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
- Montgomery County Department of Transportation, 355, MD 586 and US 29 - in addition to the Corridor Cities Transitway, are being studied.

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.

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

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.)

Photo Credit: National Institute for Transportation and Communities
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

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Total Daily Transit Boardings (2040)</th>
<th>Total Daily BRT/Enhanced Bus Service Boardings (2040)</th>
<th>Enhanced bus/BRT</th>
<th>Local buses</th>
<th>Automobiles</th>
<th>Total Capital Cost (in millions)</th>
<th>Annual Operating Cost (in millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Alt. 1 (No-Build)</strong></td>
<td>32,100</td>
<td>N/A</td>
<td>27.9</td>
<td>36.7</td>
<td>22.7</td>
<td>$35</td>
<td>$5</td>
</tr>
<tr>
<td><strong>Alt. 2</strong></td>
<td>33,400</td>
<td>N/A</td>
<td>26.2</td>
<td>34.0</td>
<td>21.3</td>
<td>$13</td>
<td>$6</td>
</tr>
<tr>
<td><strong>Alt. 3</strong></td>
<td>35,000</td>
<td>N/A</td>
<td>22.8</td>
<td>37.1</td>
<td>22.1</td>
<td>$238</td>
<td>$13</td>
</tr>
<tr>
<td><strong>Alt. 5B</strong></td>
<td>35,300</td>
<td>N/A</td>
<td>22.8</td>
<td>37.1</td>
<td>22.1</td>
<td>$238</td>
<td>$13</td>
</tr>
</tbody>
</table>

#### 2040 Peak Hour Travel Times Between Rockville and Wheaton

<table>
<thead>
<tr>
<th>Direction</th>
<th>Miles of LOS E or F along the Corridor</th>
<th>Intersections Operating at LOS E or F</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Eastbound (AM)</strong></td>
<td>3.5</td>
<td>4</td>
</tr>
<tr>
<td><strong>Westbound (AM)</strong></td>
<td>5.8</td>
<td>5</td>
</tr>
</tbody>
</table>

#### Costs (in millions)

- Right-of-Way: $0
- Engineering and Construction: $0
- Vehicles: $0
- Total Capital Cost: $35
- Annual Operating Cost: $5

### 2040 Traffic Operations

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miles of LOS E or F along the Corridor</td>
<td>3.5</td>
</tr>
<tr>
<td>Intersections Operating at LOS E or F</td>
<td>4</td>
</tr>
</tbody>
</table>

### Socioeconomic Resources

<table>
<thead>
<tr>
<th>Property Impacts</th>
<th>Total Public Park ROW Required (acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greater than 0.1 acres</td>
<td>17</td>
</tr>
<tr>
<td>Greater than 0.02 and less than or equal to 0.1 acres</td>
<td>37</td>
</tr>
<tr>
<td>Less than or equal to 0.02 acres</td>
<td>166</td>
</tr>
</tbody>
</table>

### Ecological Resources

- Stream Crossings: $0
- Stream Impacts (linear feet): $0
- 100-Year Floodplain (acres): $0
- Wetlands (acres): $0
- Forests (acres): $0
- Green Infrastructure (acres): $0

### Cultural Resources

<table>
<thead>
<tr>
<th>Number of Properties Impacted</th>
<th>Total Public/Community Facility ROW Required (acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Properties within 500 feet of</td>
<td>10</td>
</tr>
<tr>
<td>100-Year Floodplains</td>
<td>10</td>
</tr>
<tr>
<td>100-Year Floodplains</td>
<td>10</td>
</tr>
</tbody>
</table>

### Environmental Impacts

Note: Typical sections are not drawn to scale.