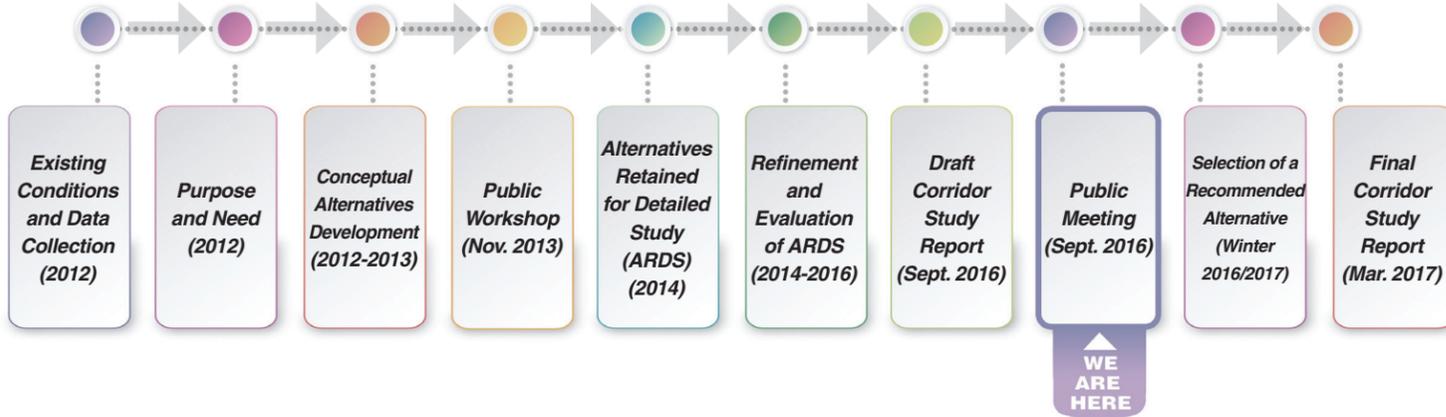


Study Timeline



Corridor Advisory Committees

A Corridor Advisory Committee (CAC) was created for the MD 586 Veirs Mill Road BRT Study in early 2015. The advisory committee is comprised of residents, business owners and other interested stakeholders. The CAC meets regularly with the project team to review information, ask questions and provide feedback. The CAC serves as one part of the overall public outreach process.

Draft Corridor Study Report

The alternatives and results of the alternatives comparison are presented in the Draft Corridor Study Report. The Study Report is available for public review and comment at: montgomerycountymd.gov/brt. Additionally, paper copies of the Report can be viewed at the following locations:

- Rockville Memorial Library
- Twinbrook Library
- Wheaton Interim Library
- Mid-County Regional Services Center
- Holiday Park Senior Center

Your Opinion Matters

This Public Meeting offers members of the public the opportunity to discuss the MD 586 BRT project and to provide feedback and comments. We will review and consider project concerns and preferences expressed at the Public Meeting and submitted in writing. Your comments and suggestions are very important to us.

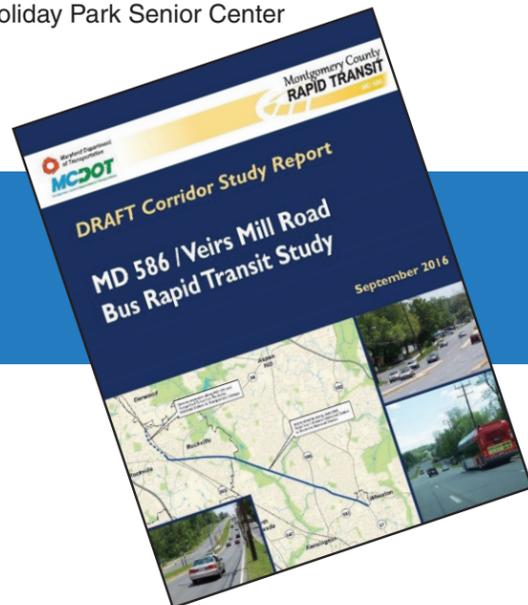
Project information can be found at montgomerycountymd.gov/brt

We encourage you to submit questions or comments to md586brt@sha.state.md.us or by mail to:

Laura Barcena, Consultant Project Manager
Maryland State Highway Administration
707 N. Calvert Street, Mail Stop C-301
Baltimore, MD 21202

Study team members are available to meet with community groups, civic associations and other organizations. To request a meeting, please send an email to md586brt@sha.state.md.us.

To find copies of the CAC materials, visit: montgomerycountymd.gov/brt. Look for the section on MD 586.



MD 586 Veirs Mill Road Bus Rapid Transit Study

Study to Evaluate Bus Rapid Transit Service along Veirs Mill Road

The Maryland Department of Transportation, in partnership with the Montgomery County Department of Transportation, is conducting the MD 586 Veirs Mill Road Bus Rapid Transit Study (Study) to evaluate preliminary concepts for providing enhanced transit service along Veirs Mill Road from Wheaton to Rockville (approximately 6.7 miles). The purpose of the Study is to evaluate a range of Bus Rapid Transit (BRT) alternatives and choose a Recommended Alternative that will:

- Improve system connectivity
- Improve mobility opportunities and choices
- Increase transit demand and attractiveness
- Improve the livability along the corridor

The Recommended Alternative will be used in the future for environmental analysis and documentation as required by either the National Environmental Policy Act (NEPA) or the Maryland Environmental Policy Act (MEPA). The Study is funded by Montgomery County for planning only. Design, right-of-way and construction funding and sources have not been determined.

This project is part of a larger countywide effort (Countywide Transit Corridors Functional Master Plan) to establish a rapid transit network on major transportation corridors within Montgomery County. Currently, three of the corridors - MD 355, MD 586 and US 29 - in addition to the Corridor Cities Transitway, are being studied.

BRT Alternative Components

The MD 586 project team has developed three alternatives for the corridor. These alternatives will be compared against each other and the no-build alternative (no change to existing). The alternatives are composed of three main elements:

- Service Plan – How the bus operates including bus arrival frequency, hours of bus arrival, routing and connecting services
- Runningway – A striped/signed lane or exclusive busway where the vehicle would travel between stations
- Station Location – Specific locations where passengers can access the service and the service can support the local land uses (residential, commercial, etc.)

What is BRT?

BRT stands for Bus Rapid Transit, a modern, flexible, lower cost, premium form of transportation that combines features of both a bus system and a light rail system. BRT features can include:

- Dedicated lanes, which means less traffic congestion for buses
- Green light priority signaling allowing for shorter travel times
- Multiple doors and low floor vehicles, which result in quick, easy and efficient boarding and exiting
- Pay stations to pay for the fares before boarding, which allows for faster boarding
- Vehicles with rubber tires which allow them to divert from the transitway, if needed
- Upgraded, modern stations

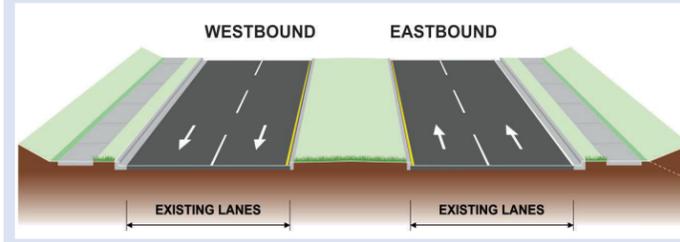


Emerald Express (EmX) BRT in Eugene, OR

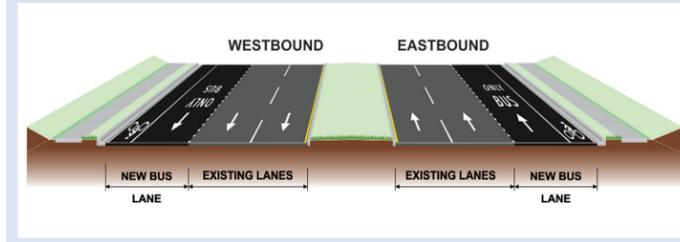
Photo Credit: National Institute for Transportation and Communities

Alternatives

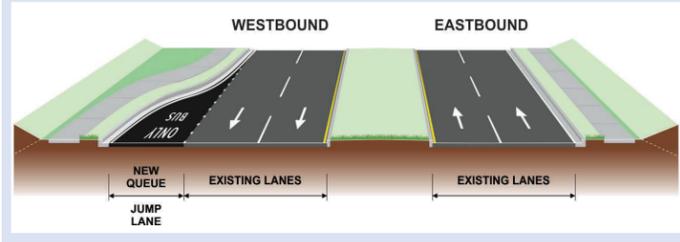
ALTERNATIVE 1: No-Build. Maintain existing roadway and bus service



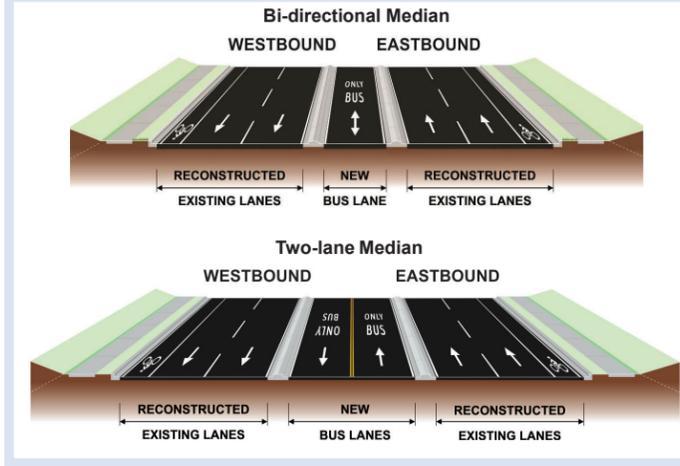
ALTERNATIVE 3: New BRT Service in Curb-Running Dedicated Lanes, Where Feasible, and New BRT Stations



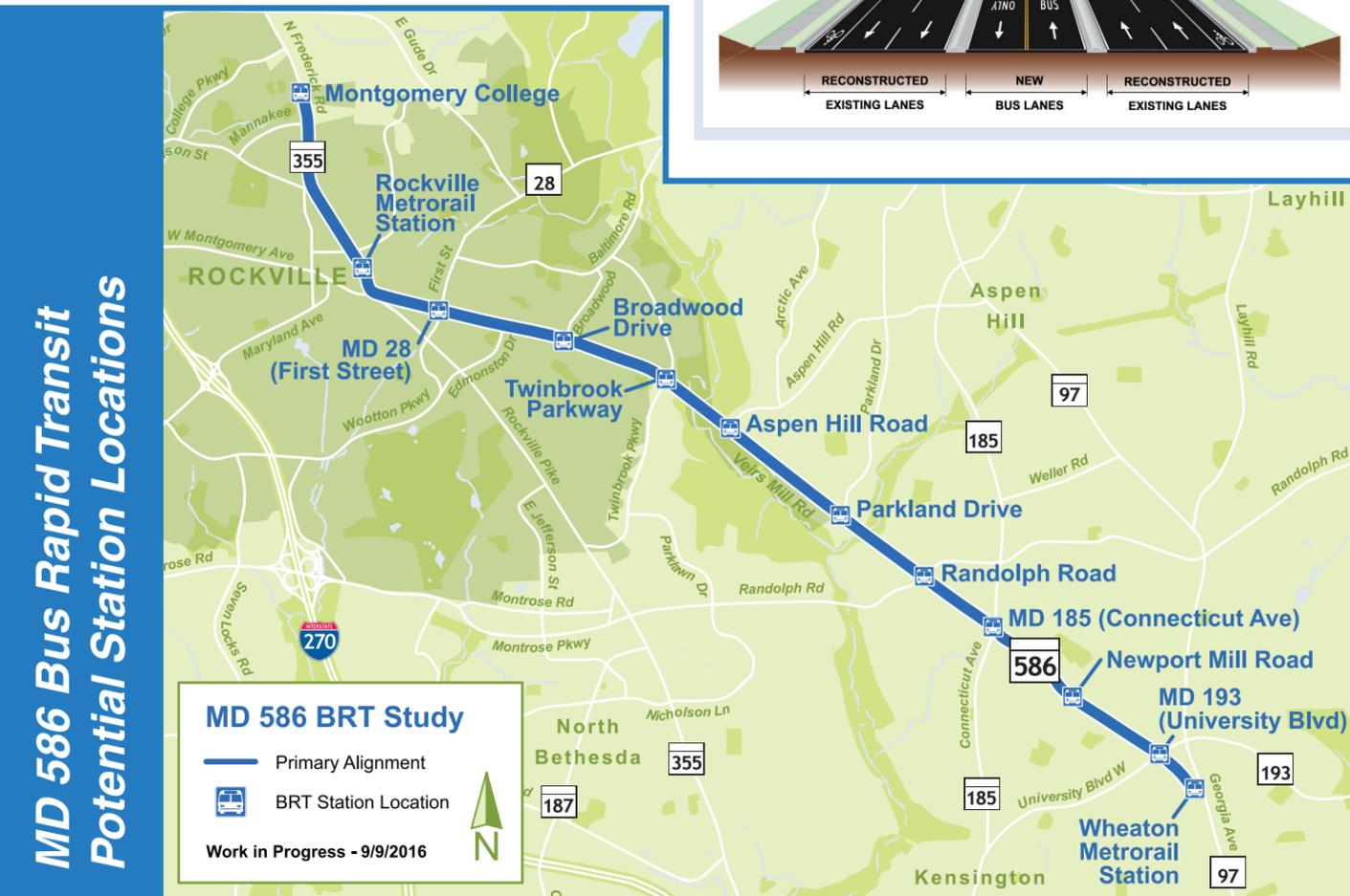
ALTERNATIVE 2: Enhanced Bus Service with Queue Jumps, Transit Signal Priority and Enhanced Bus Stops



ALTERNATIVE 5B: New BRT Service in One Bi-Directional or Two Median-Running Lanes, and New BRT Stations



Note: Typical sections are not drawn to scale.



Alternatives Analysis

All four alternatives have undergone a thorough analysis to better understand how each of them would benefit, impact and affect Veirs Mill Road and the surrounding community. Elements of the analysis include:

- Expected ridership
- Travel times
- Costs
- Traffic operations
- Environmental impacts



Alternatives Comparison Matrix

		Alt. 1 (No-Build)	Alt. 2	Alt. 3	Alt. 5B	
Expected Ridership (2040)	Total Daily Transit Boardings	32,300	33,400	35,000	35,300	
	Total Daily BRT/Enhanced Bus Service Boardings	N/A	2,600	6,400	7,300	
2040 Peak Hour Travel Times Between Rockville and Wheaton (minutes)	Eastbound (AM)	Enhanced bus/BRT	N/A	27.9	26.2	22.8
		Local buses	35.5	36.7	34.0	37.1
		Automobiles	22.5	20.7	21.3	22.1
	Westbound (AM)	Enhanced bus/BRT	N/A	21.6	22.7	25.5
		Local buses	29.5	28.8	29.2	32.0
		Automobiles	19.6	18.6	20.5	24.6
	Eastbound (PM)	Enhanced bus/BRT	N/A	24.9	25.3	23.7
		Local buses	40.4	32.7	30.4	33.8
		Automobiles	27.9	22.3	20.2	22.1
	Westbound (PM)	Enhanced bus/BRT	N/A	22.3	25.7	24.6
		Local buses	32.9	29.1	29.0	34.6
		Automobiles	24.4	18.6	20.2	23.6
Costs (in millions)	Right-of-Way	-	\$6	\$13	\$35	
	Engineering and Construction	-	\$23	\$119	\$238	
	Vehicles	-	\$5	\$17	\$17	
	Total Capital Cost	-	\$35	\$148	\$289	
	Annual Operating Cost	-	\$3	\$5	\$5	
	Miles of LOS E or F along the Corridor	3.5	3.2	3.5	3.3	
2040 Traffic Operations	AM Peak Hour	4	4	4	4	
	PM Peak Hour	5	4	4	4	
Environmental Impacts	Socioeconomic Resources	Number of Properties Impacted	-	1	4	14
		Property Impacts (greater than 0.1 acres)	-	7	16	37
		Property Impacts (greater than 0.02 and less than or equal to 0.1 acres)	-	19	96	166
		Potential Residential Relocations	-	4	7	9-17 ¹
		Potential Business Displacements	-	1	2	3
		Public Parks Affected ²	-	1	3	5
	Cultural Resources	Total Public Park ROW Required (acres)	-	0.2	0.6	1.6
		Public/Community Facilities Affected ^{2,3}	-	1	6	9
		Total Public/Community Facility ROW Required (acres) ³	-	0.0	0.1	0.4
	Natural Resources	Historic Structures	-	0	4	2
		Historic Structures – Effect Determination	No Effect	No Effect	No Adverse Effect	Adverse Effect
		Stream Crossings	-	0	2	10
		Stream Impacts (linear feet)	-	0	47	864
		100-Year Floodplain (acres)	-	0	<0.1	0.3
		Wetlands (acres)	-	0	<0.1	<0.1
Forests (acres)	-	0.8	1.2	3.1		
Green Infrastructure (acres)	-	0.2	<0.1	1.7		
Federally or State Listed RTE Species	-	0	0	0		

¹ The range is due to the uncertainty in the final station locations.

² Public parks and public/community facilities were determined to be "affected" if a temporary construction easement or right-of-way would be required on the property.

³ Public/community facilities do not include public parks.