

## Design Changes During the AAC Process

- **Typical Section** - Selected adjacent lanes option to preserve more median space
- **Median Closures** - Reduced the number of median closures, closed Crestfield instead of Reserve Champion, keeping Ingleside open to emergency vehicles
- **Pedestrian Access North to South** - Added non-signalized, marked pedestrian crossings at intersections closed to traffic (except Elmcroft Boulevard)
- **Canopy** - Elements from both options were retained based on AAC feedback
- **Station Section** - Incorporated greenspace in medians separating transit lanes from the King Farm Boulevard lanes
- **Station Area Length** - For East Gaither station originally from Pleasant Drive to Grand Champion Drive; reduced to Pleasant Drive to Havencrest Street
- **Platform Size** - East Gaither station length was reduced – originally 150' reduced to 65'  
- West Gaither station length was reduced – originally 150' reduced to 125'
- **Bump Outs** - In coordination with the City of Rockville, bump outs are being provided at all non-signalized pedestrian crossings
- **Parking Impacts** - No removal of on street parking on King Farm Boulevard
- **Traffic/Signal Operations** - Original design had left turns from the transit lane, now all turns operate exactly as they do today  
- Maintained the left turns at Pleasant Drive and Grand Champion Drive  
- Providing a protected left turn from King Farm Boulevard onto MD 355 northbound