAFFIC IMPACT MITIGATION
MEASURES AND TRANSPORTATION DEMAND
MANAGEMENT PROGRAM ELEMENTS**

1. MD 355 and Beall Ave.

- a. Applicant to provide dual left turn lanes and separate thru/right turn lane on eastbound Beall Avenue.
- b. Applicant to restripe westbound approach opposite Beall Avenue to provide left turn and combined through/right lane.
- c. Applicant to reconstruct traffic signal.

This work is to be completed prior to occupancy of the second office building.

2. MD 355 and Middle Lane

- a. Applicant to eliminate pedestrian crossing on south leg of intersection and construct physical barrier.
- b. Applicant to provide right turn channelization land on southbound MD 355.
- c. Applicant to provide northbound right turn land on MD 355.

Conditions a, b, and c to be completed prior to occupancy of the first office building.

- d. Applicant to provide northbound double left turn lanes on MD 355.
- e. Applicant to provide separate left turn lane, through lane, and through /right lane on westbound approach (Park Road) of intersection.

April 28, 1994

- f. Applicant to provide for two through lanes on Middle Lane for westbound traffic departing MD 355/Middle Lane/Park Road intersection.
- g. Applicant to provide for signal modification.

Conditions d, e, f, and g to be completed prior to occupancy of third (final) office building.

3. Maryland Ave. Extended

- a. Applicant to extend Maryland Avenue from Middle Lane to Beall Avenue.

This condition is to be met prior to occupancy of second office building.

4. Jefferson St. and MD Ave.

- a. Applicant to widen southbound Maryland Ave. approach to create separate left turn lane and combined through/right turn lane.
- b. Applicant to extend Maryland Avenue from Jefferson Street to Middle Lane.
- c. Applicant to provide for signal modification.

These conditions are to be completed prior to occupancy of initial retail building.

5. Jefferson St. and Monroe St.

- a. Applicant to provide for signal modification. This is to be completed prior to occupancy of initial building.

6. MD 28 and Falls Road

- b. Applicant to provide for traffic signal reconstruction of a roundabout after feasibility study.

This condition is to be met prior to occupancy of first office building.

7. Park Rd./S. Stonestreet Ave. a. Applicant to provide funds for CIP Project 420-850-1A72. (Park Road/Stonestreet Avenue Traffic Control). See description of project in FY 94 CIP.

This condition is to be met prior to occupancy of second office building.

8. West End Traffic a. Applicant to provide funds to mitigate Town Center traffic through the West End neighborhood.

This condition is to be met by posting up to \$80,000 prior to occupancy of the first office building.

9. MD 28/Veirs Mill Rd.
MD 355/First St./
Wootton Parkway a. Developer to provide funds for grade separation feasibility studies.

These studies should begin prior to occupancy of second office building.

10. Transportation Demand Management Program (TDM)

- a. Applicant will conduct employee surveys to assess the effectiveness of the TDM program. Affidavit certifying correctness of information will be required.
- b. Applicant will provide annual report on effectiveness of TDM program.
- c. City may require periodic audits to be paid for by applicant.
- d. Applicant will post a security instrument to cover cost of trips being reduced.

- e. Applicant will appoint a transportation coordinator to administer the program.
- f. Applicant will sign a written agreement to meet the trip generation rates described below.
- g. Applicant will pay a \$750,000 TDM fee or post a security instrument (bond) to cover the TDM's program cost of maintaining assumed trip generation rates.
- h. Program elements may include transit fare subsidies, vanpool subsidies, appropriate parking strategies to reduce signal occupant vehicles and encourage carpools and vanpools, a ride-sharing program, a guaranteed ride home program, flex-time, and any other techniques necessary to maintain or lower assumed trip generation rates.
- i. Applicant's TDM program will achieve or lower the following AM and PM peak hour vehicle trips and assumed trip generation rates for each office building on adjacent streets:-

	AM PEAK HOUR VEHICLE TRIPS			PM PEAK HOUR VEHICLE TRIPS		
	In	Out	Total	In	Out	Total
1st Office Bldg.	204	30	234	54	241	295
2nd Office Bldg.	293	43	336	77	346	423
3rd Office Bldg.	281	42	323	73	331	404
Total Vehicle Trips	778	115	893	204	918	1122
TDM Trip Rate	.61	.09		.16	.72	

The term of the TDM agreement is to be determined after further discussion with staff.

B. Trip Generation Calculations

Site Trip Generation Comparison

Momentum at Rockville Station - Proposed 147 Affordable units

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Approved Conditions								
Multi Family Housing (Mid Rise)	221	117 du	9 veh/hr	31 veh/hr	40 veh/hr	28 veh/hr	18 veh/hr	46 veh/hr
Calculation Details:			23%	77%	=0.44X/1000-11.61	61%	39%	=0.39X+0.34
Strip Retail Plaza (<40ksf)	822	11,260 sf	19 veh/hr	12 veh/hr	31 veh/hr	43 veh/hr	42 veh/hr	85 veh/hr
			60%	40%	=0.66X	50%	50%	Ln(T)=0.71Ln(X/1000)+2.72
Subtotal:Approved			28 veh/hr	43 veh/hr	71 veh/hr	71 veh/hr	60 veh/hr	131 veh/hr
Proposed Conditions								
Affordable Housing- Income Limits	223	147 du	24 veh/hr	42 veh/hr	66 veh/hr	24 veh/hr	16 veh/hr	40 veh/hr
Calculation Details:			37%	63%	=0.45X	59%	41%	=0.27X
Subtotal: Proposed Development			24 veh/hr	42 veh/hr	66 veh/hr	24 veh/hr	16 veh/hr	40 veh/hr
Net Difference			-4 veh/hr	-1 veh/hr	-5 veh/hr	-47 veh/hr	-44 veh/hr	-91 veh/hr

Note: Setting used for trip generation above is General Urban/Suburban; however, the location is proximate to transit and proposes no one-site parking, and the ultimate trips would be lower.

C. Parking Reduction Justification Memo

TECHNICAL MEMORANDUM

To: Kirk Salpini
From: Anila Moorthy, EIT
Maribel Donahue
Katie Wagner, PE, PTOE
Date: June 18, 2025
Subject: Momentum at Rockville Station Parking Reduction Justification Memo

Introduction

This memorandum has been prepared in support of a proposed Flexible Parking Requirement Reduction to Zero under Section 25.16.03.h that would allow the 41 Maryland Avenue residential development to be constructed without any on-site parking. The Project includes redevelopment of the existing parking lot into an all-affordable apartment building with approximately 147 units and no on-site parking. On-site loading would be provided within the building, and ample curbside parking is available adjacent and proximate to the building and within close-by public garages for short-term visitor and elective long-term permit parking. The nearby public garages were surveyed on a typical weekday where a total of approximately 3,479 parking spaces were counted with occupancy overall appearing to be below 50 percent. With significant occupancy during the daytime weekday peak, it is expected that even greater availability would be present during evenings and weekends. The project is bordered by E Middle Lane to the north, Maryland Avenue to the east and existing buildings to the west and south.

Note that the site has original Preliminary Development plan approval through PDP94-001, as amended, for a minimum of 117 dwelling units and 11,260 sf of retail on this parcel, and all transportation improvement requirements of the PDP for this site have been satisfied. The requested Parking Reduction is only for the individual calculation for the subject building. The remaining developed Blocks 1, 2, 3 and 5 of the PDP currently meet their parking requirements, as set by the Mayor & Council in prior approvals, and per the most recently approved amendment to the PDP, PJT2014-00013 for Block 2, the overall PDP area has a parking surplus during all, including peak, parking demand periods under Section 25.16.03.h.6.

The objective of this assessment is to identify whether the proposed development could operate efficiently and without detrimental impact to surrounding public facilities and justify the grant of the proposed full parking reduction under Section 25.16.03.h.3. The Project's proximity to transit, pedestrian friendly location and availability of ample public and privately rentable parking spaces nearby make it an excellent candidate for a no on-site parking condition, as is specifically recommended for the property in the adopted 2025 Rockville Town Center Master Plan update. Further, the proposed all-affordable residential building meets all criteria for flexible parking standards under City of Rockville Zoning Ordinance Sec. 25.16.03.h.

The subject site is perfectly situated within the Rockville Town Center area proximate to transit, bike and pedestrian facilities, served by car-sharing and car rental services, as well as walkable to goods and services, to support a community of residents not reliant on auto-ownership. The high Walk Score of the location of the proposed affordable housing development will allow a qualified household to have the choice to shed the financial burden of auto-ownership. Should a resident choose to live at the 41 Maryland Avenue development while owning a vehicle, there are numerous parking options in garages within a short walking distance of the site where monthly paid secure parking is available. Notably, there are over 3,400 public and privately owned publicly available parking spaces available for rent on both an hourly and monthly basis within three blocks, including in the adjacent Victoria Condominium parking garage as well as the City's Town Square parking garages across E Middle Lane and the BLVD 44 parking garage across Maryland Avenue. Moreover, a field verification on March 25, 2025 indicated that the parking

occupancy appeared to be less than 50% during normal business hours on a typical weekday. With additional capacity becoming available in the evening, it is expected that significant capacity will be available for evening and overnight parking in these garages, where hours of operations allow. Additional field observations were conducted over a weekend on Saturday, May 31 and Sunday, June 1, during a special event on Sunday, June 1 (Pride Day). The observations indicated that garage occupancy rates were below 50% during weekends. However, there was a slight increase in occupancy to approximately 60% when an event was taking place. The garages nearby would have ample parking spaces available even during weekends with special events.

For prospective tenants owning one or more vehicles where on-site parking is an imperative for their household, there are alternative affordable housing residential options available in the City and the County with on-site parking. Further, it is not likely that residents would attempt to park in the nearby West End neighborhood in lieu of renting an available garage space given the existing parking restrictions which require a City of Rockville issued permit to park in the majority of the West End neighborhood, which 41 Maryland Avenue residents would not be eligible for. Therefore, the proposed condition reducing required parking to zero would be supported by proposed and existing area infrastructure that would allow a resident to not be reliant on auto-ownership, or if they choose to own a vehicle, have convenient options to accommodate their vehicle.

This report reviews the baseline minimum parking rates, the project site's transit-oriented context and multimodal access to support the Project's parking waiver request. The conclusions of this assessment are as follows:

- The site's small footprint precludes the ability to construct on-site parking to serve the building.
- Per the City of Rockville Parking Requirements, 169 parking spaces are required on site prior to any potential reductions. It should be noted that these baseline ratios do not take into account proximity to transit.
- The Project is located within immediate vicinity of four (4) bus routes, 0.3 miles from the Rockville Metrorail Station and MARC station, existing bicycle lanes along E Middle Lane and N Washington Street and established walking paths for residents.
- In addition, there are in excess of 3,400 public/private rentable parking spaces available in 10 parking facilities within 1,000 feet from the site building. These facilities include approximately 100 ADA spaces. Some of these garages also include monthly parking permit options with 24-hr access. Additionally, a total of at least five (5) publicly accessible curbside street parking ADA spaces are present within 1,000 sf of the site.
- The structured publicly available parking was field verified on March 25, 2025. It was a typical weekday with public schools and government in session, and observations included that parking was generally available in all garages, with the overall parking occupancy appearing to be less than 50%. Significant parking was available during the daytime during normal business hours. With additional capacity becoming available in the evening, it is expected that significant capacity will be available for evening and overnight parking in these garages, where hours of operations allow.
- The project is proposing three (3) pick-up/drop-off spaces to facilitate convenient rideshare loading and unloading as well as short term deliveries along the Maryland Avenue frontage.
- The Project's proposed zero required parking condition is consistent with the recently adopted Rockville Town Center Master Plan that recommends no on-site parking for this property specifically, and generally recommends residential uses within the plan area be exempt from minimum parking requirements.
- Moreover, the proposed development meets all of the criteria for flexible parking standards per City of Rockville Zoning Ordinance Sec. 25.16.03.h.
- The Project is expected to naturally have a lower reliance on single occupancy vehicle travel based on the building being an all-affordable community with convenient access to Metrorail, MARC, bus service and bike lanes.

Given that the development meets the criteria for a parking reduction under 25.16.03.h.3 together with the small footprint of the site that prevents development if parking is required, the availability of paid street and garage short-term parking to accommodate visitor demand, and free overnight street parking and nearby long-term monthly parking

options for residents who decide to move in owning a vehicle, the Project's parking demand is not expected to negatively impact the surrounding public infrastructure and the proposed parking reduction to zero is justified.

Parking Demand and Justification for Zero Required Parking Use Case

A review of data available in Public Use Microdata Areas (PUMAs) from the US Census for the area covering Rockville (Central Montgomery County), indicates the following:

- Total data set for renters living in apartment buildings with 50 or more units: 20,341
- Total respondents with access to zero owned vehicles: 2,866 (14.1%)
- For those in the workforce:
 - o Ride in vehicle to work: 21%
 - o Use public bus to work: 29%
 - o Use subway or rail to work: 24%
 - o Work from home: 26%

With the subject site located 1,500 feet from a WMATA Red Line Metrorail Station and 800 feet from the future Viers Mill and 355 BRT Stations, residents at this location will have the ability to rely on non-auto mode shares to travel to and from employment. With 14.1 percent of respondents in the overall area, which includes buildings much further from Metrorail, living without owning a vehicle, there is clear demand for units where parking on-site is not available.

Further, a study prepared by the District of Columbia Department of Transportation¹ investigating parking demand and the impacts of parking supply within an urban setting provided the following within its conclusions:

"The most significant neighborhood variable was a combination of walkability (measured by block size) and frequency of transit service within walking distance. As walkability and transit frequency increased, parking utilization decreased."

The site's existing walk-score of 93 and future further improved frequency of transit service with the planned BRT stop and existing metro station nearby will naturally drive a lower parking demand for the site.

Walk and Bike Score

Walkscore.com is a website that provides scores and rankings for walking, biking, and transit conditions within neighborhoods of the County. Based on this website, the site is in the Central Rockville neighborhood in Rockville. Using the existing address (41 Maryland Avenue), the site has a walk score of 93 (or "Walker's Paradise"), a transit score of 73 (or "Excellent Transit"), and a bike score of 69 (or "Bikeable"). The following conclusions can be made based on the data obtained from Walkscore.com:

- The site is situated in an area with a "Walker's Paradise" walk score so most daily errands do not require a car;
- The site is situated in an area with a "Good Transit" transit score due to its proximity to Metrobus and RideOn routes, and the Rockville Metrostation. This score should further improve with the planned Viers Mill and 355 BRT lines that will have a station nearby at East Middle Lane and MD 355; and
- The site is situated in an area with a "Bikeable" bike score due to its proximity to a few bicycle facilities including separated bicycle lanes along the site frontage along E Middle Lane. Further, future bike lanes are planned along Monroe Street that will further improve bikeability in the area.

Overall, the site and surrounding neighborhood have adequate pedestrian, transit, and bicycle accessibility.

¹ https://cnt.org/sites/default/files/publications/DR1_TRB_DC%20Multifamily%20Parking%20Utilization.pdf

Carsharing

ZipCar is a private company that provide registered users access to a variety of automobiles. Zipcar operates a reserved-space model where customers are required to borrow from and return vehicles to the same reserved car sharing space. Currently, there is one (1) location within a quarter mile walk. The locations, number of available vehicles, and walking distances are listed in Table 1.

Table 1: Zipcar Locations

Zipcar Location	Number of Vehicles	Walking Distance
26 Maryland Avenue	1 vehicle	0.1 miles (3 minutes)

Car Rentals

In addition to ZipCar, there are other private companies that allow customers to temporarily borrow a car for a set period of time. There are multiple car sizes and models to pick from depending on the location and company. The location and walking distances to such car rental locations within a 15-minute radius are listed in Table 2.

Table 2: Car Rental Locations

Car Rental Company	Location	Walking Distance
Mobilis Car Rental	199 E Montgomery Avenue	0.1 miles (3 minutes)
Enterprise Rent-A-Car	702 Rockville Pike	0.6 miles (15 minutes)
Rent-A-Wreck	621 Hungerford Drive	0.6 miles (15 minutes)

Micromobility

As of February 2025, micromobility service in the County is provided by three (3) private dockless companies operating e-bikes and electric scooters (e-scooters). These include Lime, Spin and Bird. These dockless vehicles are provided by private companies that give registered users access to a variety of e-bike and e-scooter options. These devices are used through each company-specific mobile phone application. Many dockless vehicles do not have designated stations where pick-up/drop-off activities occur like with Capital Bikeshare. They are typically parked in public space, most commonly in the “furniture zone” or the portion of the sidewalk between where people walk and the curb, often where other street signs, street furniture, trees, and parking meters are found.

Capital Bikeshare

In addition to personal bicycles, the Capital Bikeshare program provides additional bicycle options for residents of the 41 Maryland Avenue development. The program has placed over 700 bikeshare stations across the Washington metropolitan area with over 7,000 bicycles in the fleet. Three (3) Capital Bikeshare stations are located within a half mile of the site:

- An existing 14-dock Capital Bikeshare station is available within 5-minute walk near the Monroe Street and Monroe Place intersection;
- An existing 18-dock Capital Bikeshare station is available within 10-minute walk near the Rockville Metro Station West; and,
- An existing 12-dock Capital Bikeshare station is available within 10-minute walk near the Rockville Metro Station East

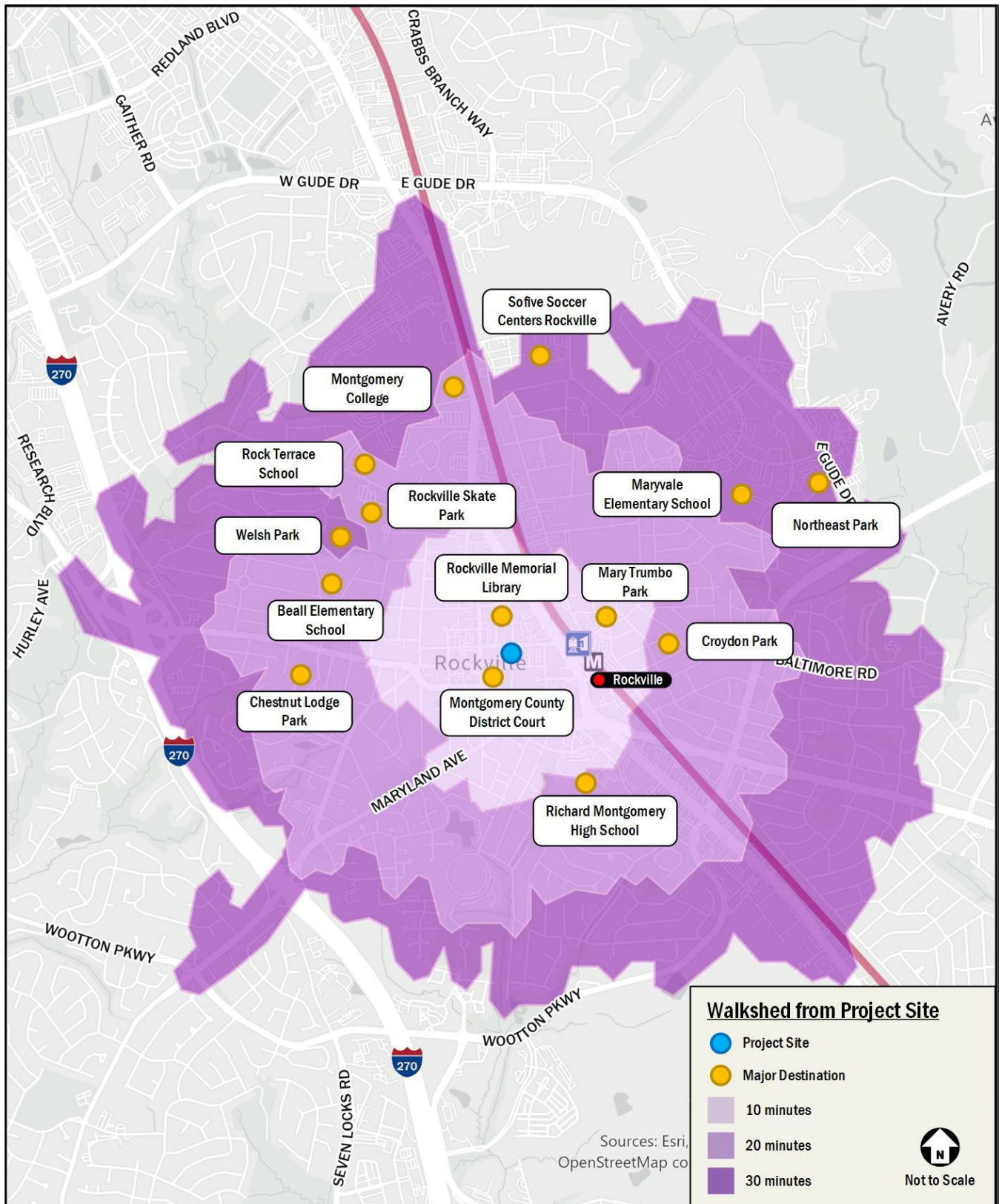


Figure 1: Walkshed from Project Site

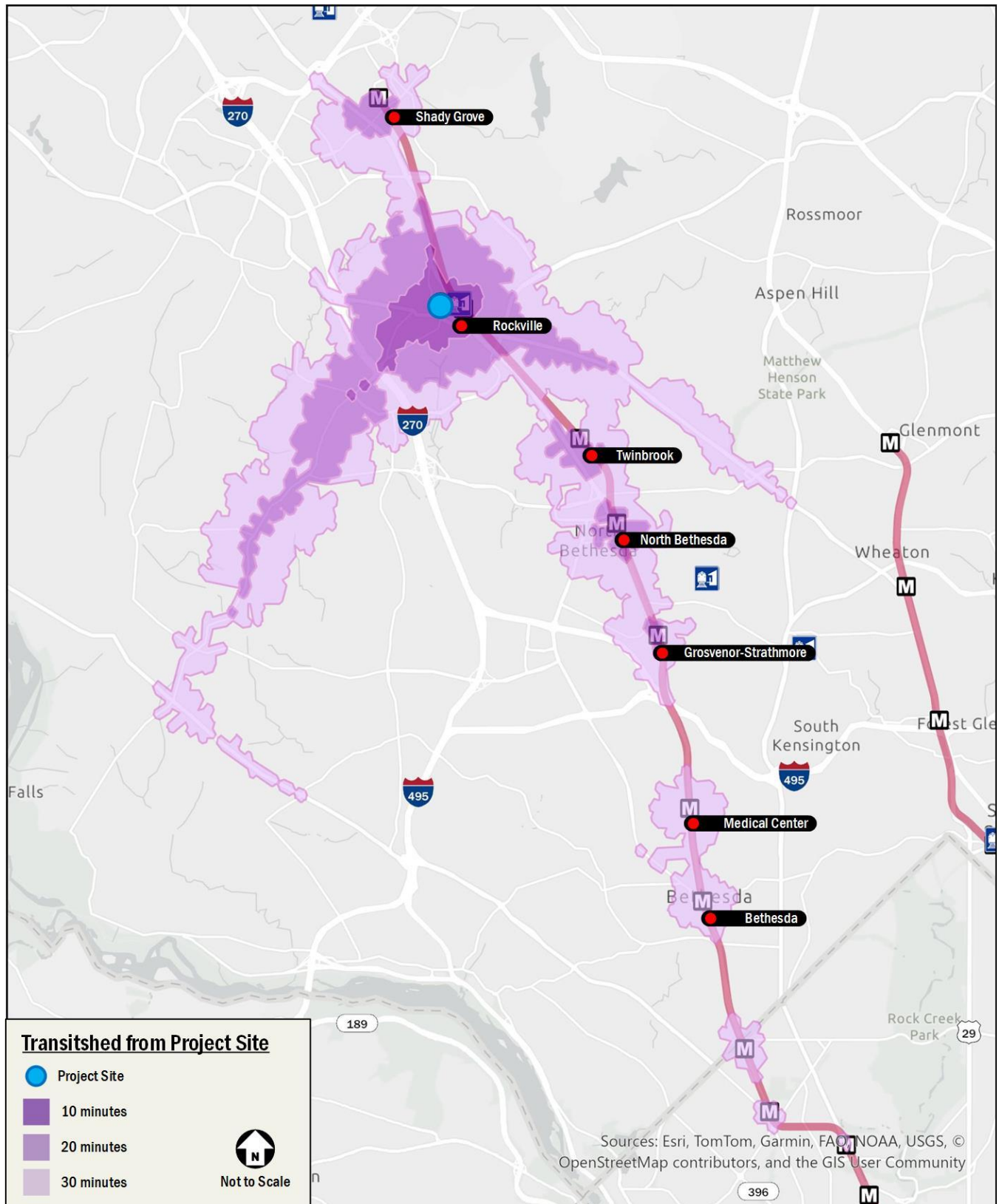


Figure 2: Transitshed from Project Site

City of Rockville Parking Design Standards and Lot Limitations

Under the City of Rockville Zoning Ordinance Sec. 25.16.06, drive aisles within a parking structure must be at least 20-feet wide, and parking spaces must be at least 18-feet deep for 90-degree parking. This results in a baseline clear width requirement of 56-feet to have parking on both sides of a drive aisle. With the building width limited to approximately 82 feet and the need to provide an internal loading bay, a building lobby and leasing space, elevators and stairs, utilities, and other infrastructure, very little space would remain to potentially place parking in the building, and utilization of this space for parking would require eliminating all ground floor amenities and units and substantially affecting building structural column spacing resulting in both inefficiency of upper level floor unit yields and additional building cost, to gain only approximately 21 parking spaces on the ground floor level. The cost to continue such inefficient parking layout either below grade or above grade would not be feasible with the addition of ramps, be prohibitively expensive, and an insurmountable obstacle to development for this all-affordable housing community.

Further, the addition of parking would necessitate a second curb cut, which would result in a driveway crossing the pedestrian space and elimination of curbside metered parking on Maryland Avenue.

As shown in the exhibit below, the parking would conflict with structural columns and render the majority of the ground floor unusable for residential amenities and critical building infrastructure.

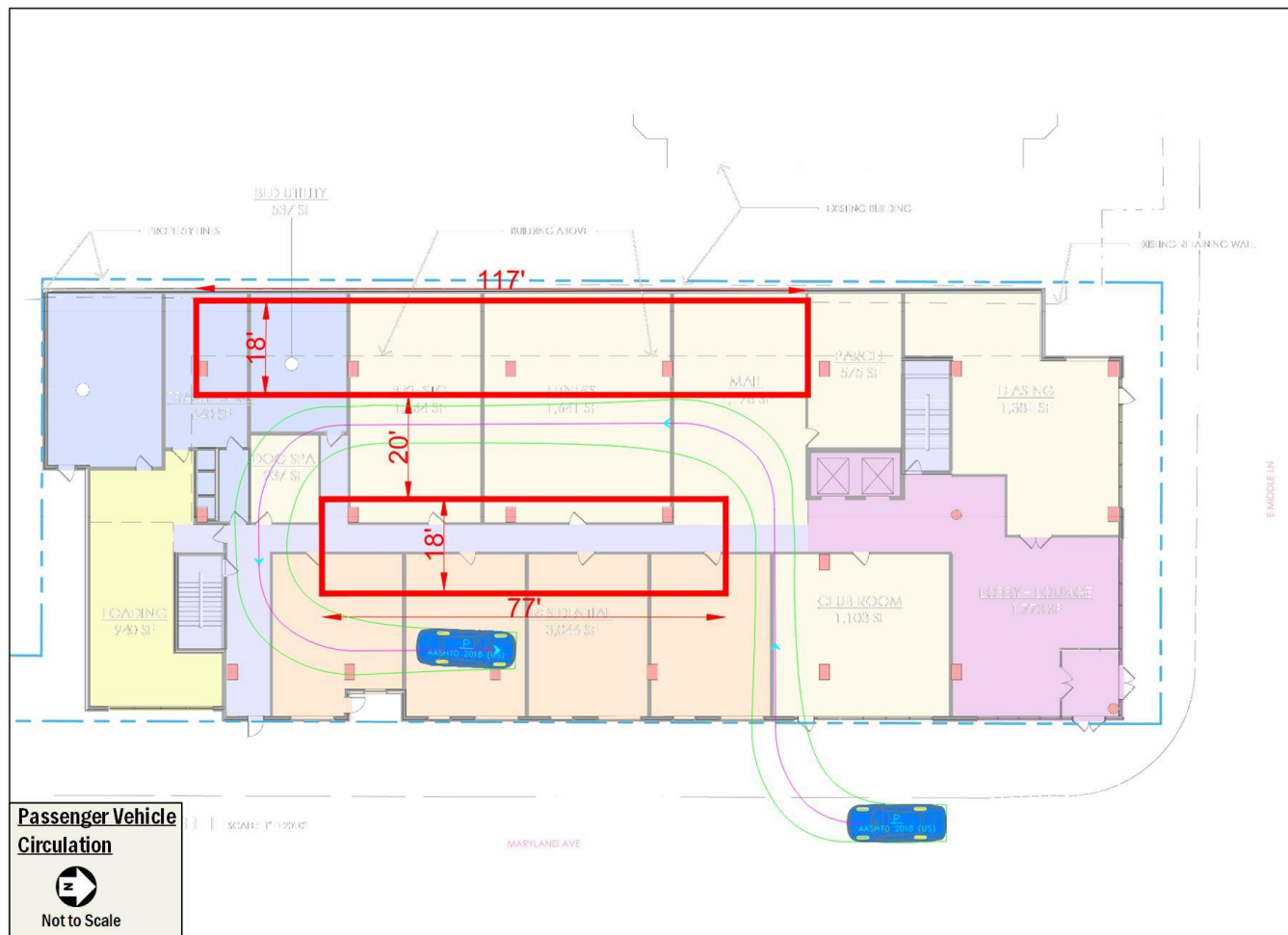


Figure 3: Passenger Vehicle Circulation Illustrative on-site structured parking

City of Rockville Parking Requirements

Under the City of Rockville Zoning Ordinance Sec. 25.16.03.d. the proposed residential land use is subject to the parking ratios presented in Table 3, dependent on the number of bedrooms of each size.

The baseline parking minimum ratios listed in Table 3 are applicable for all residential developments in all locations within the City of Rockville, regardless of the proximity of the building to existing transit, bike and pedestrian infrastructure. Additionally, no code adjustment is provided between market rate and affordable dwelling units. The baseline parking requirement for the Project, prior to any allowable reductions, is 169 parking spaces per the City Code, based on current Project concept unit mix.

Table 3: City of Rockville Base Parking Minimums for Residential Multi-Family Land Use

Land Use	Minimum Parking Requirement	Number of Units	Required Parking Spaces
Residential Dwelling, Multiple unit	1 space for 0 (zero) bedrooms	22	22
	1 space for 1 bedroom	81	81
	1.5 spaces for 2 or more bedrooms	44	66
Total		147 units	169 spaces

Flexible Parking Standards

The Project is subject to equivalent development standards of the PD Zone. Consistent with City of Rockville Zoning Ordinance Sec. 25.16.03.h., the project may request flexible parking standards and reductions from the parking rates established in Sec. 25.16.03.d. based on the following criteria:

“h. Flexible parking standards. The Approving Authority may permit reductions in the number of parking spaces required, if certain standards and requirements are met as set forth below.

- 1. Mayor and Council and Planning Commission reductions. The Mayor and Council, in the approval of a project plan, or the Planning Commission in the approval of a site plan within the MXTD, MXCD, MXE, MXNC and PD zones, have the authority to reduce the required number of parking spaces for uses in the building or buildings to be constructed provided that:*
 - A major point of pedestrian access to such building or buildings is within seven-tenths of a mile (3,696 feet) walking distance of a transit station entrance shown on the Washington Metropolitan Area Transit Authority Adopted Regional Rail Transit System;*
 - There are three (3) or more bus routes in the immediate vicinity of the building or buildings; or*
 - There is a major public parking facility available to the public within one thousand (1,000) feet of a building entrance;*
 - Where the size of the lot is so small that meeting the parking requirement would prevent redevelopment;*
 - Where there is a bikeway in close proximity to the site and the applicant demonstrates that the uses in the proposed development are conducive to bicycle use; or*
 - For any other good cause shown.”*

The subject Project exhibits numerous characteristics, making it a prime candidate for significant relief from parking requirements. As shown below, the Project meets all sets of criteria justifying the application of the Flexible Parking Standards:

- A major point of pedestrian access to the proposed building is approximately three-tenths of a mile (1,584 feet) from the Rockville Metrorail Station as shown in Figure 4. This is significantly closer than the maximum distance of 3,696 feet, and it should also be noted that a pedestrian bridge is located approximately 800 feet from the building which provides uninterrupted connectivity over Rockville Pike (MD 355) to the Rockville Metro Station and future northbound 355 BRT station.

- The Project is located in the immediate vicinity of one (1) Metrobus (Bus route T2) and three (3) Ride-On bus routes (301, 45, 55) as shown in Figure 4. In addition, the Rockville Metro and the Rockville MARC Station connects the site to the Greater Washington Metropolitan Area. The future Viers Mill and MD 355 Flash BRT services will upgrade the bus service along MD 355 with stations located proximate to the site at the East Middle Lane intersection. The site is well served by existing and proposed bus routes, Metro and MARC, all of which will support reduced auto ownership for residents living at the building.
- There are in excess of 3,400 public/private rentable parking spaces available in Parking Facilities within 1,000 feet of the site as shown in Figure 5. The City-owned public garages in Town Square are proximate with one within 350 feet east of Maryland Avenue, and the largest garage 750 feet east of Maryland Avenue, with both hourly and monthly parking permits available. In addition, monthly and hourly spaces are available to rent in the confronting BLVD 44 building, with the garage entrance within 300 feet along existing sidewalks east of the site. The parking facilities and available spaces are listed in Table 4 below. As noted below, several of these garages offer monthly parking options, thus allowing residents of the 41 Maryland Avenue site to live in the building and reliably and legally park a vehicle off-site in a secure parking garage. Spaces are also available in the adjacent building for rent during the daytime on a monthly and hourly basis.
 - In addition, there are 2-hour on-street parking spaces along the block. 12 spaces are located along Maryland Avenue (8 southbound, 4 northbound spaces) and 18 spaces including one (1) space reserved for ADA along westbound Courthouse square. There are 55 on-street parking spaces within approximately 500 feet of the site entrance including three (3) spaces reserved for ADA as shown in Figure 6. Two (2) additional ADA spaces are available curbside at the Monroe Place intersection with Monroe Street. Thus providing a total of at least five (5) publicly accessible ADA spaces within 1,000 sf of the site.
 - It should be noted that the structured publicly available parking was field verified on March 25, 2025. It was a typical weekday with public schools and government in session, and observations included that parking was generally available in all garages, with the overall parking occupancy appearing to be less than 50%. Significant parking was available during the daytime during normal business hours. With additional capacity becoming available in the evening, it is expected that significant capacity will be available for evening and overnight parking in these garages, where hours of operations allow.
 - Additional field observations were conducted over the weekend on Saturday, May 31 and Sunday, June 1, during a special event on Sunday, June 1 (Pride Day). The observations indicated that garage occupancy rates were below 50% during weekends. However, there was a slight increase in occupancy to approximately 60% when an event was taking place. The garages nearby would have ample parking spaces available even during weekends with special events.
- The project is proposing three (3) pick-up/drop-off spaces to facilitate convenient rideshare loading and unloading as well as short term deliveries along the Maryland Avenue frontage.

Table 4: Parking Facilities near the Project

Location	Availability	Parking Spaces		Hours of Operation	Approximate Distance from Site Entrance	Monthly Parking Rates***
Park X BLVD 44 (44 Maryland Avenue)	Monthly and Hourly Parking	Standard	296	24/7	~300 feet	Daily Max: \$12 Monthly: \$110
		ADA	11			
		Total	307			
Colonial Rockville Town Square - Garage A	Monthly and Hourly Parking	Standard	610	24/7	~750 feet	Daily Max: \$12
		ADA	18			
		Total	628			
Colonial Rockville Town Square - Garage B	Monthly and Hourly Parking	Standard	114	24/7	~300 feet	Daily Max: \$12
		ADA	5			
		Total	119			
Colonial Rockville Town Square - Garage C	Monthly and Hourly Parking	Standard	129	24/7	~500 feet	Daily Max: \$12
		ADA	6			
		Total	135			
Park X Ansel (33 Monroe Street)	Monthly and Hourly Parking	Standard	344	24/7	~550 feet	Daily Max: \$12 Monthly: \$110
		ADA	9			
		Total	353			
One Metro Square (51 Monroe Pl)	Monthly and Hourly Parking	Standard	349	24/7	~1000 feet	Daily Max: \$12
		ADA	5			
		Total	354			
USP Victoria (24 Courthouse Square)	Monthly and Hourly Parking	Standard	65**	Mon-Friday 7AM-6PM	~250 feet	Daily Max: \$10 Monthly: \$85
		ADA	0			
		Total	65			
USP 11 North Washington Street	Monthly and Hourly Parking	Standard	262	Mon-Friday 7AM-6PM	~300 feet	Daily Max: \$10 Monthly: \$85 - \$170
		ADA	8			
		Total	270			
Park X Rockville Metro Plaza I & II (111 Rockville Pike)	Monthly and Hourly Parking	Standard	785	Mon-Friday 6AM-7PM Saturday 8AM-2PM	~400 feet	Daily Max: \$12 Monthly: \$110
		ADA	24			
		Total	809			
Park X 255 Rockville Pike	Monthly and Hourly Parking	Standard	426	Mon-Fri 7am-11pm Sat-Sun 10am-11pm	~900 feet	Daily Max: \$12 Monthly: \$105
		ADA	13			
		Total	439			
Total			3479			
Total ADA			99			

* Field verified and excludes residential spaces within secluded areas of garages and spaces reserved for specific tenants

**Additional spaces are located within the area currently under construction, which could not be counted for this review.

*** Contact garage attendants for overnight parking permit

- The proposed building dimensions are approximately 205' by 82' and is located at the northwest corner of Maryland Avenue and E Middle Lane intersection. The limited size of the site and building would make it infeasible to provide parking within the building footprint, much less additional ramping to multiple parking levels. This site is specifically called out in the new Rockville Town Center Master Plan update as a candidate for no on-site parking requirement due to the limited lot size. Providing any parking within the building on the first floor would eliminate amenities, units, on-site loading and other critical ground-floor uses and prohibitively affect development of the site due to cost.
- Separated bike lanes exist along E Middle Lane along the site frontage and signed shared roadways exist along Maryland Avenue. These bike access points at the Site connect to a continuous system of City and County bike lanes, shared paths, and shared roadways with an extensive regional reach. The project will include a bike storage room for residents' use conveniently located on the first floor of the building.
- The Rockville Town Center Master Plan specifically focuses on the site area and encourages residential development of at least 100 units and recommends no on-site parking due to the site's size, prime Town Center location, nearby structured parking options, and easy access to transit.

With the Project meeting all criteria for application of the Flexible Parking Standards, the Applicant requests a full parking reduction under 25.16.03.h.3 that would allow for the site to be constructed without any required parking.

Regional Municipal Parking Comparison

For reference purposes, it is noted that Montgomery County has recently adopted, through ZTA 23-10, the elimination of parking requirements for residential developments located within a half-mile of a Metro or Purple Line Station and all residential developments within a quarter-mile of an existing or funded-for-construction BRT Station. The subject site would meet this criteria through proximity to the Rockville Metro Station. Further, once fully funded for construction, the site would also meet the BRT proximity criteria with the planned Viers Mill/355 BRT station at East Middle Lane, which is currently under design.

Further, the District of Columbia allows for developments within similar "Downtown" zones (D Zone) to be constructed without providing any on-site parking. Several buildings have been approved within the District with no on-site parking provided due to lot size constraints and the infeasibility of constructing parking within the building, as is the case with the subject site.



Figure 4: Site Location

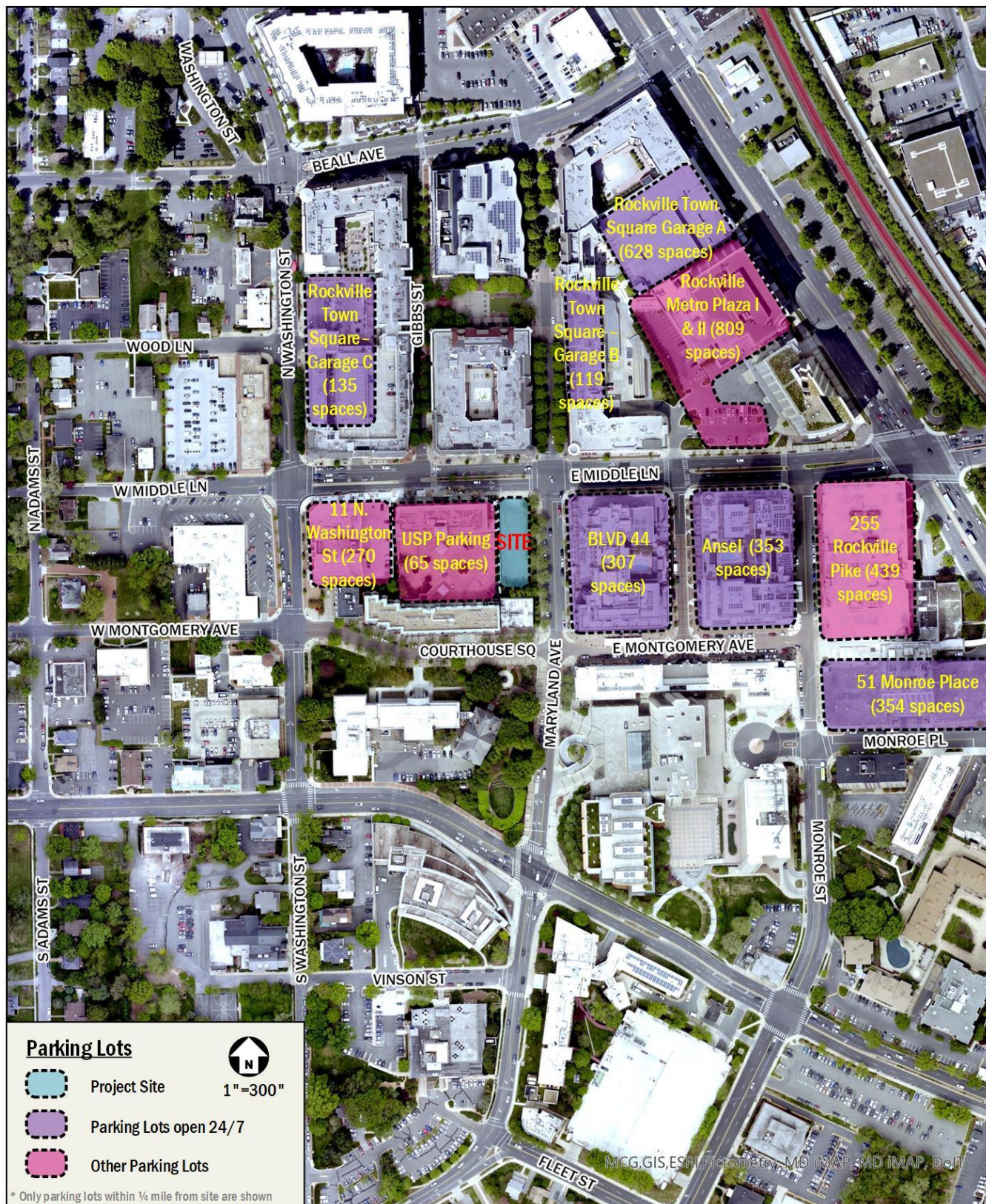


Figure 5: Parking Lots

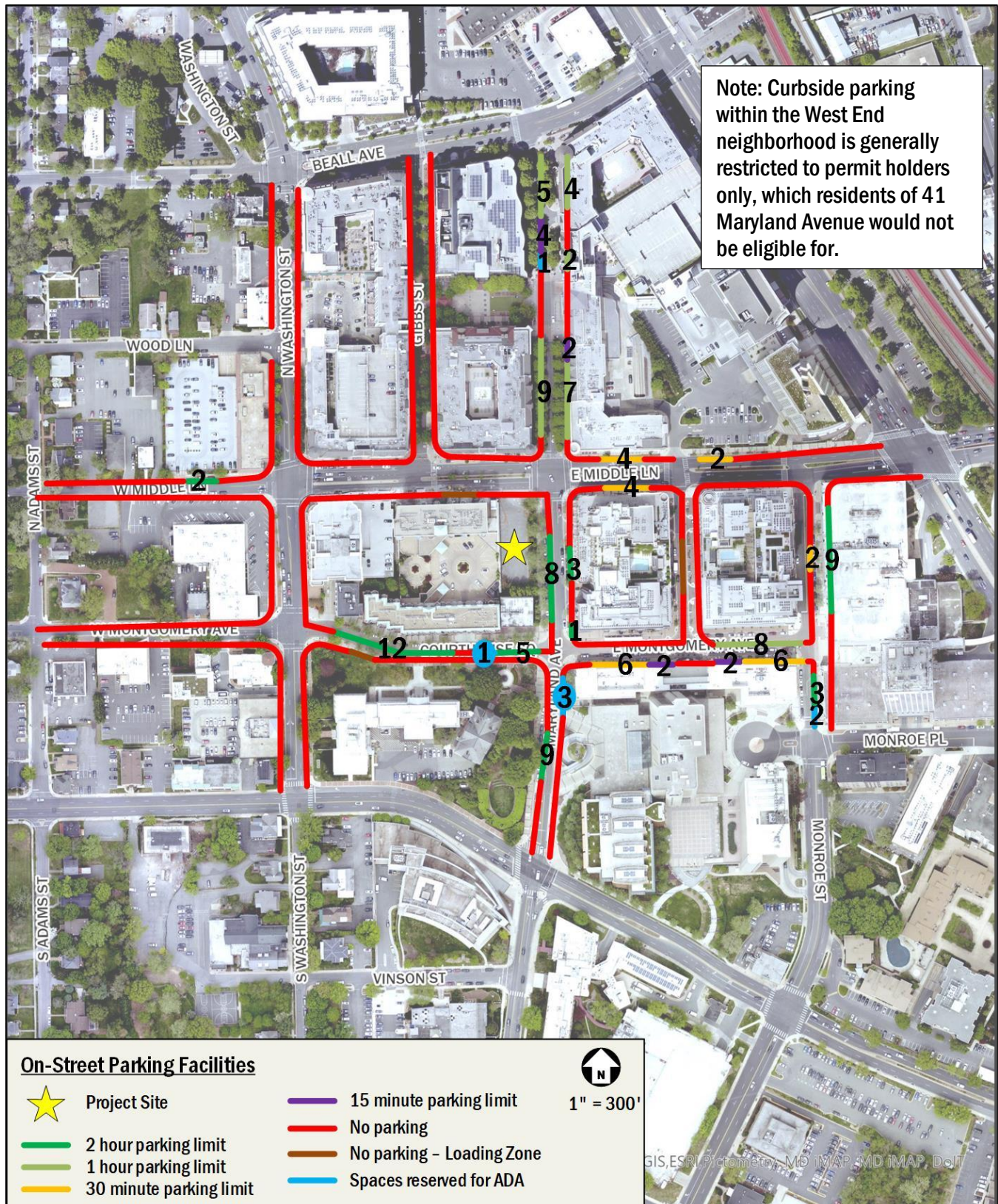


Figure 6: Nearby On-street Parking

D. Bus Routes

55 To Rockville

MONDAY THROUGH FRIDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

1	2	3	4	5	6	7	8	9	10	11
4:15	4:18	4:22	4:26	4:33	4:39	4:47	4:50	4:54	5:03	5:08
4:45	4:48	4:52	4:56	5:03	5:09	5:17	5:20	5:24	5:33	5:38
5:10	5:13	5:17	5:21	5:28	5:34	5:42	5:45	5:49	5:58	6:03
5:30	5:33	5:37	5:41	5:48	5:54	6:02	6:05	6:09	6:18	6:23
5:45	5:48	5:52	5:56	6:03	6:09	6:17	6:20	6:24	6:33	6:38
6:00	6:04	6:08	6:14	6:21	6:28	6:36	6:39	6:43	6:52	6:58
6:15	6:19	6:23	6:29	6:36	6:43	6:51	6:54	6:58	7:07	7:13
6:30	6:34	6:38	6:45	6:52	7:00	7:09	7:13	7:17	7:27	7:33
6:45	6:49	6:53	7:00	7:07	7:15	7:24	7:28	7:32	7:42	7:48
7:00	7:04	7:08	7:15	7:22	7:30	7:39	7:43	7:47	7:57	8:03
7:12	7:16	7:20	7:27	7:34	7:42	7:51	7:55	7:59	8:09	8:15
7:24	7:28	7:32	7:39	7:46	7:54	8:03	8:07	8:11	8:21	8:27
7:36	7:40	7:44	7:51	7:58	8:06	8:15	8:19	8:23	8:33	8:39
7:48	7:52	7:56	8:03	8:10	8:18	8:27	8:31	8:35	8:45	8:51
8:00	8:04	8:08	8:15	8:22	8:30	8:39	8:43	8:47	8:57	9:03
8:12	8:16	8:20	8:27	8:34	8:42	8:51	8:55	8:59	9:09	9:15
8:24	8:28	8:32	8:39	8:46	8:54	9:03	9:07	9:11	9:21	9:27
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8:48	8:52	8:56	9:03	9:10	9:18	9:27	9:31	9:35	9:45	9:51
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9:15	9:19	9:23	9:30	9:37	9:45	9:54	9:58	10:02	10:12	10:18
9:30	9:34	9:38	9:45	9:52	10:00	10:09	10:13	10:17	10:27	10:33
9:45	9:49	9:54	10:00	10:07	10:15	10:24	10:28	10:32	10:43	10:50
10:00	10:04	10:09	10:15	10:22	10:30	10:39	10:43	10:47	10:58	11:05
10:15	10:19	10:24	10:30	10:37	10:45	10:54	10:58	11:02	11:13	11:20
10:30	10:34	10:39	10:45	10:52	11:00	11:09	11:13	11:17	11:28	11:35
10:45	10:49	10:54	11:00	11:07	11:15	11:24	11:28	11:32	11:43	11:50
11:00	11:04	11:09	11:15	11:22	11:30	11:39	11:43	11:47	11:58	12:05
11:15	11:19	11:24	11:30	11:37	11:45	11:54	11:58	12:02	12:13	12:20
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11:45	11:49	11:54	12:00	12:07	12:15	12:24	12:28	12:32	12:43	12:50
12:00	12:04	12:09	12:15	12:22	12:30	12:39	12:43	12:47	12:58	1:05
12:15	12:19	12:24	12:30	12:37	12:45	12:54	12:58	1:02	1:13	1:20
12:30	12:34	12:39	12:45	12:52	1:00	1:09	1:13	1:17	1:28	1:35
12:45	12:49	12:54	1:00	1:07	1:15	1:24	1:28	1:32	1:43	1:50
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4:20	4:24	4:29	4:35	4:42	4:50	5:00	5:04	5:08	5:18	5:25
4:35	4:39	4:44	4:50	4:57	5:05	5:15	5:19	5:23	5:33	5:40
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5:30	5:34	5:40	5:46	5:54	6:02	6:10	6:13	6:17	6:27	6:33
5:50	5:54	6:00	6:06	6:14	6:22	6:30	6:33	6:37	6:47	6:53
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8:05	8:09	8:14	8:19	8:26	8:34	8:42	8:45	8:49	8:59	9:05
8:35	8:39	8:44	8:49	8:56	9:04	9:12	9:15	9:19	9:29	9:35
9:05	9:09	9:14	9:19	9:26	9:34	9:42	9:45	9:49	9:59	10:05
9:35	9:38	9:43	9:48	9:54	10:00	10:08	10:11	10:14	10:23	10:28
10:10	10:13	10:18	10:23	10:29	10:35	10:43	10:46	10:49	10:58	11:03
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11:20	11:23	11:28	11:33	11:39	11:45	11:53	11:56	11:59	12:08	12:13
12:10	12:13	12:18	12:23	12:29	12:35	12:43	12:46	12:49	12:58	1:03

NOTES:

AM PM

55 To Rockville

SATURDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

1	2	3	4	5	6	7	8	9	10	11
5:00	5:03	5:07	5:11	5:17	5:23	5:31	5:34	5:38	5:46	5:51
5:30	5:33	5:37	5:41	5:47	5:53	6:01	6:04	6:08	6:16	6:21
6:00	6:03	6:07	6:11	6:17	6:23	6:31	6:34	6:38	6:46	6:51
6:25	6:28	6:32	6:37	6:44	6:52	7:01	7:04	7:08	7:17	7:23
6:50	6:53	6:57	7:02	7:09	7:17	7:26	7:29	7:33	7:42	7:48
7:15	7:18	7:22	7:27	7:34	7:42	7:51	7:54	7:58	8:07	8:13
7:35	7:38	7:42	7:47	7:54	8:02	8:11	8:14	8:18	8:27	8:33
7:55	7:58	8:02	8:07	8:14	8:22	8:31	8:34	8:38	8:47	8:53
8:10	8:13	8:17	8:22	8:29	8:37	8:46	8:49	8:53	9:02	9:08
8:25	8:28	8:32	8:37	8:44	8:52	9:01	9:04	9:08	9:17	9:23
8:40	8:43	8:47	8:52	8:59	9:07	9:16	9:19	9:23	9:32	9:38
8:55	8:58	9:02	9:07	9:14	9:22	9:31	9:34	9:38	9:47	9:53
9:10	9:13	9:17	9:22	9:29	9:37	9:46	9:49	9:53	10:02	10:08
9:25	9:28	9:32	9:37	9:44	9:52	10:01	10:04	10:08	10:17	10:23
9:40	9:43	9:47	9:52	9:59	10:07	10:16	10:19	10:23	10:32	10:38
9:55	9:58	10:03	10:09	10:16	10:24	10:34	10:38	10:42	10:51	10:58
10:10	10:13	10:18	10:24	10:31	10:39	10:49	10:53	10:57	11:06	11:13
10:25	10:28	10:33	10:39	10:46	10:54	11:04	11:08	11:12	11:21	11:28
10:40	10:43	10:48	10:54	11:01	11:09	11:19	11:23	11:27	11:36	11:43
10:55	10:58	11:03	11:09	11:16	11:24	11:34	11:38	11:42	11:51	11:58
11:10	11:13	11:18	11:24	11:31	11:39	11:49	11:53	11:57	12:06	12:13
11:25	11:28	11:33	11:39	11:46	11:54	12:04	12:08	12:12	12:21	12:28
11:40	11:43	11:48	11:54	12:01	12:09	12:19	12:23	12:27	12:36	12:43
11:55	11:58	12:03	12:09	12:16	12:24	12:34	12:38	12:42	12:51	12:58
12:10	12:13	12:18	12:24	12:31	12:39	12:49	12:53	12:57	1:06	1:13
12:25	12:28	12:33	12:39	12:46	12:54	1:04	1:08	1:12	1:21	1:28
12:40	12:43	12:48	12:54	1:01	1:09	1:19	1:23	1:27	1:36	1:43
12:55	12:58	1:03	1:09	1:16	1:24	1:34	1:38	1:42	1:51	1:58
1:10	1:13	1:18	1:24	1:31	1:39	1:49	1:53	1:57	2:06	2:13
1:25	1:28	1:33	1:39	1:46	1:54	2:04	2:08	2:12	2:21	2:28
1:40	1:43	1:48	1:54	2:01	2:09	2:19	2:23	2:27	2:36	2:43
1:55	1:58	2:03	2:09	2:16	2:24	2:34	2:38	2:42	2:51	2:58
2:10	2:13	2:18	2:24	2:31	2:39	2:49	2:53	2:57	3:06	3:13
2:25	2:28	2:33	2:39	2:46	2:54	3:04	3:08	3:12	3:21	3:28
2:40	2:43	2:48	2:54	3:01	3:09	3:19	3:23	3:27	3:36	3:43
2:55	2:58	3:03	3:09	3:16	3:24	3:34	3:38	3:42	3:51	3:58
3:10	3:13	3:18	3:24	3:31	3:39	3:49	3:53	3:57	4:06	4:13
3:25	3:28	3:33	3:39	3:46	3:54	4:04	4:08	4:12	4:21	4:28
3:45	3:48	3:54	4:00	4:08	4:16	4:25	4:29	4:33	4:42	4:49
4:05	4:08	4:14	4:20	4:28	4:36	4:45	4:49	4:53	5:02	5:09
4:25	4:28	4:34	4:40	4:48	4:56	5:05	5:09	5:13	5:22	5:29
4:45	4:48	4:54	5:00	5:08	5:16	5:25	5:29	5:33	5:42	5:49
5:05	5:08	5:14	5:20	5:28	5:36	5:45	5:49	5:53	6:02	6



55 To Rockville M

SUNDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

	1	3	4	5	6	7	8	9	10	11
Germantown Transit Ctr (GTC)	5:30	5:36	5:41	5:47	5:53	6:01	6:04	6:07	6:15	6:20
Milestone Center	6:05	6:11	6:16	6:22	6:28	6:36	6:39	6:42	6:50	6:55
MD 355 & Middlebrook Rd	6:35	6:41	6:46	6:52	6:58	7:06	7:09	7:12	7:20	7:25
Travis Ave & Watkins Mill Rd	7:05	7:11	7:16	7:22	7:28	7:36	7:39	7:42	7:50	7:55
Lakeforest Transit Center	7:35	7:41	7:46	7:52	7:58	8:06	8:09	8:12	8:20	8:25
MD 355 & Deer Park Rd	8:00	8:06	8:11	8:18	8:25	8:34	8:38	8:41	8:49	8:54
MD 355 & Shady Grove Rd	8:25	8:31	8:36	8:43	8:50	8:59	9:03	9:06	9:14	9:19
Shady Grove M (West)	8:50	8:56	9:01	9:08	9:15	9:24	9:28	9:31	9:39	9:44
Montgomery Coll. (Rockville) (West)	9:15	9:21	9:26	9:33	9:40	9:49	9:53	9:56	10:04	10:09
Rockville M	9:40	9:46	9:51	9:58	10:05	10:14	10:18	10:21	10:29	10:34
	10:05	10:11	10:16	10:23	10:30	10:39	10:43	10:46	10:54	10:59
	10:25	10:31	10:36	10:43	10:50	10:59	11:03	11:06	11:14	11:19
	10:45	10:52	10:57	11:04	11:11	11:20	11:24	11:28	11:37	11:43
	11:00	11:07	11:12	11:19	11:26	11:35	11:39	11:43	11:52	11:58
	11:15	11:22	11:27	11:34	11:41	11:50	11:54	11:58	12:07	12:13
	11:30	11:37	11:42	11:49	11:56	12:05	12:09	12:13	12:22	12:28
	11:45	11:52	11:57	12:04	12:11	12:20	12:24	12:28	12:37	12:43
	12:00	12:07	12:12	12:19	12:26	12:35	12:39	12:43	12:52	12:58
	12:15	12:22	12:27	12:34	12:41	12:50	12:54	12:58	1:07	1:13
	12:30	12:37	12:42	12:49	12:56	1:05	1:09	1:13	1:22	1:28
	12:45	12:52	12:57	1:04	1:11	1:20	1:24	1:28	1:37	1:43
	1:00	1:07	1:12	1:19	1:26	1:35	1:39	1:43	1:52	1:58
	1:15	1:22	1:27	1:34	1:41	1:50	1:54	1:58	2:07	2:13
	1:30	1:37	1:42	1:49	1:56	2:05	2:09	2:13	2:22	2:28
	1:45	1:52	1:57	2:04	2:11	2:20	2:24	2:28	2:37	2:43
	2:00	2:07	2:12	2:19	2:26	2:35	2:39	2:43	2:52	2:58
	2:15	2:22	2:27	2:34	2:41	2:50	2:54	2:58	3:07	3:13
	2:30	2:37	2:43	2:51	2:59	3:08	3:11	3:15	3:24	3:31
	2:45	2:52	2:58	3:06	3:14	3:23	3:26	3:30	3:39	3:46
	3:00	3:07	3:13	3:21	3:29	3:38	3:41	3:45	3:54	4:01
	3:15	3:22	3:28	3:36	3:44	3:53	3:56	4:00	4:09	4:16
	3:30	3:37	3:43	3:51	3:59	4:08	4:11	4:15	4:24	4:31
	3:45	3:52	3:58	4:06	4:14	4:23	4:26	4:30	4:39	4:46
	4:00	4:07	4:13	4:21	4:29	4:38	4:41	4:45	4:54	5:01
	4:20	4:27	4:33	4:41	4:49	4:58	5:01	5:05	5:14	5:21
	4:40	4:47	4:52	4:59	5:06	5:14	5:17	5:21	5:30	5:36
	5:00	5:07	5:12	5:19	5:26	5:34	5:37	5:41	5:50	5:56
	5:20	5:27	5:32	5:39	5:46	5:54	5:57	6:01	6:10	6:16
	5:40	5:47	5:52	5:59	6:06	6:14	6:17	6:21	6:30	6:36
	6:00	6:07	6:12	6:19	6:26	6:34	6:37	6:41	6:50	6:56
	6:25	6:32	6:37	6:44	6:51	6:59	7:02	7:06	7:15	7:21
	6:50	6:57	7:02	7:09	7:16	7:24	7:27	7:31	7:40	7:46
	7:15	7:22	7:27	7:34	7:41	7:49	7:52	7:56	8:05	8:11
	7:40	7:47	7:52	7:59	8:06	8:14	8:17	8:21	8:30	8:36
	8:10	8:16	8:20	8:26	8:32	8:39	8:42	8:45	8:53	8:58
	8:40	8:46	8:50	8:56	9:02	9:09	9:12	9:15	9:23	9:28
	9:15	9:21	9:25	9:31	9:37	9:44	9:47	9:50	9:58	10:03
	9:50	9:56	10:00	10:06	10:12	10:19	10:22	10:25	10:33	10:38
	10:25	10:31	10:35	10:41	10:47	10:54	10:57	11:00	11:08	11:13
	11:00	11:06	11:10	11:16	11:22	11:29	11:32	11:35	11:43	11:48
	11:35	11:41	11:45	11:51	11:57	12:04	12:07	12:10	12:18	12:23

NOTES:

AM	PM
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55 To Germantown Transit Center (GTC)

SUNDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

	11	10	9	8	7	6	5	4	3	1
Rockville M (West)	5:55	6:03	6:10	6:13	6:16	6:24	6:31	6:37	6:41	6:47
Montgomery Coll. (Rockville)	6:30	6:38	6:45	6:48	6:51	6:59	7:06	7:12	7:16	7:22
Shady Grove M (West)	7:05	7:13	7:20	7:23	7:26	7:34	7:41	7:47	7:51	7:57
MD 355 & Shady Grove Rd	7:35	7:43	7:50	7:53	7:56	8:04	8:11	8:17	8:21	8:27
MD 355 & Deer Park Rd	8:05	8:14	8:21	8:25	8:28	8:38	8:46	8:52	8:56	9:02
Lakeforest Transit Center	8:30	8:39	8:46	8:50	8:53	9:03	9:11	9:17	9:21	9:27
Travis Ave & Watkins Mill Rd	8:55	9:04	9:11	9:15	9:18	9:28	9:36	9:42	9:46	9:52
MD 355 & Middlebrook Rd	9:20	9:29	9:36	9:40	9:43	9:53	10:01	10:07	10:11	10:17
Milestone Center	9:40	9:49	9:56	10:00	10:03	10:13	10:21	10:27	10:31	10:37
Germantown Transit Ctr (GTC)	10:00	10:09	10:16	10:20	10:23	10:33	10:41	10:47	10:51	10:57
	10:20	10:29	10:36	10:40	10:43	10:53	11:01	11:07	11:11	11:17
	10:40	10:49	10:56	11:00	11:03	11:13	11:21	11:27	11:31	11:37
	11:00	11:09	11:16	11:20	11:23	11:33	11:41	11:47	11:51	11:57
	11:15	11:24	11:31	11:35	11:38	11:48	11:56	12:02	12:06	12:12
	11:30	11:39	11:46	11:50	11:53	12:03	12:11	12:17	12:21	12:27
	11:45	11:55	12:03	12:07	12:10	12:21	12:29	12:37	12:43	12:50
	12:00	12:10	12:18	12:22	12:25	12:36	12:44	12:52	12:58	1:05
	12:15	12:25	12:33	12:37	12:40	12:51	12:59	1:07	1:13	1:20
	12:30	12:40	12:48	12:52	12:55	1:06	1:14	1:22	1:28	1:35
	12:45	12:55	1:03	1:07	1:10	1:21	1:29	1:37	1:43	1:50
	1:00	1:10	1:18	1:22	1:25	1:36	1:44	1:52	1:58	2:05
	1:15	1:25	1:33	1:37	1:40	1:51	1:59	2:07	2:13	2:20
	1:30	1:40	1:48	1:52	1:55	2:06	2:14	2:22	2:28	2:35
	1:45	1:55	2:03	2:07	2:10	2:21	2:29	2:37	2:43	2:50
	2:00	2:10	2:18	2:22	2:25	2:36	2:44	2:52	2:58	3:05
	2:15	2:25	2:33	2:37	2:40	2:51	2:59	3:07	3:13	3:20
	2:30	2:40	2:48	2:52	2:55	3:06	3:14	3:22	3:28	3:35
	2:45	2:55	3:03	3:07	3:10	3:21	3:29	3:37	3:43	3:50
	3:00	3:11	3:19	3:23	3:26	3:37	3:46	3:53	3:58	4:05
	3:15	3:26	3:34	3:38	3:41	3:52	4:01	4:08	4:13	4:20
	3:30	3:41	3:49	3:53	3:56	4:07	4:16	4:23	4:28	4:35
	3:45	3:56	4:04	4:08	4:11	4:22	4:31	4:38	4:43	4:50
	4:00	4:11	4:19	4:23	4:26	4:37	4:46	4:53	4:58	5:05
	4:15	4:26	4:34	4:38	4:41	4:52	5:00	5:08	5:13	5:20
	4:30	4:41	4:49	4:53	4:56	5:07	5:15	5:23	5:28	5:35
	4:45	4:56	5:04	5:08	5:11	5:22	5:30	5:38	5:43	5:50
	5:05	5:16	5:24	5:28	5:31	5:42	5:50	5:58	6:03	6:10
	5:25	5:36	5:44	5:48	5:51	6:02	6:10	6:18	6:23	6:30
	5:45	5:56	6:04	6:08	6:11	6:22	6:30	6:38	6:43	6:50
	6:05	6:16	6:24	6:28	6:31	6:42	6:50	6:58	7:03	7:10
	6:25	6:36	6:44	6:48	6:51	7:02	7:10	7:18	7:23	7:30
	6:45	6:56	7:04	7:08	7:11	7:22	7:30	7:38	7:43	7:50
	7:05	7:16	7:24	7:28	7:31	7:42	7:50	7:58	8:03	8:10
	7:25	7:36	7:44	7:48	7:51	8:02	8:10	8:18	8:23	8:30
	7:50	8:00	8:08	8:12	8:15	8:24	8:31	8:37	8:41	8:47
	8:15	8:25	8:33	8:37	8:40	8:49	8:56	9:02	9:06	9:12
	8:40	8:50	8:58	9:02	9:05	9:14	9:21	9:27	9:31	9:37
	9:10	9:20	9:28	9:32	9:35	9:44	9:51	9:57	10:01	10:07
	9:40	9:49	9:56	10:00	10:03	10:11	10:18	10:24	10:27	10:32
	10:10	10:19	10:26	10:30	10:33	10:41	10:48	10:54	10:57	11:02
	10:40	10:49	10:56	11:00	11:03	11:11	11:18	11:24	11:27	11:32
	11:10	11:19	11:26	11:30	11:33	11:41	11:48	11:54	11:57	12:02
	11:45	11:54	12:01	12:05	12:08	12:16	12:23	12:29	12:32	12:37

NOTES:

AM	PM
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FARES Effective October 2024

Regular Fare, Token, or SmarTrip®	\$1.00
Transfer from MetroRail to Ride On buses	\$1.00
Ride On to Metrobus Transfer with SmarTrip®	\$1.25
SmarTrip® Transfer from MetroRail to Metrobus	FREE
Ride On Bus-to-Bus Transfer with SmarTrip®	FREE
Metrobus to Ride On Transfer with SmarTrip®	FREE
Seniors age 65 years or older with a Senior SmarTrip® card or valid Medicare Card and Photo ID	FREE
Person with disability with Metro Disabled ID Card	FREE
Person with disability with Metro Disability ID Card – Attendant Eligible	FREE
Attendant also rides free.	
MetroAccess - Certified Customer with ID MetroAccess - Companion	FREE
Children under age 5	FREE
Children 5 to 18 with a Youth Cruiser SmarTrip® Card or student ID Anytime	FREE

HOW TO RIDE A BUS

Check schedule for timepoint nearest your location. Wait at the blue and white **RIDE ON** bus stop sign. Arrive several minutes before scheduled time. Have exact fare ready (drivers do not make change).

- Not all stops are listed on a public timetable.
- If you are unfamiliar with your stop, sit or stand behind the line near the front of the bus and ask the bus driver to notify you when your stop is approaching.
- Ask the bus driver if you are not sure if the bus goes to your stop.
- If you have internet access (at home or somewhere else, such as a public library), it may be easier for you to use an online trip planner rather than a paper timetable.
- Be mindful of changes in the schedule, for holidays or bad weather.
- Please observe the following rules for all patrons: No eating, drinking, or smoking.
- Electronic devices may be played with earphones set at low level.

WELCOME TO RIDE ON

RIDE ON is a community bus service operated by the Montgomery County Department of Transportation. RIDE ON operates over 75 routes that serve all 13 Montgomery County Metrorail stations and 7 MARC stations. For detailed information, or to have timetables mailed, call 311. Outside Montgomery County 240-777-0311

Visit our web site at: www.rideonbus.com
Real Time information is available at: www.rideonrealtime.com

Regular Mailing Address: Montgomery County DOT
Division of Transit Services
101 Monroe Street, 5th Floor
Rockville, MD 20850

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Para más información o para pedir este documento en un formato diferente o traducido a otro idioma, por favor, llame al 311 o de fuera del Condado de Montgomery al 240-777-0311.

如需更多信息、需要以其它格式提供本文檔或需要將本文檔翻譯成其它語言，請撥打311。如果您不在蒙哥馬利郡，請撥打240-777-0311。

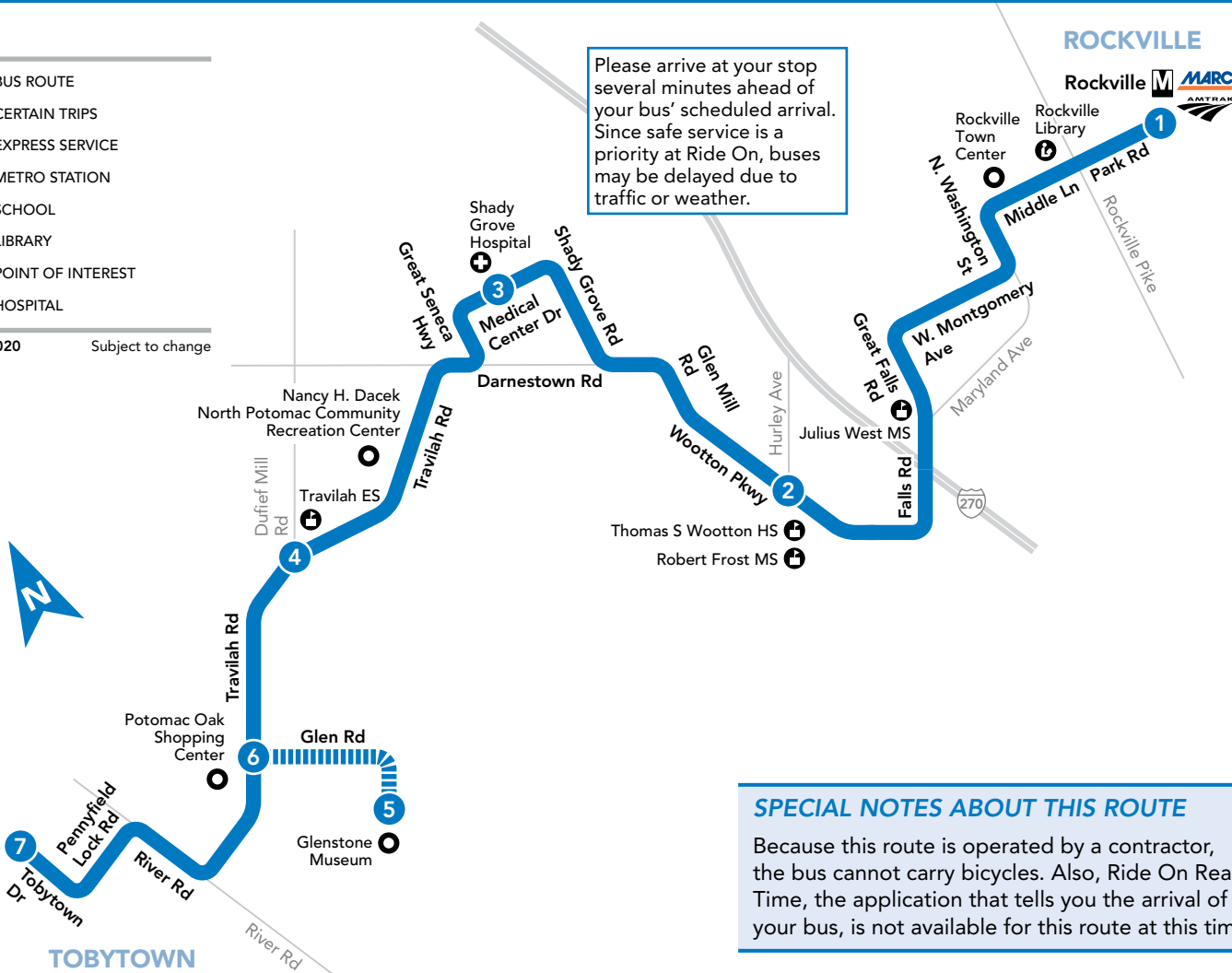
자세한 정보를 원하시거나 본 문서를 다른 형식 또는 다른 언어로의 번역본으로 원하실 경우, 전화번호 311, 또는 몽고메리 카운티 이외의 지역에서는 240-777-0311로 연락하시기 바랍니다.

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KEY

- BUS ROUTE
- CERTAIN TRIPS
- EXPRESS SERVICE
- METRO STATION
- SCHOOL
- LIBRARY
- POINT OF INTEREST
- HOSPITAL

January 2020 Subject to change



301 To Tobytown Dr

MONDAY THROUGH FRIDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Rockville (East) Bay D	Wootton Pkwy & Hurley Ave	Shady Grove Hospital	Travilah Rd & Duffief Mill Rd	Glenstone Museum	Travilah Rd & Glen Rd	Tobytown Dr
1	2	3	4	5	6	7
6:40	6:51	6:57	7:07	7:12	7:15	7:20
8:10	8:21	8:27	8:37	8:42	8:45	8:50
9:45	9:56	10:02	10:12	10:18	10:21	10:25
11:15	11:26	11:32	11:42	11:48	11:51	11:55
12:45	12:56	1:02	1:12	1:18	1:21	1:25
2:15	2:26	2:32	2:42	2:48	2:51	2:55
3:45	3:57	4:03	4:13	4:19	4:22	4:27
5:15	5:27	5:33	5:43		5:47	5:52
6:45	6:57	7:03	7:13		7:17	7:22

NOTES: AM PM

301 To Rockville M

MONDAY THROUGH FRIDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Tobytown Dr	Travilah Rd & Glen Rd	Glenstone Museum	Travilah Rd & Duffief Mill Rd	Shady Grove Hospital	Wootton Pkwy & Hurley Ave	Rockville (East) Bay D
7	6	5	4	3	2	1
5:55	5:58		6:02	6:12	6:19	6:31
7:25	7:28		7:32	7:42	7:49	8:01
8:55	8:58	9:00	9:06	9:16	9:23	9:35
10:30	10:34	10:36	10:41	10:51	10:58	11:09
12:00	12:04	12:06	12:11	12:21	12:28	12:39
1:30	1:34	1:36	1:41	1:51	1:58	2:09
3:00	3:04	3:06	3:11	3:21	3:28	3:38
4:30	4:34	4:36	4:41	4:51	4:58	5:08
5:55	5:59	6:01	6:06	6:16	6:23	6:33

NOTES: AM PM

301 To Tobytown Dr

SATURDAY
SUNDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Rockville (East) Bay D	Wootton Pkwy & Hurley Ave	Shady Grove Hospital	Travilah Rd & Duffief Mill Rd	Glenstone Museum	Travilah Rd & Glen Rd	Tobytown Dr
1	2	3	4	5	6	7
6:40	6:51	6:57	7:07		7:10	7:15
8:10	8:21	8:27	8:37	8:42	8:45	8:50
9:45	9:56	10:02	10:12	10:18	10:21	10:25
11:15	11:26	11:32	11:42	11:48	11:51	11:55
12:45	12:56	1:02	1:12	1:18	1:21	1:25
2:15	2:26	2:32	2:42	2:48	2:51	2:55
3:45	3:57	4:03	4:13	4:19	4:22	4:27
5:15	5:27	5:33	5:43	5:49	5:52	5:57
6:45	6:57	7:03	7:13		7:17	7:22

NOTES: AM PM

301 To Rockville M

SATURDAY
SUNDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Tobytown Dr	Travilah Rd & Glen Rd	Glenstone Museum	Travilah Rd & Duffief Mill Rd	Shady Grove Hospital	Wootton Pkwy & Hurley Ave	Rockville (East) Bay D
7	6	5	4	3	2	1
5:55	5:58		6:02	6:12	6:19	6:31
7:25	7:28		7:32	7:42	7:49	8:01
8:55	8:58		9:02	9:12	9:19	9:31
10:30	10:34	10:36	10:41	10:51	10:58	11:09
12:00	12:04	12:06	12:11	12:21	12:28	12:39
1:30	1:34	1:36	1:41	1:51	1:58	2:09
3:00	3:04	3:06	3:11	3:21	3:28	3:38
4:30	4:34	4:36	4:41	4:51	4:58	5:08
6:00	6:04	6:06	6:11	6:21	6:28	6:38

NOTES: AM PM

HOW TO RIDE A BUS

Check schedule for timepoint nearest your location. Wait at the blue and white **RIDE ON** bus stop sign. Arrive several minutes before scheduled time. Have exact fare ready (drivers do not make change).

- Not all stops are listed on a public timetable.
- If you are unfamiliar with your stop, sit or stand behind the line near the front of the bus and ask the bus driver to notify you when your stop is approaching.
- Ask the bus driver if you are not sure if the bus goes to your stop.
- If you have internet access (at home or somewhere else, such as a public library), it may be easier for you to use an online trip planner rather than a paper timetable.
- Be mindful of changes in the schedule, for holidays or bad weather.
- Please observe the following rules for all patrons: No eating, drinking, or smoking.
- Electronic devices may be played with earphones set *at low level*.

HOW TO READ A TIMETABLE

- Find the schedule for the day of the week and the direction you wish to ride.
- Find the timepoints closest to your origin and destination. The timepoints are shown on the route map and indicate the time the bus is scheduled to be at the particular location. Your nearest bus stop may be between timepoints.
- Read down the column to see the times when a trip will be at the given timepoint. Read the times across to the right to see when the trip reaches other timepoints. If no time is shown, that trip does not serve that timepoint.

Montgomery County assures that no person shall, on the grounds of race, color, or national origin, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Act of 1987, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. For more information or to file a complaint, please contact the Montgomery County Office of Human Rights.

FARES Effective September 15, 2019

Regular Fare, Token, or SmarTrip®	\$2.00
SmarTrip® Fare Transfer from MetroRail	\$1.50
Seniors and persons with disability with valid ID (including attendant-eligible) except during free periods:	
Senior/Disabled SmarTrip® or Cash	\$1.00
Senior/Disabled SmarTrip® Transfer from Metrorail	\$0.50
Seniors age 65 years or older with a Senior SmarTrip® card or valid Metro Senior ID Card or with valid Medicare Card and Photo ID from 9:30 am – 3:00 pm Monday through Friday and Saturday from 8:30 am – 4:00 pm.	FREE
Person with disability with Metro Disabled ID Card from 9:30 am – 3:00 pm Monday through Friday and Saturday from 8:30 am – 4:00 pm.	
Person with disability with Metro Disability ID Card – Attendant Eligible from 9:30 am – 3:00 pm Mon. through Fri. and Sat. from 8:30 am – 4:00 pm. Attendant rides half fare or free depending on time.	
MetroAccess - Certified Customer with ID MetroAccess - Companion	
Children under age 5	FREE
Local Bus Transfer with SmarTrip®	
Children 5 to 18 with a Youth Cruiser SmarTrip® Card or student ID Anytime	

GUARANTEED RIDE HOME

When you take Metrobus, Metrorail and Ride On to work, you are eligible to participate in the free Commuter Connections Guaranteed Ride Home Program. To register and to receive program details call: Commuter Services at **301-770-POOL(7665)**.

METROACCESS

Alternative paratransit service to this Ride On route for people with certified disabilities is available. Call MetroAccess at **301-562-5360**.



WELCOME TO RIDE ON

RIDE ON is a community bus service operated by the Montgomery County Department of Transportation. **RIDE ON** operates over 75 routes that serve all 13 Montgomery County Metrorail stations and 7 MARC stations. For detailed information, or to have timetables mailed, call **311**. Outside Montgomery County **240-777-0311**

Visit our web site at: **www.rideonbus.com**
Real Time information is available at: **www.rideonrealtime.com**
Regular Mailing Address: Montgomery County DOT
Division of Transit Services
101 Monroe Street, 5th
Floor Rockville, MD 20850

For more information, or to request this document in an alternate format or translated into another language, please call 311, or outside Montgomery County 240-777-0311.

Para más información o para pedir este documento en un formato diferente o traducido a otro idioma, por favor, llame al 311 o de fuera del Condado de Montgomery al 240-777-0311.

如需更多信息、需要以其它格式提供本文檔或需要將本文檔翻譯成其它語言，請撥打311。如果您不在蒙哥馬利郡，請撥打240-777-0311。

자세한 정보를 원하시거나 본 문서를 다른 형식 또는 다른 언어로의 번역본으로 원하실 경우, 전화번호 311, 또는 몽고메리 카운티 이외의 지역에서는 240-777-0311로 연락하시기 바랍니다.

ለተጨማሪ መረጃ፣ ወይም ደህንነት ደብዳቤ ለተለያዩ መልክ ለመጠየቅ ወይም ወደሌላ ቋንቋ ለማስተርጓም፣ እባክዎን በ 311 ወይም ከሞንትጎመሪ ካውንቲ ውጪ 240-777-0311 ይደውሉ።

Pour plus d'informations ou pour recevoir un exemplaire de ce document sous un format différent ou traduit dans une autre langue, veuillez composer le 311 ou le 240-777-0311, à l'extérieur du comté de Montgomery.

Để tìm hiểu thêm, hoặc để yêu cầu cung cấp tài liệu này theo định dạng khác hay chuyển ngữ sang ngôn ngữ khác, vui lòng gọi 311 hoặc số 240-777-0311 nếu gọi từ bên ngoài Quận Montgomery.

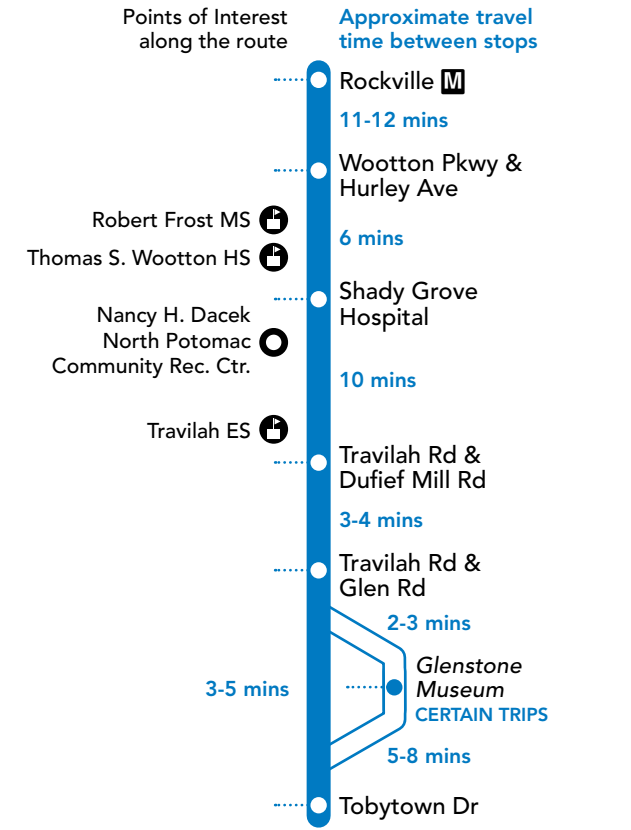
HOLIDAY SCHEDULE

Weekday Schedule operates on Indigenous Peoples' Day
Saturday Schedule operates on Independence Day
Sunday Schedule operates on New Year's Day, Memorial Day, Labor Day, Thanksgiving Day, Christmas Day
Special Schedule operates on MLK, Jr. Day, Presidents' Day, Veterans Day

- Like us on Facebook facebook.com/RideOnMCT
- Follow us on Twitter twitter.com/RideOnMCT
- Subscribe to email alerts at www.montgomerycountymd.gov/govdelivery
- Subscribe to text alerts by texting MONTGOMERY RIDEON to 468311
- YouTube youtube.com/RideOnMCT
- Instagram instagram.com/RideOnMCT

Thank You for Riding with Us!
Printed on recycled paper with soy-based ink

EFFECTIVE: SEPTEMBER 27, 2020



SERVICE DAYS
DAILY

Ride On
Montgomery County Transit
Telephone 311
Online at **www.rideonbus.com**

T2 To Rockville 							
MONDAY THROUGH FRIDAY							
SEE TIMEPOINT LOCATION ON ROUTE MAP							
<i>Friendship Heights </i>	<i>River Rd & Goldsboro Rd</i>	<i>River Rd & Wilson Ln</i>	<i>River Rd & Bradley Blvd</i>	<i>River Rd & Falls Rd</i>	<i>Falls Rd & Tuckerman Ln</i>	<i>Falls Rd & Wootton Pkwy</i>	<i>Rockville (Eastside) </i>
1	2	3	4	5	6	7	8
5:30	5:38	5:40	5:46	5:50	5:56	6:00	6:07
6:00	6:08	6:10	6:16	6:20	6:26	6:30	6:37
6:30	6:40	6:43	6:51	6:57	7:05	7:10	7:18
7:00	7:10	7:13	7:21	7:27	7:35	7:40	7:48
7:30	7:40	7:43	7:51	7:57	8:05	8:10	8:18
8:00	8:11	8:13	8:20	8:25	8:32	8:37	8:45
8:30	8:41	8:43	8:50	8:55	9:02	9:07	9:15
9:00	9:11	9:13	9:20	9:25	9:32	9:37	9:45
9:30	9:40	9:43	9:50	9:55	10:01	10:05	10:12
10:00	10:10	10:13	10:20	10:25	10:31	10:35	10:42
10:30	10:40	10:43	10:50	10:55	11:01	11:05	11:12
11:00	11:10	11:13	11:20	11:25	11:31	11:35	11:42
11:30	11:40	11:43	11:50	11:55	12:01	12:05	12:12
12:00	12:10	12:13	12:20	12:25	12:31	12:35	12:42
12:30	12:40	12:43	12:50	12:55	1:02	1:06	1:14
1:00	1:10	1:13	1:20	1:25	1:32	1:36	1:44
1:30	1:40	1:43	1:50	1:55	2:02	2:06	2:14
2:00	2:10	2:13	2:20	2:25	2:32	2:36	2:44
2:30	2:42	2:46	2:56	3:03	3:11	3:16	3:24
3:00	3:12	3:16	3:26	3:33	3:41	3:46	3:54
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4:00	4:12	4:16	4:26	4:33	4:41	4:46	4:54
4:30	4:42	4:46	4:56	5:03	5:11	5:16	5:24
5:00	5:12	5:16	5:26	5:33	5:41	5:46	5:54
5:30	5:42	5:46	5:56	6:03	6:11	6:16	6:24
6:00	6:09	6:12	6:18	6:23	6:29	6:33	6:40
6:35	6:44	6:47	6:53	6:58	7:04	7:08	7:15
NOTES:						AM	PM

T2 To Friendship Heights 						
MONDAY THROUGH FRIDAY						
SEE TIMEPOINT LOCATION ON ROUTE MAP						
<i>Rockville (Eastside) </i>	<i>Falls Rd & Wootton Pkwy</i>	<i>Falls Rd & Tuckerman Ln</i>	<i>River Rd & Falls Rd</i>	<i>River Rd & Wilson Ln</i>	<i>River Rd & Goldsboro Rd</i>	<i>Friendship Heights </i>
8	7	6	5	3	2	1
5:30	5:37	5:41	5:47	5:56	5:58	6:05
6:00	6:08	6:12	6:19	6:30	6:33	6:42
6:30	6:38	6:42	6:49	7:00	7:03	7:12
7:00	7:09	7:14	7:22	7:35	7:39	7:49
7:30	7:39	7:44	7:52	8:05	8:09	8:19
8:00	8:09	8:14	8:22	8:35	8:39	8:49
8:30	8:39	8:44	8:52	9:05	9:09	9:19
9:00	9:09	9:13	9:20	9:31	9:34	9:44
9:30	9:39	9:43	9:50	10:01	10:04	10:14
10:00	10:09	10:13	10:20	10:31	10:34	10:44
10:30	10:39	10:43	10:50	11:01	11:04	11:14
11:00	11:09	11:13	11:20	11:31	11:34	11:44
11:30	11:39	11:43	11:50	12:01	12:04	12:14
12:00	12:09	12:13	12:20	12:31	12:34	12:44
12:30	12:39	12:43	12:50	1:01	1:04	1:14
1:00	1:09	1:13	1:20	1:31	1:34	1:44
1:30	1:39	1:43	1:50	2:01	2:04	2:14
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3:30	3:38	3:43	3:50	4:03	4:06	4:16
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5:30	5:38	5:43	5:50	6:01	6:03	6:11
6:00	6:08	6:13	6:20	6:31	6:33	6:41
6:30	6:38	6:43	6:50	7:01	7:03	7:11
7:00	7:07	7:11	7:17	7:26	7:28	7:35
NOTES:					AM	PM

Weekday service is operated by **metrobus** . Information: (202) 637-7000 or wmata.com

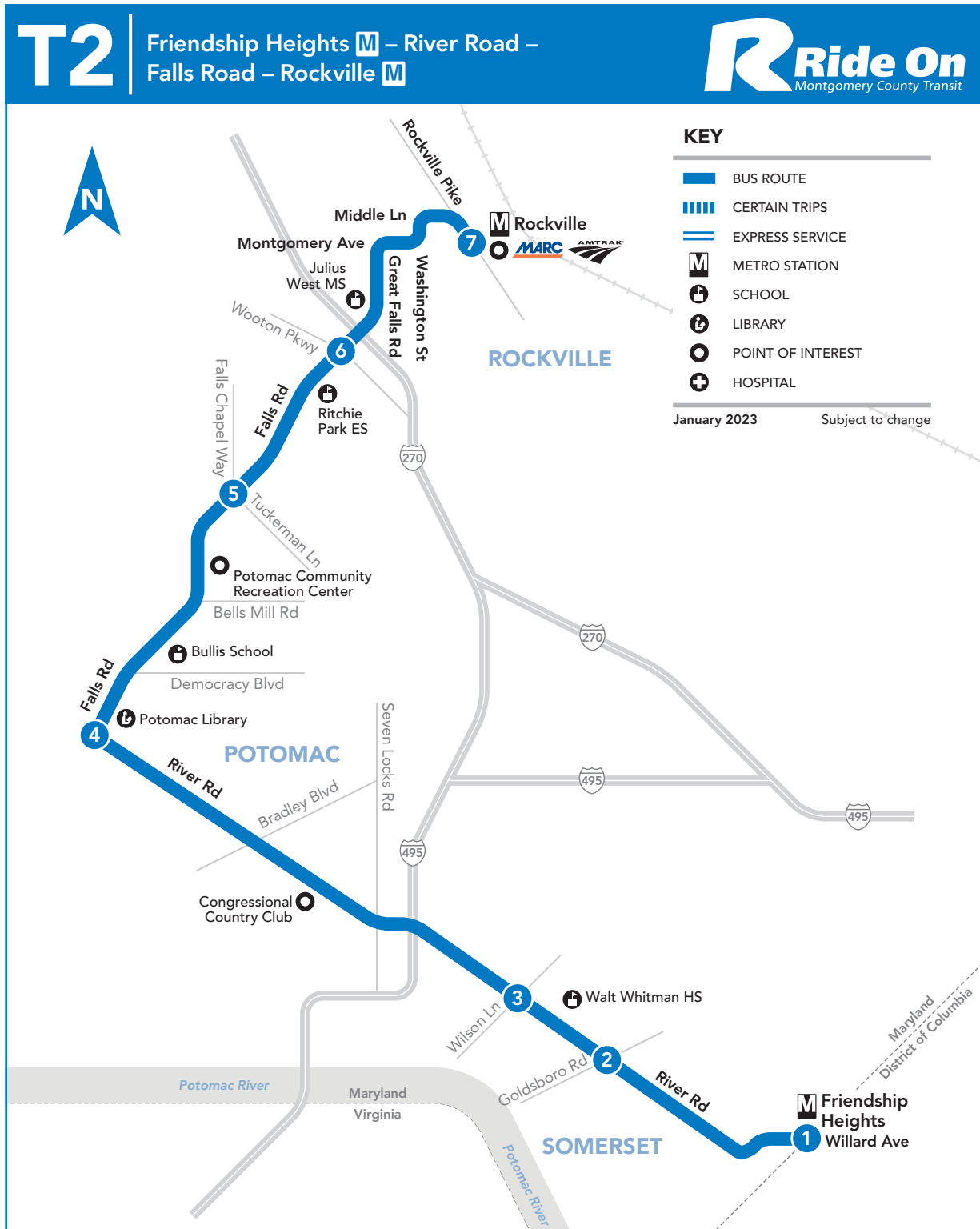
T2 To Rockville 							
SATURDAY							
SEE TIMEPOINT LOCATION ON ROUTE MAP							
<i>Friendship Heights </i>	<i>River Rd & Goldsboro Rd</i>	<i>River Rd & Wilson Ln</i>	<i>River Rd & Bradley Blvd</i>	<i>River Rd & Falls Rd</i>	<i>Falls Rd & Tuckerman Ln</i>	<i>Falls Rd & Wootton Pkwy</i>	<i>Rockville (Eastside) </i>
1	2	3	4	5	6	7	8
6:40	6:48	6:51	6:57	7:01	7:08	7:12	7:18
7:25	7:33	7:36	7:42	7:46	7:53	7:57	8:03
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8:55	9:03	9:06	9:12	9:16	9:23	9:27	9:33
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1:40	1:49	1:52	1:58	2:02	2:10	2:14	2:21
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5:15	5:25	5:28	5:35	5:39	5:47	5:51	5:58
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6:45	6:53	6:55	7:02	7:06	7:13	7:17	7:24
7:30	7:38	7:40	7:47	7:51	7:58	8:02	8:09
NOTES:						AM	PM

T2 To Friendship Heights 							
SATURDAY							
SEE TIMEPOINT LOCATION ON ROUTE MAP							
Rockville  (Eastside)	Falls Rd & Wootton Pkwy	Falls Rd & Tuckerman Ln	River Rd & Falls Rd	River Rd & Bradley Blvd	River Rd & Wilson Ln	River Rd & Goldsboro Rd	Friendship Heights 
8	7	6	5	4	3	2	1
6:45	6:51	6:54	7:01	7:04	7:10	7:13	7:20
7:30	7:36	7:39	7:46	7:49	7:55	7:58	8:05
8:15	8:21	8:24	8:31	8:34	8:40	8:43	8:50
9:00	9:07	9:11	9:18	9:21	9:27	9:30	9:37
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10:25	10:32	10:36	10:43	10:46	10:52	10:55	11:02
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1:55	2:03	2:08	2:16	2:20	2:27	2:30	2:37
2:30	2:38	2:43	2:51	2:55	3:02	3:05	3:12
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5:25	5:32	5:36	5:43	5:47	5:53	5:56	6:03
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7:35	7:42	7:46	7:53	7:57	8:03	8:06	8:13
NOTES:						AM	PM

SATURDAY SERVICE IS OPERATED BY RIDE ON

T2 To Rockville 							
SUNDAY							
SEE TIMEPOINT LOCATION ON ROUTE MAP							
<i>Friendship Heights </i>	<i>River Rd & Goldsboro Rd</i>	<i>River Rd & Wilson Ln</i>	<i>River Rd & Bradley Blvd</i>	<i>River Rd & Falls Rd</i>	<i>Falls Rd & Tuckerman Ln</i>	<i>Falls Rd & Wootton Pkwy</i>	<i>Rockville (Eastside) </i>
1	2	3	4	5	6	7	8
6:40	6:48	6:51	6:57	7:01	7:08	7:12	7:18
7:25	7:33	7:36	7:42	7:46	7:53	7:57	8:03
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9:35	9:44	9:47	9:53	9:57	10:05	10:09	10:16
10:10	10:19	10:22	10:28	10:32	10:40	10:44	10:51
10:45	10:54	10:57	11:03	11:07	11:15	11:19	11:26
11:20	11:29	11:32	11:38	11:42	11:50	11:54	12:01
11:55	12:04	12:07	12:13	12:17	12:25	12:29	12:36
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2:50	3:00	3:03	3:10	3:14	3:22	3:26	3:33
3:25	3:35	3:38	3:45	3:49	3:57	4:01	4:08
4:00	4:10	4:13	4:20	4:24	4:32	4:36	4:43
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7:30	7:38	7:40	7:47	7:51	7:58	8:02	8:09
NOTES:						AM	PM

T2 To Friendship Heights 							
SUNDAY							
SEE TIMEPOINT LOCATION ON ROUTE MAP							
Rockville  (Eastside)	Falls Rd & Wootton Pkwy	Falls Rd & Tuckerman Ln	River Rd & Falls Rd	River Rd & Bradley Blvd	River Rd & Wilson Ln	River Rd & Goldsboro Rd	Friendship Heights 
8	7	6	5	4	3	2	1
6:45	6:51	6:54	7:01	7:04	7:10	7:13	7:20
7:30	7:36	7:39	7:46	7:49	7:55	7:58	8:05
8:15	8:21	8:24	8:31	8:34	8:40	8:43	8:50
9:00	9:07	9:11	9:18	9:21	9:27	9:30	9:37
9:45	9:52	9:56	10:03	10:06	10:12	10:15	10:22
10:25	10:32	10:36	10:43	10:46	10:52	10:55	11:02
11:00	11:07	11:11	11:18	11:21	11:27	11:30	11:37
11:35	11:42	11:46	11:53	11:56	12:02	12:05	12:12
12:10	12:17	12:21	12:28	12:31	12:37	12:40	12:47
12:45	12:53	12:58	1:06	1:10	1:17	1:20	1:27
1:20	1:28	1:33	1:41	1:45	1:52	1:55	2:02
1:55	2:03	2:08	2:16	2:20	2:27	2:30	2:37
2:30	2:38	2:43	2:51	2:55	3:02	3:05	3:12
3:05	3:13	3:18	3:26	3:30	3:37	3:40	3:47
3:40	3:48	3:53	4:01	4:05	4:12	4:15	4:22
4:15	4:23	4:28	4:36	4:40	4:47	4:50	4:57
4:50	4:58	5:03	5:11	5:15	5:22	5:25	5:32
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7:35	7:42	7:46	7:53	7:57	8:03	8:06	8:13
NOTES:						AM	PM



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FARES

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Transfer from MetroRail to Ride On buses	\$1.00
SmarTrip® Transfer from MetroRail to Metrobus	FREE
Ride On Bus-to-Bus Transfer with SmarTrip®	FREE
Ride On to Metrobus Transfer with SmarTrip®	\$1.25
Metrobus to Ride On Transfer with SmarTrip®	FREE
Seniors age 65 years or older with a Senior SmarTrip® card or valid Medicare Card and Photo ID	FREE
Person with disability with Metro Disabled ID Card	
Person with disability with Metro Disability ID Card – Attendant Eligible Attendant also rides free.	
MetroAccess - Certified Customer with ID MetroAccess - Companion	FREE
Children under age 5	
Children 5 to 18 with a Youth Cruiser SmarTrip® Card or student ID Anytime	FREE

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Visit our web site at: www.rideonbus.com
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Regular Mailing Address:
Montgomery County DOT
Division of Transit Services
101 Monroe Street, 5th
Floor Rockville, MD 20850

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ለተጨማሪ መረጃ፡ ወይም ይህንን ዱኩመንት በተለዋጭ መልክ ለመጠየቅ ወይም ወደሌላ ቋንቋ ለማስተርጎም፡ አባከዎትን በ 311 ወይም ከሞንትጎመሪ ካውንቲ ፌዴራል 240-777-0311 ይደውሉ።

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SS-Revised

EFFECTIVE: JANUARY 29, 2023



T2



SERVICE DAYS
WEEKDAY SERVICE Operated by WMATA
WEEKEND SERVICE Operated by Ride On

Ride On
Montgomery County Transit

Telephone 311
Online at www.rideonbus.com
Real Time Info at www.rideonrealtime.com

45 To Twinbrook 							
MONDAY THROUGH FRIDAY							
SEE TIMEPOINT LOCATION ON ROUTE MAP							
<i>Rockville Reg. Transit Center</i>	<i>Hurley Ave & Wootton Pkwy</i>	<i>Hurley Ave & MD 28</i>	<i>Rockville Senior Center</i>	<i>College Pkwy & Princeton Place</i>	<i>Rockville (East) </i>	<i>Baltimore Rd & Twinbrook Pkwy</i>	<i>Twinbrook (East) </i>
1	2	3	4	5	6	7	8
5:15	5:21	5:24		5:30	5:40	5:45	5:52
6:05	6:11	6:14		6:20	6:30	6:35	6:42
6:40	6:46	6:49		6:55	7:07	7:14	7:22
7:05	7:13	7:16		7:22	7:34	7:40	7:50
7:30	7:38	7:41		7:47	7:59	8:05	8:15
7:55	8:03	8:06		8:12	8:24	8:30	8:40
8:25	8:33	8:36		8:42	8:54	9:00	9:10
9:00	9:08	9:11	9:17	9:21	9:33	9:39	9:49
9:35	9:41	9:44		9:50	10:02	10:08	10:15
10:10	10:16	10:19	10:25	10:29	10:41	10:47	10:54
10:50	10:56	10:59		11:05	11:17	11:23	11:30
11:30	11:36	11:39	11:45	11:49	12:01	12:07	12:14
12:10	12:16	12:19		12:25	12:37	12:43	12:50
12:50	12:56	12:59	1:05	1:09	1:21	1:27	1:34
1:30	1:37	1:40		1:46	1:58	2:04	2:12
2:10	2:17	2:20	2:26	2:30	2:42	2:48	2:56
2:50	2:57	3:00		3:06	3:18	3:24	3:32
3:30	3:37	3:40		3:46	3:58	4:04	4:12
4:00	4:07	4:10		4:16	4:28	4:34	4:42
4:25	4:32	4:35		4:41	4:53	4:59	5:07
4:50	4:57	5:00		5:06	5:18	5:25	5:32
5:15	5:22	5:25		5:31	5:43	5:50	5:57
5:45	5:52	5:55		6:01	6:13	6:20	6:27
6:15	6:22	6:25		6:31	6:43	6:50	6:57
6:45	6:52	6:55		7:01	7:12	7:18	7:25
7:15	7:22	7:25		7:31	7:42	7:48	7:55
7:45	7:52	7:55		8:01	8:12	8:18	8:25
8:15	8:22	8:25		8:31	8:42	8:48	8:55
NOTES:				AM	PM		

45 To Rockville Regional Transit Center							
MONDAY THROUGH FRIDAY							
SEE TIMEPOINT LOCATION ON ROUTE MAP							
<i>Twinbrook (East) </i>	<i>Baltimore Rd & Twinbrook Pkwy</i>	<i>Rockville (East) </i>	<i>College Pkwy & Princeton Place</i>	<i>Rockville Senior Center</i>	<i>Hurley Ave & MD 28</i>	<i>Hurley Ave & Wootton Pkwy</i>	<i>Rockville Reg. Transit Center</i>
8	7	6	5	4	3	2	1
5:20	5:28	5:34	5:42		5:48	5:50	5:56
5:55	6:04	6:10	6:20		6:26	6:29	6:35
6:20	6:29	6:35	6:45		6:51	6:54	7:00
6:45	6:54	7:00	7:10		7:16	7:19	7:25
7:05	7:14	7:20	7:30		7:36	7:39	7:45
7:25	7:36	7:43	7:54		8:00	8:03	8:10
7:45	7:56	8:03	8:14		8:20	8:23	8:30
8:10	8:21	8:28	8:39		8:45	8:48	8:55
8:40	8:51	8:58	9:09	9:15	9:20	9:23	9:30
9:15	9:26	9:33	9:44		9:50	9:53	10:00
9:55	10:04	10:11	10:23	10:29	10:34	10:37	10:44
10:35	10:44	10:51	11:03		11:09	11:12	11:19
11:15	11:24	11:31	11:43	11:49	11:54	11:57	12:04
11:55	12:04	12:11	12:23		12:29	12:32	12:39
12:35	12:44	12:51	1:03	1:09	1:14	1:17	1:24
1:15	1:24	1:31	1:43		1:49	1:52	1:59
1:55	2:04	2:11	2:23	2:29	2:34	2:37	2:44
2:35	2:47	2:55	3:07		3:13	3:16	3:22
3:05	3:17	3:25	3:37		3:43	3:46	3:52
3:30	3:42	3:50	4:02		4:08	4:11	4:17
3:55	4:07	4:15	4:27		4:33	4:36	4:42
4:20	4:32	4:40	4:52		4:58	5:01	5:07
4:50	5:02	5:10	5:22		5:28	5:31	5:37
5:15	5:31	5:40	5:51		5:57	6:00	6:06
5:45	6:01	6:10	6:21		6:27	6:30	6:36
6:15	6:26	6:34	6:45		6:51	6:54	7:00
6:45	6:56	7:04	7:15		7:21	7:24	7:30
7:20	7:31	7:39	7:50		7:56	7:59	8:05
7:55	8:06	8:14	8:25		8:31	8:34	8:40
NOTES:				AM	PM		

45 To Twinbrook 							
SATURDAY							
SEE TIMEPOINT LOCATION ON ROUTE MAP							
<i>Rockville Reg. Transit Center</i>	<i>Hurley Ave & Wootton Pkwy</i>	<i>Hurley Ave & MD 28</i>	<i>College Pkwy & Princeton Place</i>	<i>Rockville (East) </i>	<i>Baltimore Rd & Twinbrook Pkwy</i>	<i>Twinbrook (East) </i>	
1	2	3	5	6	7	8	
6:30	6:35	6:37	6:42	6:52	6:57	7:03	
7:15	7:20	7:22	7:27	7:37	7:42	7:48	
8:00	8:05	8:07	8:12	8:22	8:27	8:33	
8:45	8:50	8:53	8:59	9:09	9:15	9:21	
9:30	9:35	9:38	9:44	9:54	10:00	10:06	
10:15	10:20	10:23	10:29	10:39	10:45	10:51	
11:00	11:05	11:08	11:14	11:24	11:30	11:36	
11:45	11:50	11:53	11:59	12:09	12:15	12:21	
12:30	12:35	12:38	12:44	12:54	1:00	1:06	
1:15	1:20	1:23	1:29	1:39	1:45	1:51	
2:00	2:05	2:08	2:14	2:24	2:30	2:36	
2:45	2:50	2:53	2:59	3:09	3:15	3:21	
3:30	3:35	3:38	3:44	3:54	4:00	4:06	
4:15	4:20	4:23	4:29	4:39	4:45	4:51	
5:00	5:05	5:08	5:14	5:24	5:30	5:36	
5:45	5:50	5:53	5:59	6:09	6:14	6:20	
6:30	6:35	6:38	6:44	6:54	6:59	7:05	
7:15	7:20	7:23	7:29	7:39	7:44	7:50	
8:00	8:05	8:08	8:14	8:24	8:29	8:35	
NOTES:				AM	PM		

45 To Rockville Regional Transit Center							
SATURDAY							
SEE TIMEPOINT LOCATION ON ROUTE MAP							
<i>Twinbrook (East) </i>	<i>Baltimore Rd & Twinbrook Pkwy</i>	<i>Rockville (East) </i>	<i>College Pkwy & Princeton Place</i>	<i>Hurley Ave & MD 28</i>	<i>Hurley Ave & Wootton Pkwy</i>	<i>Rockville Reg. Transit Center</i>	
8	7	6	5	3	2	1	
6:30	6:37	6:43	6:52	6:57	6:59	7:04	
7:15	7:22	7:28	7:37	7:42	7:44	7:49	
8:00	8:07	8:14	8:23	8:28	8:31	8:36	
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NOTES:				AM	PM		

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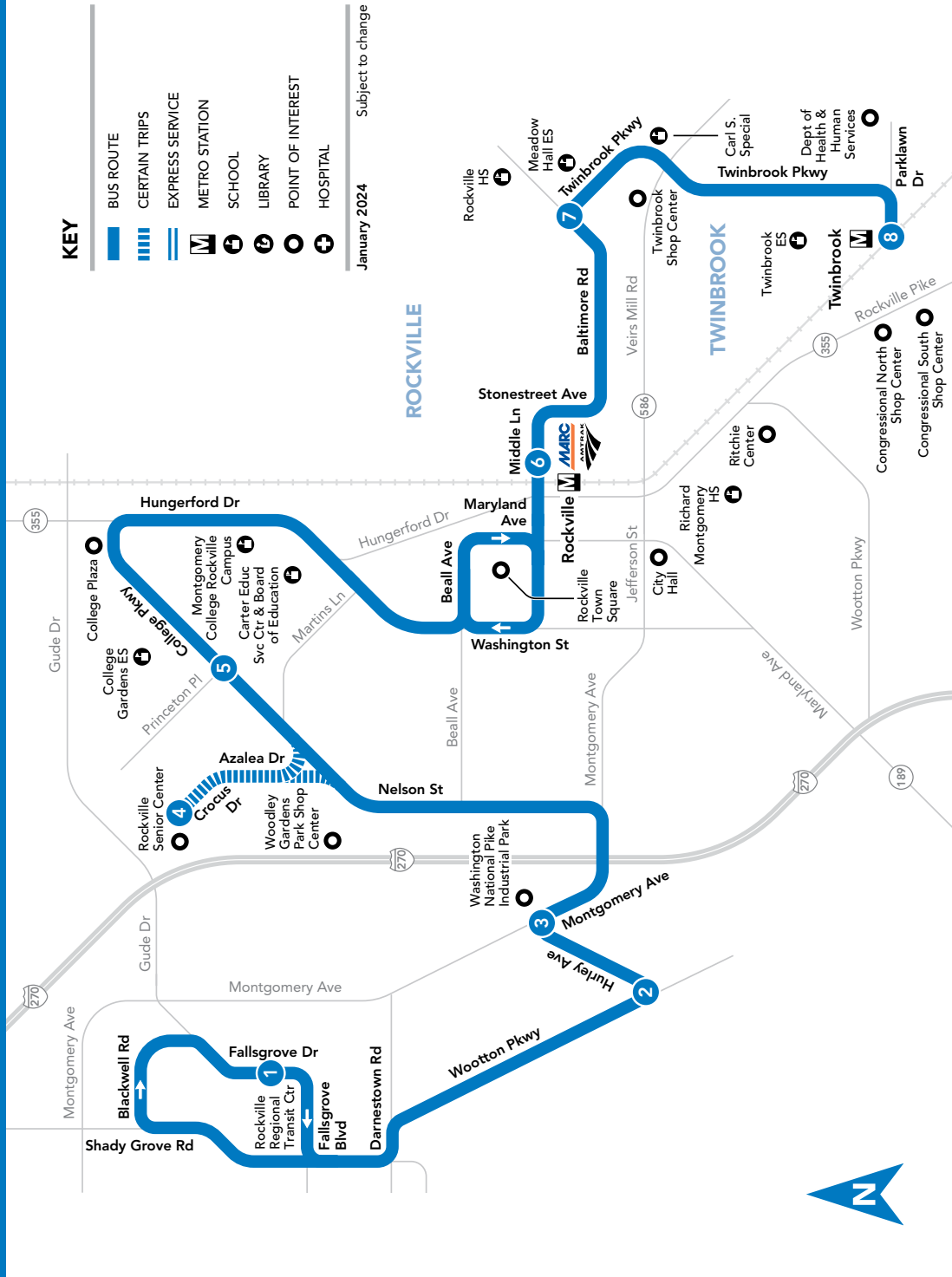
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There is NO Sunday service on this route

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Ride On to Metrobus Transfer with SmarTrip®	\$1.25
Metrobus to Ride On Transfer with SmarTrip®	FREE
Seniors age 65 years or older with a Senior SmarTrip® card or valid Medicare Card and Photo ID	FREE
Person with disability with Metro Disabled ID Card	
Person with disability with Metro Disability ID Card – Attendant Eligible	
Attendant also rides free.	FREE
MetroAccess - Certified Customer with ID	
MetroAccess - Companion	
Children under age 5	FREE
Children 5 to 18 with a Youth Cruiser SmarTrip® Card or student ID Anytime	

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- Follow us on X x.com/RideOnMCT
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- Subscribe to text alerts by texting MONTGOMERY RIDEON to 468311
- YouTube youtube.com/RideOnMCT
- Instagram instagram.com/RideOnMCT

Thank You for Riding with Us!

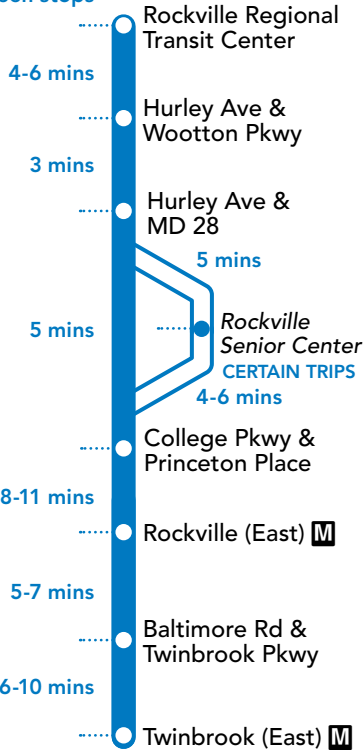
Printed on recycled paper with soy-based ink

EFFECTIVE: JANUARY 14, 2024



45

Approximate travel time between stops



SERVICE DAYS

MONDAY – SATURDAY

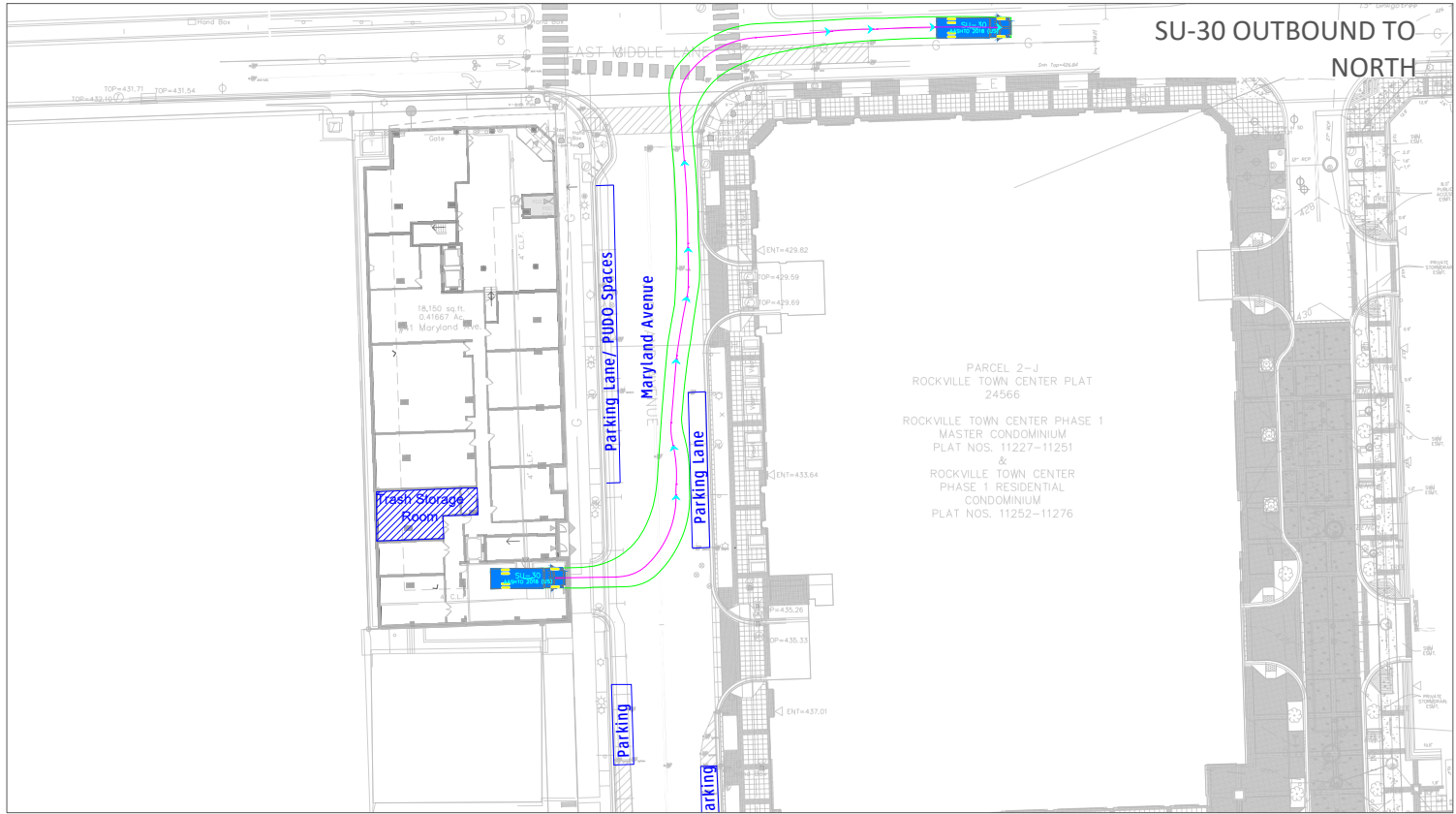
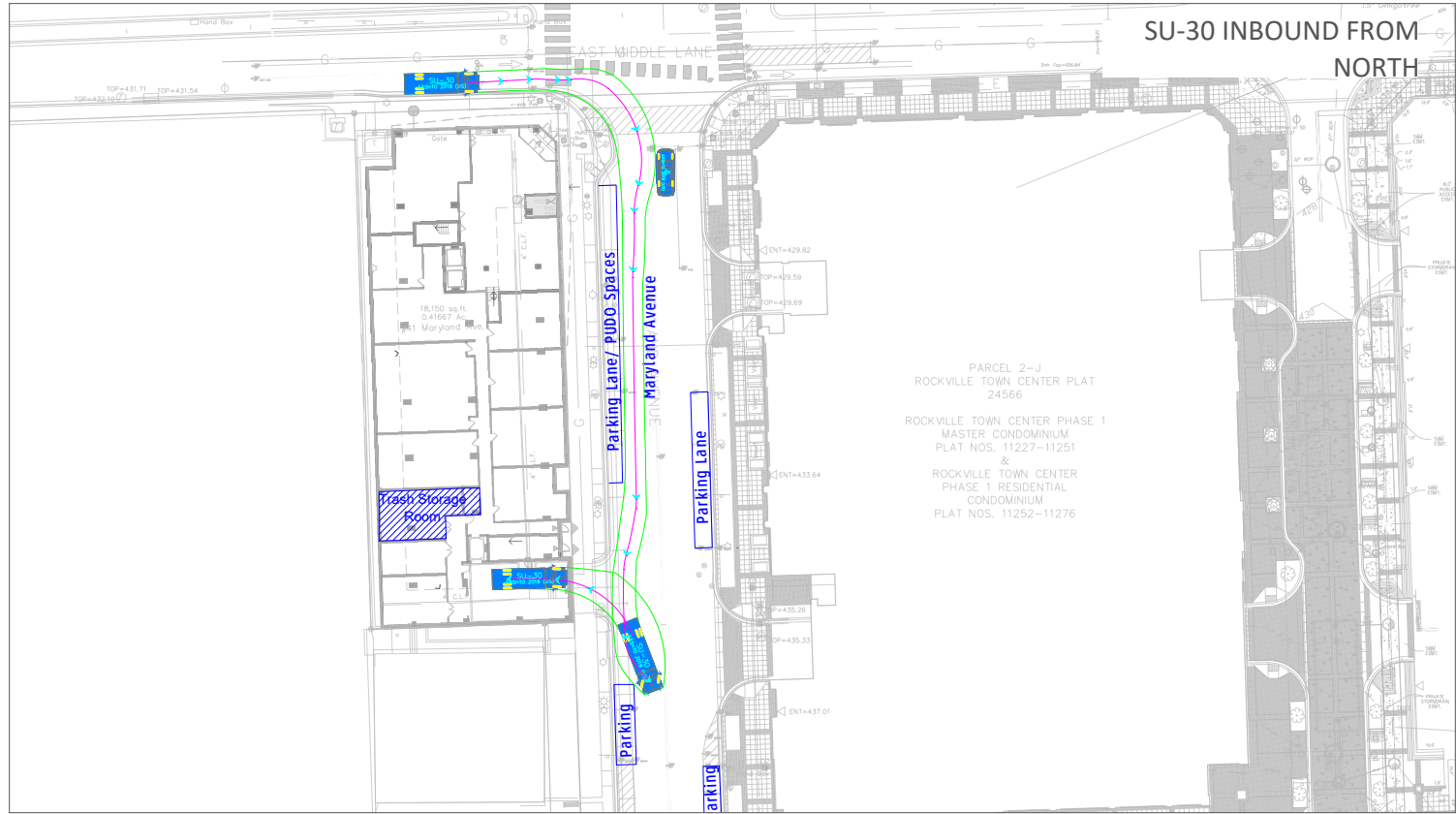
Ride On
Montgomery County Transit

Telephone 311

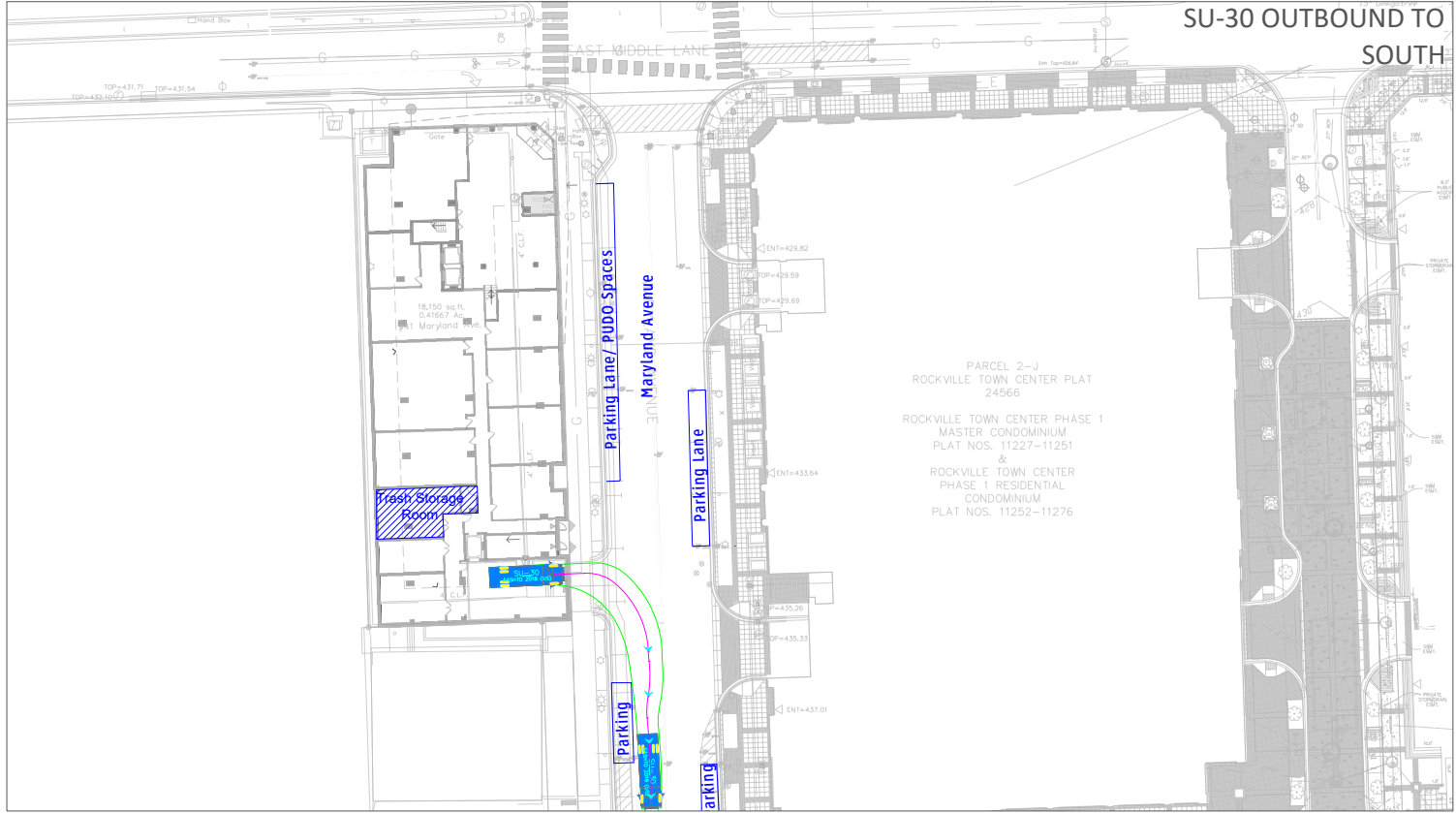
Online at www.rideonbus.com

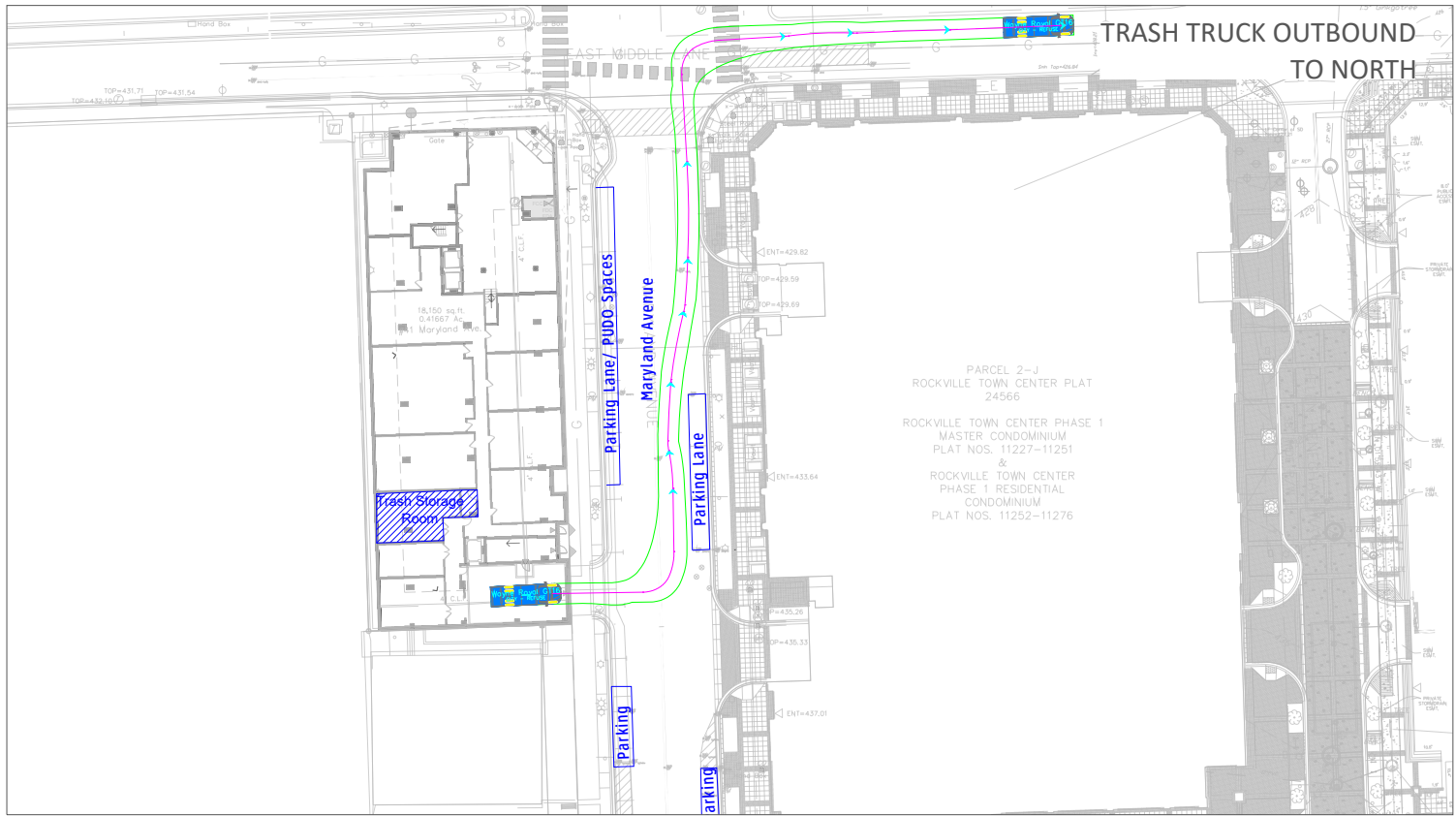
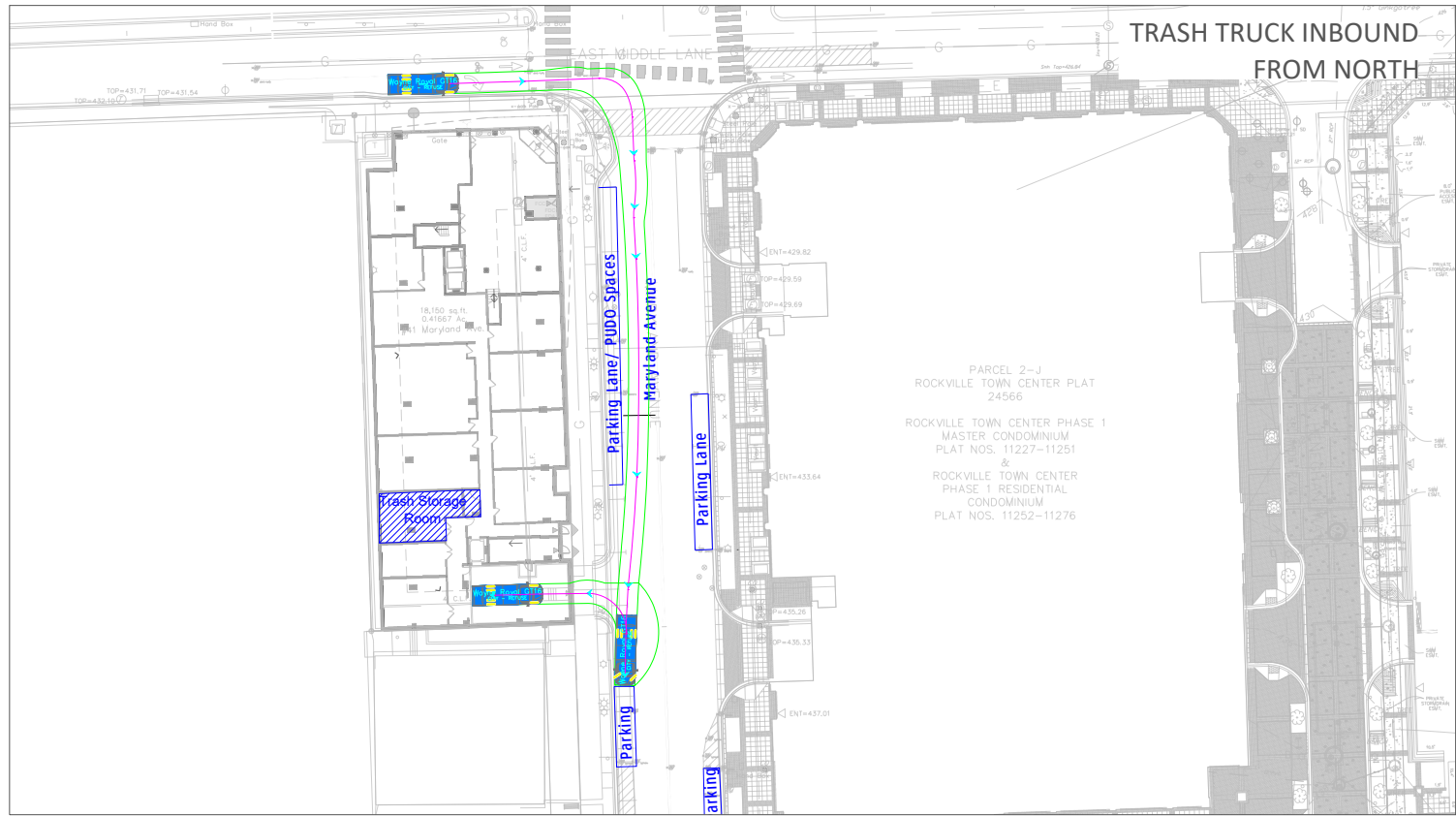
Real Time Info at www.rideonrealtime.com

E. Truck-turning Movements

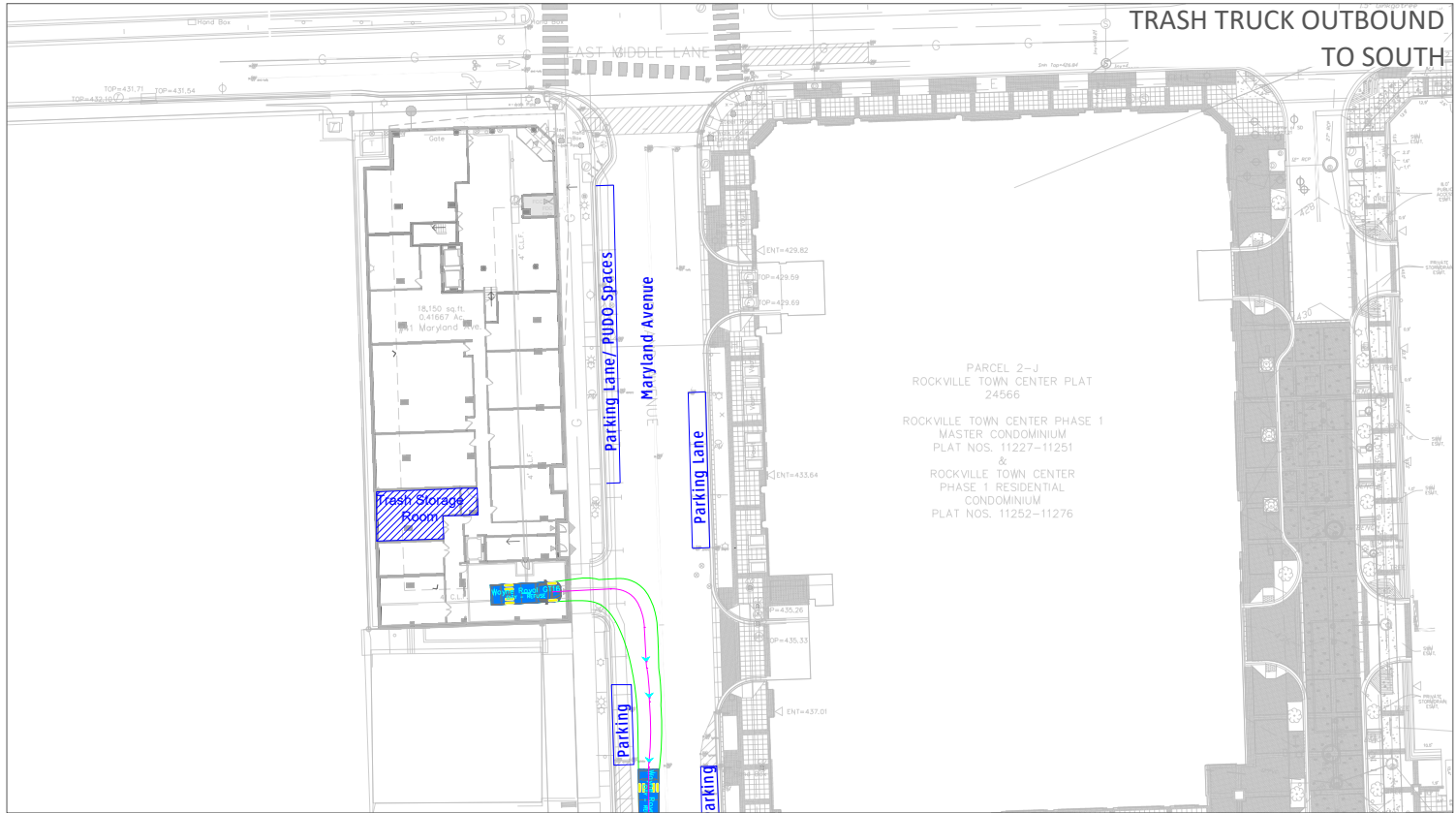


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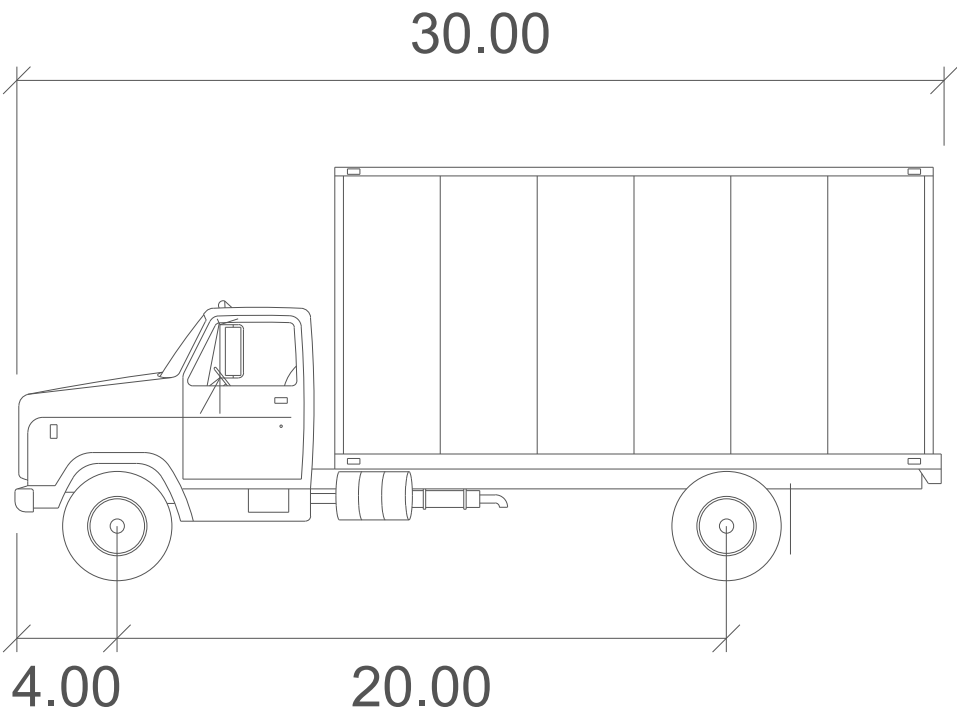




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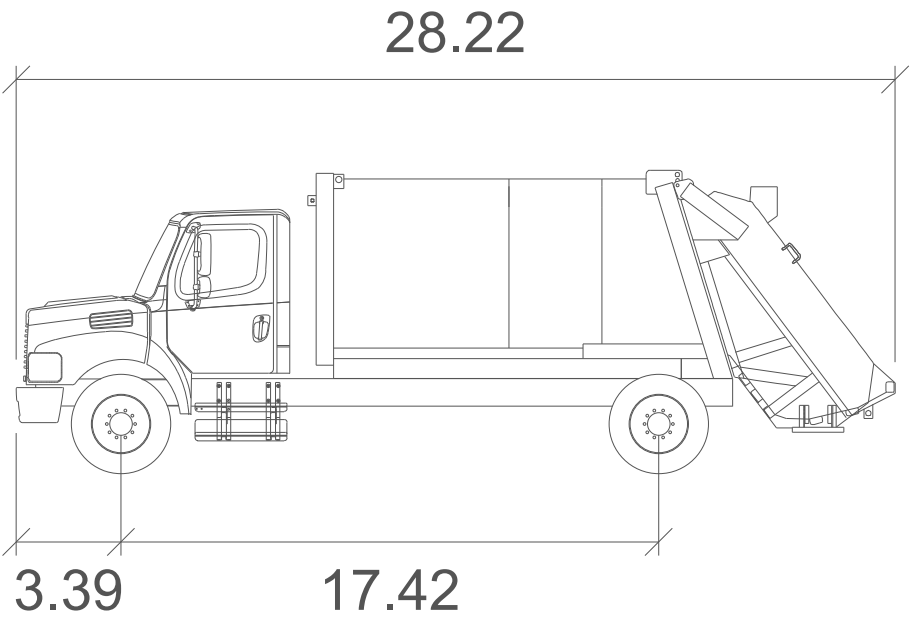


- AutoTurn Notes:**
- AutoTurn is a kinematic model and does not account for inertia
 - AutoTurn does not account for weather and/or pavement conditions
 - AutoTurn cannot compensate for driver error or experience
 - Other drivable paths may achieve the same result(s) shown
 - AutoTurn is a conservative model but is not a guarantee of exact real time results
 - Successful simulation in AutoTurn does not guarantee that a specific driver can achieve the same pathway
 - Vehicle dimensions are for standard sized vehicles, actual vehicle dimensions may vary
 - Future changes to the design may impact and/or invalidate the results depicted in this exhibit
 - Unless noted, AutoTurn does not account for vertical clearance or grade change.



SU-30

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8



Wayne Royal GT16

	feet
Width	: 8.00
Track	: 8.04
Lock to Lock Time	: 6.0
Steering Angle	: 48.0