

APPENDIX B

Emergency and Community Service Outreach Letters



MONTGOMERY COUNTY FIRE AND RESCUE SERVICE

Isiah Leggett
County Executive

Scott E. Goldstein
Fire Chief

January 7, 2016

Karen Kahl
Director, Transportation Planning
RK&K Engineering
81 Mosher Street
Baltimore, Maryland 21217

Dear Ms. Kahl:

I am responding to your December 16, 2015 correspondence pertaining to the MD586/Veirs Mill Road Bus Rapid Transit Study wherein you had requested input regarding the potential impact of study alternatives upon fire-rescue response times.

Based upon review of the four study alternatives by my operations, planning and engineering staff, I offer the following comments on each study alternative:

- Alternative 1 – “No-Build:” Over time as traffic volume increases along MD586, response times would be expected to increase as congestion inevitably increases.
- Alternative 2 – “Enhanced Bus Service with Queue Jumps:” No anticipated impact on response times.
- Alternative 3 – “BRT in Dedicated and Shared Lanes:” No anticipated impact on response times.
- Alternative 5B – “BRT in Bi-directional & Dedicated Lanes:” In the lanes east of Broadwood Drive where there would be a single, 14-ft wide, bi-directional bus lane bordered by concrete medians, responding MCFRS vehicles, if using that lane due to traffic congestion on the main lanes, would not be able to pass a stopped or disabled BRT bus; thus delaying, or possibly halting, response from that point forward.

Office of the Fire Chief

100 Edison Park Drive, 2nd Floor • Gaithersburg, Maryland 20878 • 240-777-2486 • 240-777-2443 FAX
www.montgomerycountymd.gov/mcfrs

Ms. Karen Kahl
January 7, 2016
Page 2

Due to the concrete medians on either side of the bus lane, MCFRS vehicles would have no egress except at intersections, and these intersections could be blocked by a BRT bus waiting at a red traffic signal and/or by traffic congestion at the intersection. For these reasons, MCFRS opposes the proposed single, bi-directional bus lane east of Broadwood Drive but supports the proposed two-lane dedicated bus lanes (separated only by lane striping) proposed for other portions of MD586 that would allow for passing of BRT buses by responding fire-rescue vehicles.

Thank you for the opportunity to provide input. If you have questions, please contact Scott Gutschick, Planning Section Manager, on 240-777-2417 or at scottgutschick@montgomerycountymd.gov.

Sincerely,



Scott E. Goldstein
Fire Chief

SEG/sg/ld

cc: D/C Stephen Jones, Operations Division, MCFRS
Scott Gutschick, Planning Section Manager, MCFRS
Joana Conklin, MCDOT



January 13, 2016



Ms. Karen Kahl, Consultant Project Manager
Director, Transportation Planning
Rummel, Klepper & Kahl, LLP
81 Mosher Street
Baltimore, Maryland 21217

Dear Ms. Kahl:

This is in response to your letter of December 16, 2015, to Mr. Larry A. Bowers, interim superintendent of schools, regarding the request to review the alternatives of the proposed Bus Rapid Transit and its potential effects on emergency response times for fire and rescue services. While we appreciate the request to review the emergency response impacts, we will rely on the expertise of Montgomery County Fire and Rescue Service to provide the appropriate comments on this subject matter. We will review and provide comments that relate to school transportation.

We appreciate the opportunity to review the study and look forward to working with the Maryland State Highway Administration and the Maryland Transit Administration on this exciting project. If you have any questions, please contact Mr. Seth Adams, director, Division of Construction, Department of Facilities Management, at 240-314-1000.

Sincerely,

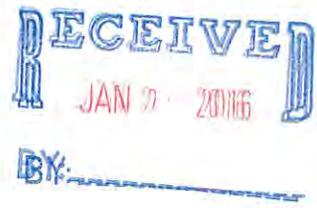
James Song
Director

JS:lmr

Copy to:
Mr. Bowers
Dr. Zuckerman
Mr. Adams



Office of the President



January 14, 2016

Ms. Karen Kahl,
Director, Transportation Planning
Rummel, Klepper & Kahl, LLP
81 Mosher Street
Baltimore, MD 21217

Re: Project Number MO244M11
MD 586/Veirs Mill Road Bus Rapid Transit Study

Dear Ms. Kahl:

This letter is in response to your correspondence of December 11, 2015, regarding the potential effects of the bus rapid transit study on emergency response times for fire and rescue services.

As the service extension to the Rockville Campus of the College is along a mixed traffic section of existing MD-355, it is anticipated that there will be little direct impact on emergency response times due to the new Bus Rapid Transit (BRT) service. However, the College would want to evaluate this question in more detail when specific road alignment(s) and typical BRT station requirements for the service are available. A final response is subject to such a review.

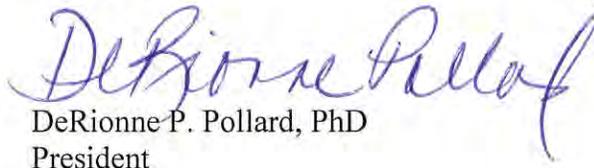
It is assumed that the BRT station shown in your alternatives to provide enhanced bus service will actually be located on the campus. This would seem consistent with both this MD-586/Veirs Mill Road study and (hopefully) the eventual extension of BRT to the north along MD-355. I want to convey that the College is very supportive of BRT service to help move our students around Montgomery County.

The College would appreciate the opportunity to participate in any preliminary discussions you anticipate regarding the design and location of a BRT station serving the Rockville Campus.

Ms. Karen Kahl
Rummel, Klepper & Kahl, LLP
January 14, 2016
Page 2

Should you have any questions, please feel free to contact Mr. John McLean, director of capital planning, design, and engineering, in our Facilities Office at 240-567-7360 or at John.McLean@montgomerycollege.edu.

Sincerely,


DeRionne P. Pollard, PhD
President

cc: Ms. J. Arnold, SHA EPLD
Dr. Janet Wormack, Senior Vice President for Administrative and Fiscal Services
Dr. Dewey Yeatts, Vice President of Facilities and Security
Mr. John McLean, Director of Capital Planning, Design, and Engineering
Ms. Susan Madden, Chief Government Relations Officer

Meeting Notes

Date: March 11, 2016

Subject: MD 586 Veirs Mill Road Bus Rapid Transit Study
From Rockville Metro Station to Wheaton Metro Station

RE: Montgomery County Fire and Rescue Service (MCFRS)

The following people were in attendance:

<u>NAME</u>	<u>ORGANIZATION</u>	<u>EMAIL ADDRESS</u>
Ligia Moss	MCDOT	Ligia.moss@montgomerycountymd.gov
Joana Conklin	MCDOT	Joana.conklin@montgomerycountymd.gov
Rafael Olarte	MCDOT	Rafael.olarte@montgomerycountymd.gov
Scott Gutschick	MCFRS	Scott.gutschick@montgomerycountymd.gov
Pete Friedman	MCFRS	Peter.friedman@montgomerycountymd.gov
Luisa Montero	Mid-County RSC	Luisa.montero@montgomerycountymd.gov
Kyle Nembhard	MTA	knembhard@mta.maryland.gov
Karen Kahl	RK&K	kkahl@rkk.com
Dave Roberts	RK&K	droberts@rkk.com
Brian Lange (via phone)	AECOM	Brian.lange@aecom.com
Alvaro Sifuentes (via phone)	Jacobs	Alvaro.sifuentes@jacobs.com

Overview and Purpose of the Meeting

Karen gave an overview of the project as well as a description of the four alternatives. She noted that a letter seeking comments on the alternatives was sent to the Montgomery County Fire and Rescue Service (MCFRS) in December 2015, and that a response letter with comments was sent by MCFRS in January 2016. In the response letter, MCFRS stated opposition to the one-lane bi-directional median lanes in Alternative 5B due to the possibility of an emergency vehicle getting trapped in the median lane if a BRT bus breaks down in the lane. The purpose of this meeting was to discuss the concerns MCFRS has with Alternative 5B, and to identify possible solutions to those concerns.

One-Lane Bi-Directional Sections

Pete noted that in an emergency, MCFRS (fire, police, and ambulance) would likely use the median BRT lane(s) that are separated from the general purpose (G.P.) lanes in order to avoid the queuing and traffic in the G.P. lanes. A conflict would occur if a broken down bus is in the one-lane section, or more likely, if a bus is travelling in the opposite direction of the emergency vehicle when the emergency vehicle enters the one-lane section. The team discussed solutions to prevent a conflict from occurring and decided that the following two solutions would address the issue:

1. Signs and signals could be placed at the entrances to the one-lane sections to inform emergency vehicles when it would be safe to enter the one-lane section. For example, a signal with a red “X” could be used over the lane to let emergency vehicles know that either a bus is broken down in the lane, or that a bus is already in the one-lane section and travelling in the opposite direction from the emergency vehicle. The red “X” would also deter G.P. vehicles from accidentally entering the one-lane section. When it is safe for an emergency vehicle to enter the one-lane section, a vertical white bar could be displayed, similar to a traditional transit signal.

2. Mountable curbs could be installed incrementally along the one-lane section to allow either the emergency vehicle or the BRT a way to exit the section, if needed. Karen noted that mountable curbs were not proposed for the entire length of the median in order to prevent vehicles in the G.P. lanes from entering the BRT lane. The vertical face curbs provide more of a physical barrier, which is important especially with the narrower lane widths.

Pete suggested that a mountable curb could be installed along the BRT side of the median, and that a vertical-faced curb could be installed along the G.P. lane side of the median. This would allow the emergency vehicles to smoothly climb the median and then make the six inch drop onto the G.P. lanes, while still providing a vertical barrier to the vehicles in the G.P. lanes.

The team agreed that both solutions are details that would be worked out during the design phase, if Alternative 5B is selected. RK&K will document the concerns and solutions in the alternatives chapter of the Draft Corridor Study Report (DCSR).

Closing of Unsignalized Left Turn Lanes

Dave noted that another element of Alternative 5B that could be of concern to MCFRS is that all of the existing unsignalized left turn lanes and median openings would be closed where the BRT is located in a dedicated median lane(s). The team reviewed maps of the corridor showing the 16 left turn lanes and median openings that would be closed in Alternative 5B. Of the 16, Pete identified three that would cause concerns for MCFRS due to re-routing, which would increase response times:

- The westbound MD 586 left turn lane onto Gail Avenue in Rockville
- The westbound MD 586 left turn lane into the Park Terrace apartment complex
- The westbound MD 586 left turn lane onto Gail Street in Wheaton

However, Pete and the team agreed that depressing the medians at each of those three intersections would allow emergency vehicles to turn left and would avoid increasing the response times. The depressed median would be similar to the one that is at Station 31 along Darnestown Road in Montgomery County. MCFRS will review the maps in more detail and provide additional feedback if there are any other concerns.

Conclusion

The team agreed that the MCFRS concerns with Alternative 5B would be addressed by the possible solutions that were discussed. The details of the solutions would be incorporated during design and MCFRS would be involved at that time to provide comments on the design, if Alternative 5B is selected. Scott will prepare and send Karen another response letter that states MCFRS's position on the alternatives based on the discussion at this meeting. RK&K will document the coordination with MCFRS in the Community Effects Assessment (CEA) Technical Report and in the DCSR.

Action Items

- RK&K to document the issues raised by MCFRS with Alternative 5B and the possible solutions to those issues in the DCSR.
- MCFRS to review the maps in more detail and provide additional feedback, if necessary.
- MCFRS to send a revised letter to Karen.
- RK&K to document MCFRS coordination in the CEA and DCSR.



MONTGOMERY COUNTY FIRE AND RESCUE SERVICE

Isiah Leggett
County Executive

Scott E. Goldstein
Fire Chief

March 23, 2016

Karen Kahl, Director
Transportation Planning
RK&K Engineering
81 Mosher Street
Baltimore, Maryland 21217

Dear Ms. Kahl:

I am following up my January 6, 2016 correspondence with further feedback concerning Alternative 5B of the MD586/Veirs Mill Road Bus Rapid Transit (BRT) Study. Following the March 11 meeting between members of my Planning and Operations staff, Department of Transportation (MCDOT) and Maryland Transit Administration (MTA) representatives, and RK&K representatives including yourself, I would like to offer my support for mutually agreeable approaches proposed and discussed during the meeting pertaining to Alternative 5B. Should Alternative 5B be selected for implementation and these proposed approaches be incorporated into the design, I would be willing to retract my previously stated opposition to Alternative 5B. My previously stated positions concerning Alternatives 1, 2 and 3 of the MD586 BRT Study remain unchanged.

Fire-Rescue Battalion Chief Peter Friedman and Planning Section Manager Scott Gutschick have informed me that the following design and operational considerations were proposed/discussed during the March 11 meeting regarding the proposed bi-directional median lane along MD586 between Broadwood Drive and First Street as shown in the Alternative 5B conceptual plans:

- Signalization and signage at entrances to the bi-directional median lane that would signal fire-rescue vehicles as to the presence of a BRT vehicle – oncoming, traveling ahead, or broken down - within a given segment of the bi-directional lane that could negate use of that lane by fire-rescue vehicles.
- Strategic positioning of incrementally spaced mountable curbs along the bi-directional median lane allowing egress by fire-rescue vehicles. The bi-

Karen Kahl, Director
March 23, 2016
Page 2

- directional lane and incrementally spaced mountable curbs along it would be used by fire-rescue vehicles during emergency response only.
- Positioning of mountable medians at certain non-signalized intersections and median breaks along the full length of the MD586 BRT lanes (not restricted solely to the bi-directional median lane) to facilitate left turns and U-turns by fire-rescue vehicles only; whereas general traffic would no longer be permitted to use these existing left turn lanes nor the proposed median breaks. [MCFRS will identify to MTA, in separate correspondence, the specific left turn lanes and median breaks along MD586 where mountable medians would be required for use by fire-rescue vehicles. MTA has indicated it would examine the mountable median in place along Darnestown Road in front of Fire Station 31 for familiarization with a design that meets MCFRS needs.]

I would like to emphasize that fire-rescue vehicles would only utilize dedicated MD586 BRT lanes when responding to emergency events when general purpose travel lanes were congested to the point of causing serious delay in response time.

I ask that MCFRS be given the opportunity to review and comment upon the various stages of design as MTA's planning and design for the MD586 BRT move forward.

If you have questions, please contact Scott Gutschick, Planning Section Manager, on 240-777-2417 or at scottgutschick@montgomerycountymd.gov.

Sincerely,



Scott E. Goldstein
Fire Chief

SEG/sg

cc: D/C Stephen Jones, Operations Division, MCFRS
B/C Peter Friedman, Operations Division, MCFRS
Scott Gutschick, Planning Section Manager, MCFRS
Joana Conklin, RTS Development Manager, MCDOT



MONTGOMERY COUNTY FIRE AND RESCUE SERVICE

Isiah Leggett
County Executive

Scott E. Goldstein
Fire Chief

April 7, 2016

Ms. Karen Kahl, Director
Transportation Planning
RK&K Engineering
81 Mosher Street
Baltimore, Maryland 21217

Dear Ms. Kahl:

I am following up my March 23, 2016 correspondence with further feedback concerning the MTA proposal to close off non-signalized left turn lanes along Veirs Mill Road as part of the bus rapid transit (BRT) lane design.

The MCFRS Operations Division has performed an assessment of the non-signalized intersections along Veirs Mill Road and has determined that one such intersection must be maintained - the left turn lane from westbound Veirs Mill Road into the Park Terrace condominiums addressed as 12700-12714 Veirs Mill Road. MCFRS would be amenable to the installation of a mountable median in conjunction with this left turn lane should the State want to create a deterrent to motorists from using the turn lane.

If the left turn lane at this location were to be eliminated, MCFRS vehicles en route to emergency incidents at these condominiums would need to continue westbound on Veirs Mill Road to the intersection with Twinbrook Parkway, approximately 4000 feet away, to make a safe U-turn utilizing a left turn lane. While the provided maps show that breaks may remain in the median between 12700 Veirs Mill Road and Twinbrook Parkway, U-turns at these breaks would require slowing of fire-rescue vehicles in the fast lane of Veirs Mill Road. In this section of roadway, highway speeds are posted at 45 mph which is neither safe nor reasonable for U-turns with regard to firefighter safety and response time.

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Ms. Karen Kahl, Director
April 7, 2016
Page -2-

If you have questions, please contact Scott Gutschick, Planning Section Manager, on 240-777-2417 or at scottgutschick@montgomerycountymd.gov.

Sincerely,



Scott E. Goldstein
Fire Chief

SEG/sg/ld

cc: D/C Stephen Jones, Operations Division, MCFRS
B/C Peter Friedman, Operations Division, MCFRS
Scott Gutschick, Planning Section Manager, MCFRS
Joana Conklin, RTS Development Manager, MCDOT

Emergency Service Outreach Letter Recipients

Name	Title	Company	ADDRESS	CITY	STATE	ZIP
Larry A. Bowers	Interim Superintendent	Montgomery County Public Schools	850 Hungerford Drive	Rockville	MD	20850
Marianne C. Souders, MS, CEM, MEP	Planning Division Chief	Montgomery County Office of Emergency Management and Homeland Security	100 Edison Park Drive	Gaithersburg	MD	20878
Parker Hamilton	Director	Montgomery County Public Libraries - Admin HQ	21 Maryland Avenue Suite 310	Rockville	MD	20850
J. Thomas Manger	Chief of Police	Montgomery County Police Department	100 Edison Park Drive 3rd Floor	Gaithersburg	MD	20878
Darren M. Popkin	Sheriff	Montgomery County Sheriff's Office	50 Maryland Avenue, Room T-8	Rockville	MD	20850
Tim Chesnutt	Director	City of Rockville - Recreation and Parks Department	111 Maryland Avenue	Rockville	MD	20850
Gabriel Albornoz	Director	Montgomery County Department of Recreation	9500 Brunett Avenue	Silver Spring	MD	20901
Stephen R. Jones, Jr.	Division Chief	Montgomery County Division of Fire and Rescue Services	100 Edison Park Drive	Gaithersburg	MD	20878
Jewru Bandeh	Acting Center Director	Mid-County Regional Services Center	2121 Reddie Drive	Wheaton	MD	20902
DeRionne P. Polard, Ph. D.	President	Montgomery College	900 Hungerford Drive, Suite 100	Rockville	MD	20850

December 16, 2015

Larry A. Bowers, Interim Superintendent
Montgomery County Public Schools
850 Hungerford Drive
Rockville, MD 20850

RE: Project Number MO244M11
MD 586/Veirs Mill Road Bus Rapid Transit Study (*Update Figures*)
From Wheaton to Rockville, plus a 1.5-mile service extension to Montgomery College
Montgomery County, Maryland

Dear Mr. Bowers:

This letter is sent to update the figures included with the Project Overview provided with our December 11, 2015 letter. Please disregard the previous package, which included figures that misrepresented Alternative 3.

The Maryland State Highway Administration (SHA) and the Maryland Transit Administration (MTA), in cooperation with the Montgomery County Department of Transportation (MCDOT), are completing a study to evaluate alternatives to provide a new Bus Rapid Transit (BRT) service along MD 586 (Veirs Mill Road) between the Rockville Metrorail Station and the Wheaton Metrorail Station. The project may seek funding from the Federal Transit Administration once a locally preferred alternative is selected. The purpose of the MD 586/Veirs Mill Road BRT Study is to evaluate new high-efficiency bus service within the project corridor. Also included with this study is an extension of the service corridor 1.5 miles along MD 355 to Montgomery College.

The purpose of this letter is to request your input regarding the potential effects of our study alternatives on emergency response times for fire and rescue services. All possible impacts that may result from this project, including any effects to emergency services and response time caused by changes in traffic circulation patterns, access and/or road construction in this area, must be investigated. These impacts may be positive, such as improved response times following the road improvements, or negative, such as delayed or longer response times.

A Project Overview outlining four alternatives currently under consideration is attached. The Project Overview includes supporting figures depicting these alternatives. These alternatives include: Alternative 1 – No-Build Alternative; Alternative 2 – Transportation Systems Management (TSM) with Intersection Queue Jumps and Enhanced Bus Service (Q9); Alternative 3 – the New BRT Service in Dedicated (where feasible) Curb Lanes; and Alternative 5B – New BRT Service in a Dedicated Bi-directional Lane or in Two-Lanes (where feasible), in the Median.

MD 586/Veirs Mill Road Bus Rapid Transit Study (*Update Figures*)
December 16, 2015
Page 2



To maintain the project schedule, your written response is requested by January 15, 2016. Should you have any questions or concerns, please feel free to call contact Ms. Jamaica Arnold, SHA Project Manager at 410-545-8512 or jarnold2@sha.state.md.us. Thank you for your cooperation.

Sincerely,

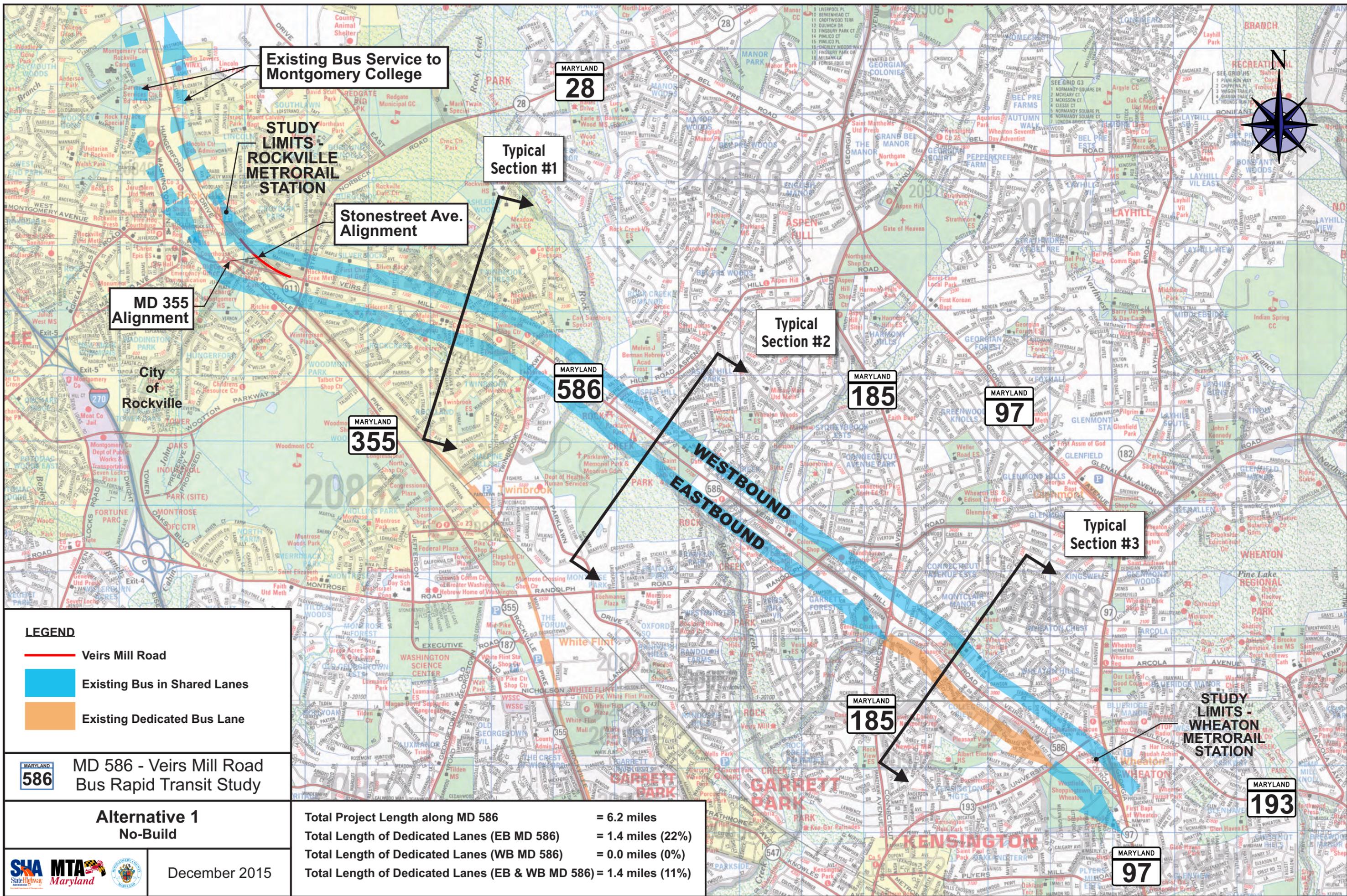
RUMMEL, KLEPPER & KAHL, LLP

A handwritten signature in blue ink that reads 'Karen B. Kahl'.

Ms. Karen Kahl, Consultant Project Manager
Director, Transportation Planning

Enclosure (1) Project Overview

cc: Ms. Jamaica Arnold, SHA EPLD
Ms. Anne Elrays, SHA EPLD
Ms. Jacki Senechal, MTA
Ms. Joana Conklin, MCDOT
Project file



Existing Bus Service to Montgomery College

STUDY LIMITS - ROCKVILLE METRORAIL STATION

Stonestreet Ave. Alignment

Typical Section #1

Typical Section #2

Typical Section #3

STUDY LIMITS - WHEATON METRORAIL STATION

MD 355 Alignment

City of Rockville

- LEGEND**
- Veirs Mill Road
 - Existing Bus in Shared Lanes
 - Existing Dedicated Bus Lane

MD 586 MD 586 - Veirs Mill Road Bus Rapid Transit Study

Alternative 1
No-Build

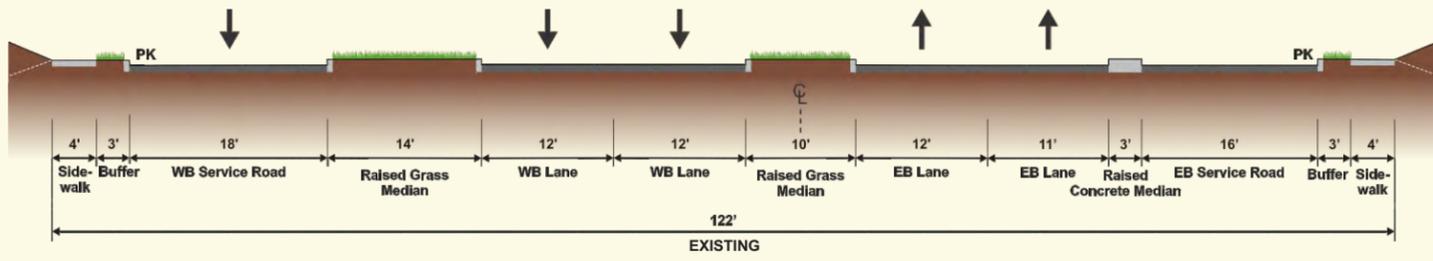
Total Project Length along MD 586	= 6.2 miles
Total Length of Dedicated Lanes (EB MD 586)	= 1.4 miles (22%)
Total Length of Dedicated Lanes (WB MD 586)	= 0.0 miles (0%)
Total Length of Dedicated Lanes (EB & WB MD 586)	= 1.4 miles (11%)



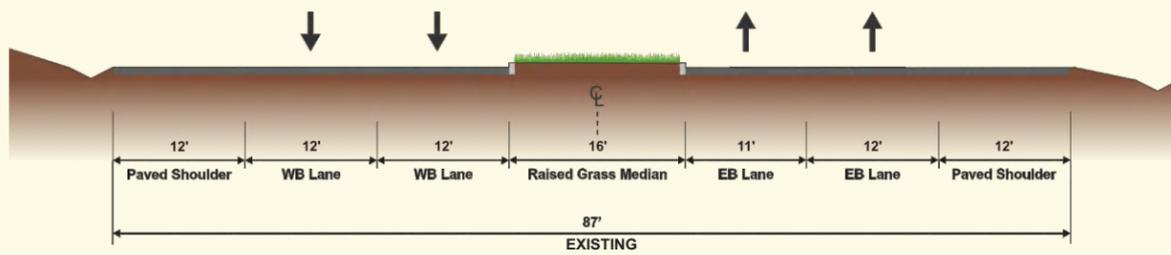
December 2015



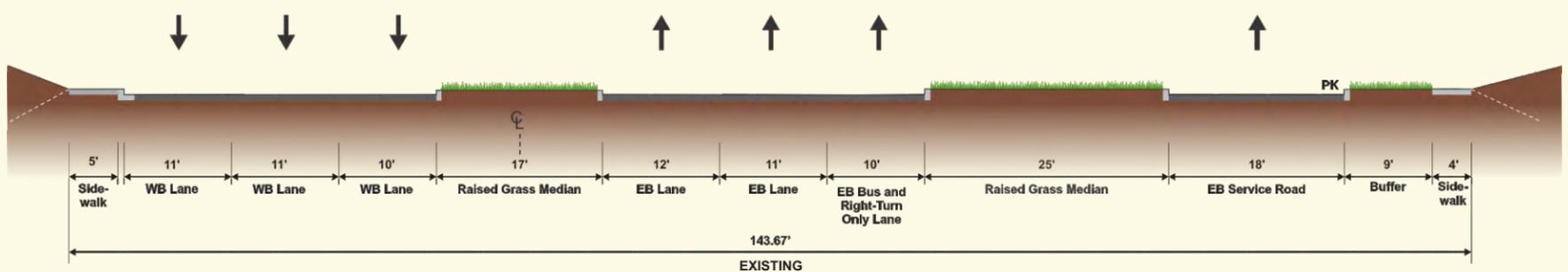
Typical Section #1 800 FEET EAST OF BROADWOOD DRIVE



Typical Section #2 1,800 FEET EAST OF ASPEN HILL ROAD



Typical Section #3 2,000 FEET EAST OF CONNECTICUT AVENUE

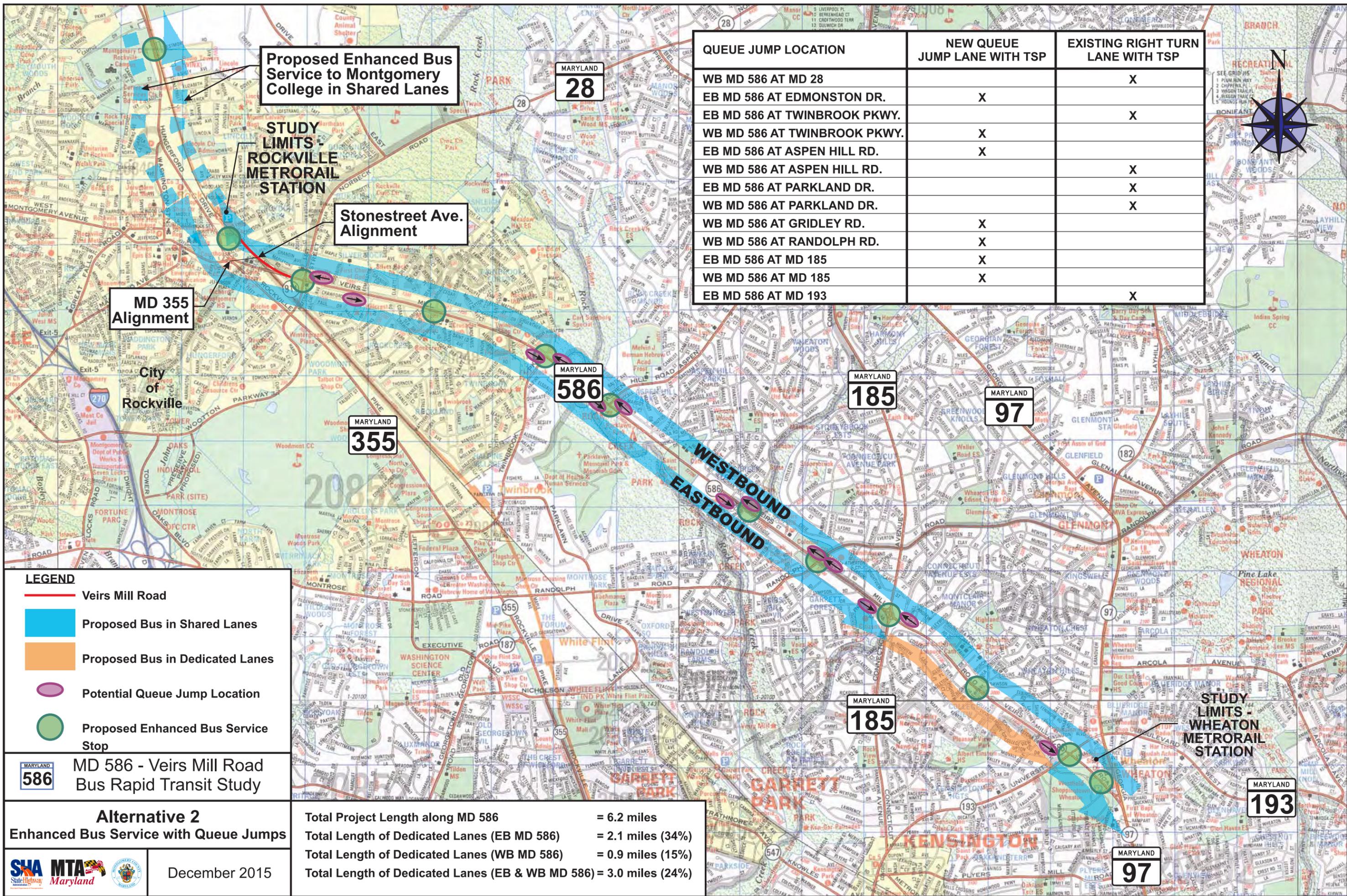


MARYLAND
586 MD 586 - Veirs Mill Road
Bus Rapid Transit Study

**Typical Section # 1, 2 & 3
Alternative 1 - No-Build**



December 2015



QUEUE JUMP LOCATION	NEW QUEUE JUMP LANE WITH TSP	EXISTING RIGHT TURN LANE WITH TSP
WB MD 586 AT MD 28		X
EB MD 586 AT EDMONSTON DR.	X	
EB MD 586 AT TWINBROOK PKWY.		X
WB MD 586 AT TWINBROOK PKWY.	X	
EB MD 586 AT ASPEN HILL RD.	X	
WB MD 586 AT ASPEN HILL RD.		X
EB MD 586 AT PARKLAND DR.		X
WB MD 586 AT PARKLAND DR.		X
WB MD 586 AT GRIDLEY RD.	X	
WB MD 586 AT RANDOLPH RD.	X	
EB MD 586 AT MD 185	X	
WB MD 586 AT MD 185	X	
EB MD 586 AT MD 193		X

- LEGEND**
- Veirs Mill Road
 - Proposed Bus in Shared Lanes
 - Proposed Bus in Dedicated Lanes
 - Potential Queue Jump Location
 - Proposed Enhanced Bus Service Stop

MD 586 MD 586 - Veirs Mill Road Bus Rapid Transit Study

Alternative 2
Enhanced Bus Service with Queue Jumps

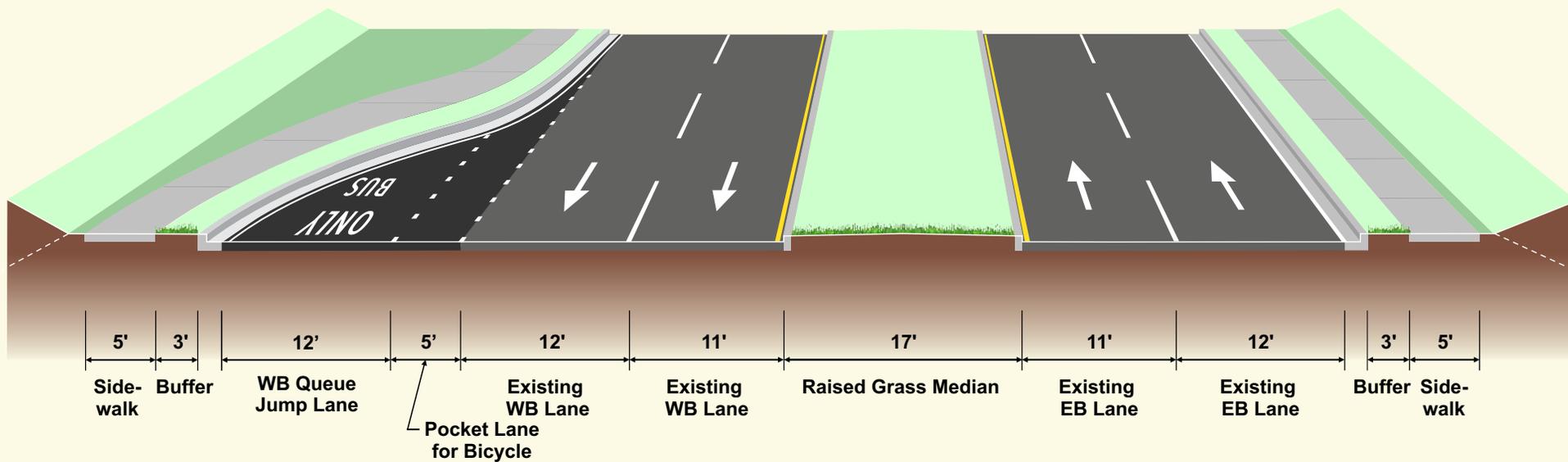
Total Project Length along MD 586 = 6.2 miles
 Total Length of Dedicated Lanes (EB MD 586) = 2.1 miles (34%)
 Total Length of Dedicated Lanes (WB MD 586) = 0.9 miles (15%)
 Total Length of Dedicated Lanes (EB & WB MD 586) = 3.0 miles (24%)



December 2015

WESTBOUND

EASTBOUND

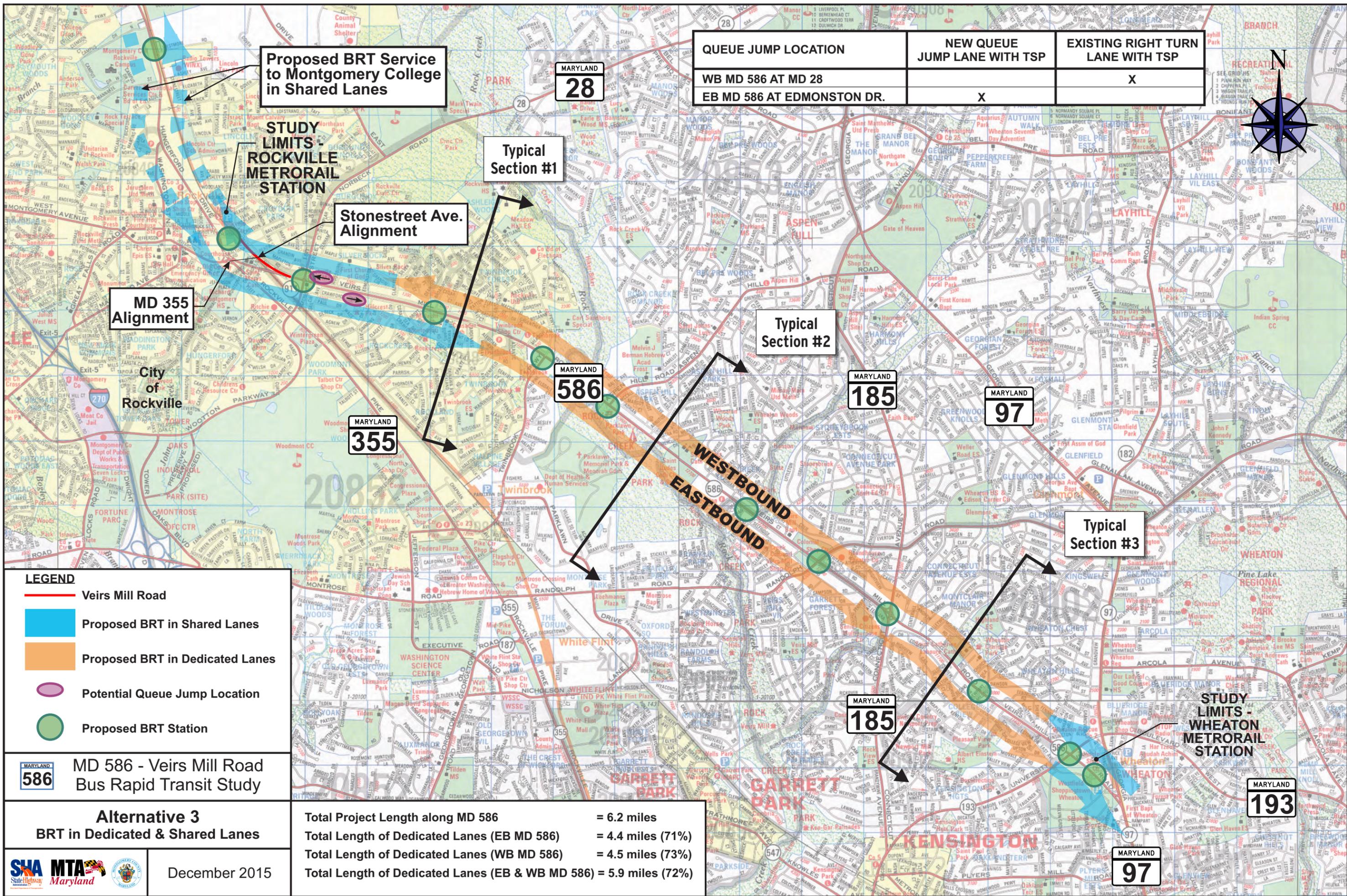


MD 586 - Veirs Mill Road
Bus Rapid Transit Study

Typical Section
Alternative 2



December 2015



QUEUE JUMP LOCATION	NEW QUEUE JUMP LANE WITH TSP	EXISTING RIGHT TURN LANE WITH TSP
WB MD 586 AT MD 28		X
EB MD 586 AT EDMONSTON DR.	X	

Proposed BRT Service to Montgomery College in Shared Lanes

STUDY LIMITS - ROCKVILLE METRORAIL STATION

Stonestreet Ave. Alignment

Typical Section #1

Typical Section #2

Typical Section #3

STUDY LIMITS - WHEATON METRORAIL STATION

MD 355 Alignment

City of Rockville

- LEGEND**
- Veirs Mill Road
 - Proposed BRT in Shared Lanes
 - Proposed BRT in Dedicated Lanes
 - Potential Queue Jump Location
 - Proposed BRT Station

MD 586 - Veirs Mill Road Bus Rapid Transit Study

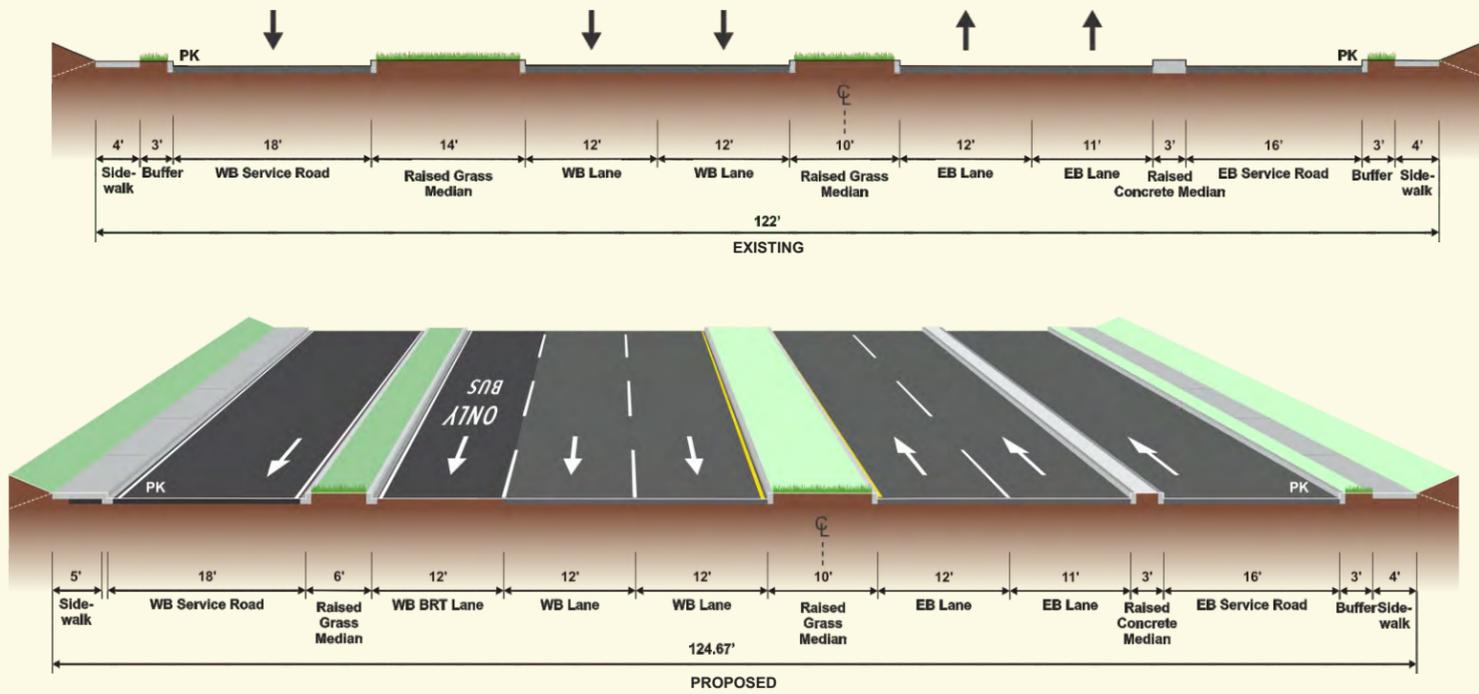
**Alternative 3
BRT in Dedicated & Shared Lanes**

Total Project Length along MD 586	= 6.2 miles
Total Length of Dedicated Lanes (EB MD 586)	= 4.4 miles (71%)
Total Length of Dedicated Lanes (WB MD 586)	= 4.5 miles (73%)
Total Length of Dedicated Lanes (EB & WB MD 586)	= 5.9 miles (72%)

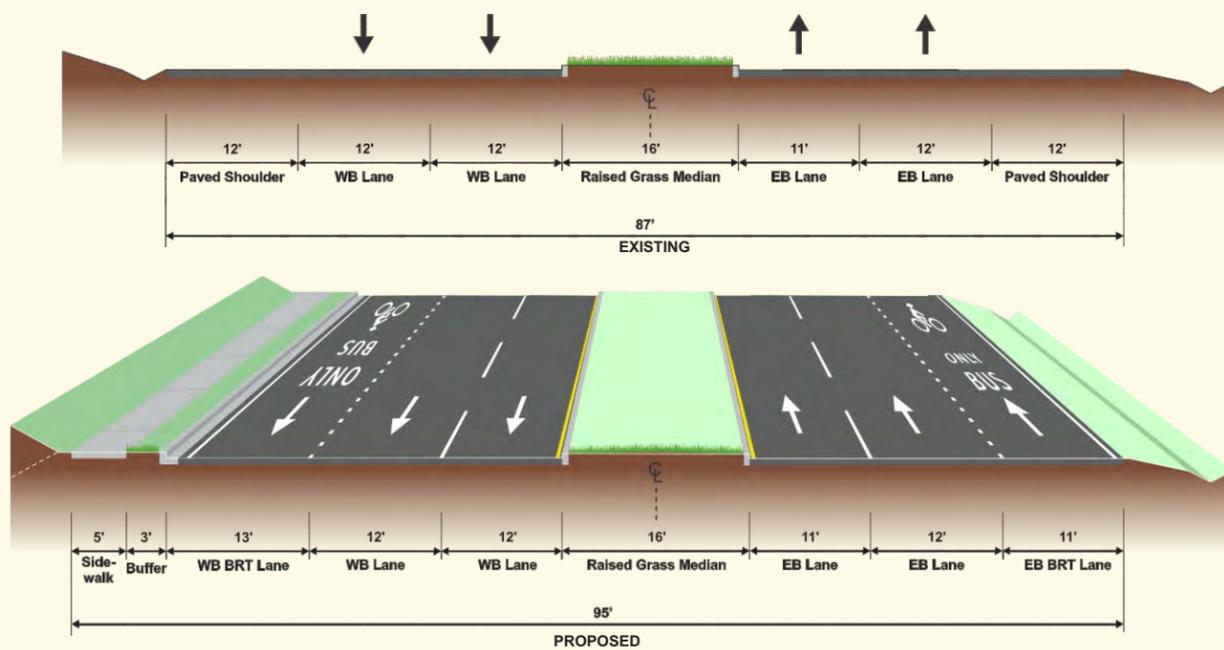


December 2015

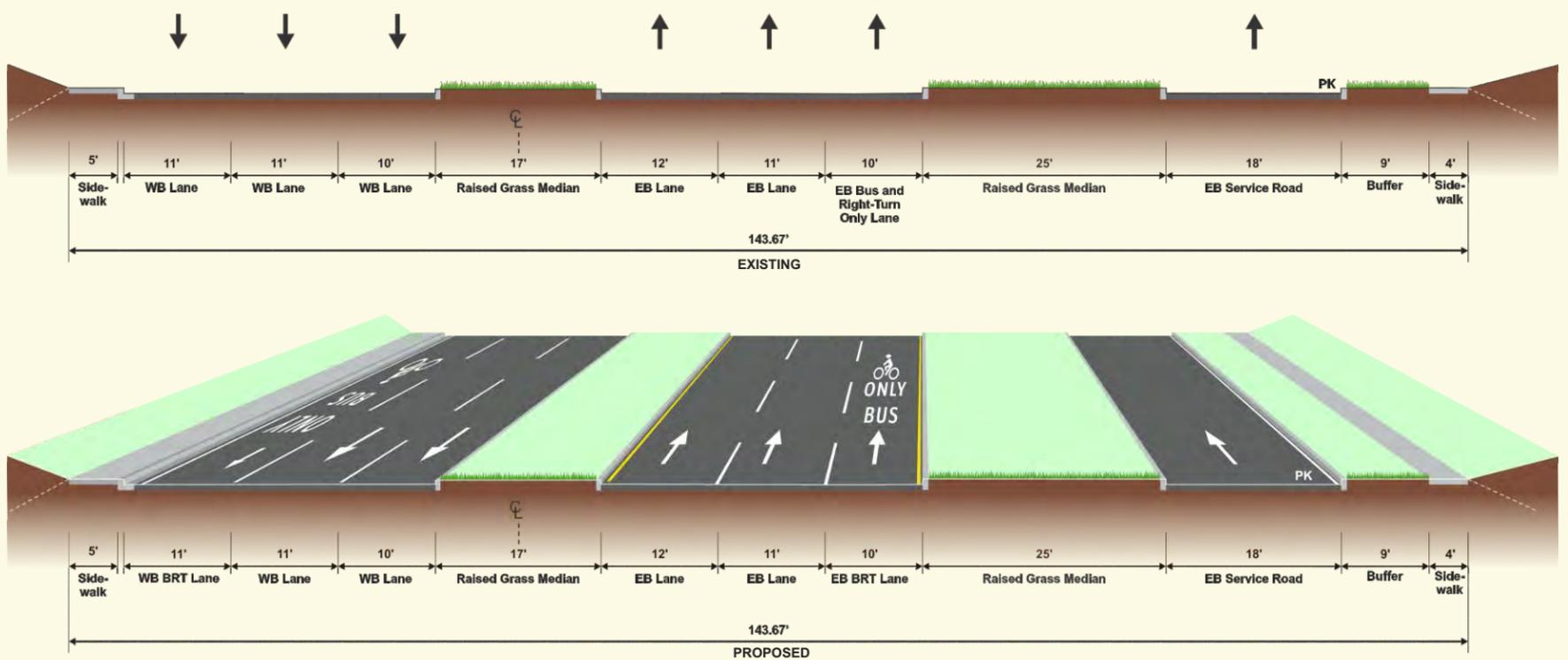
Typical Section #1 800 FEET EAST OF BROADWOOD DRIVE



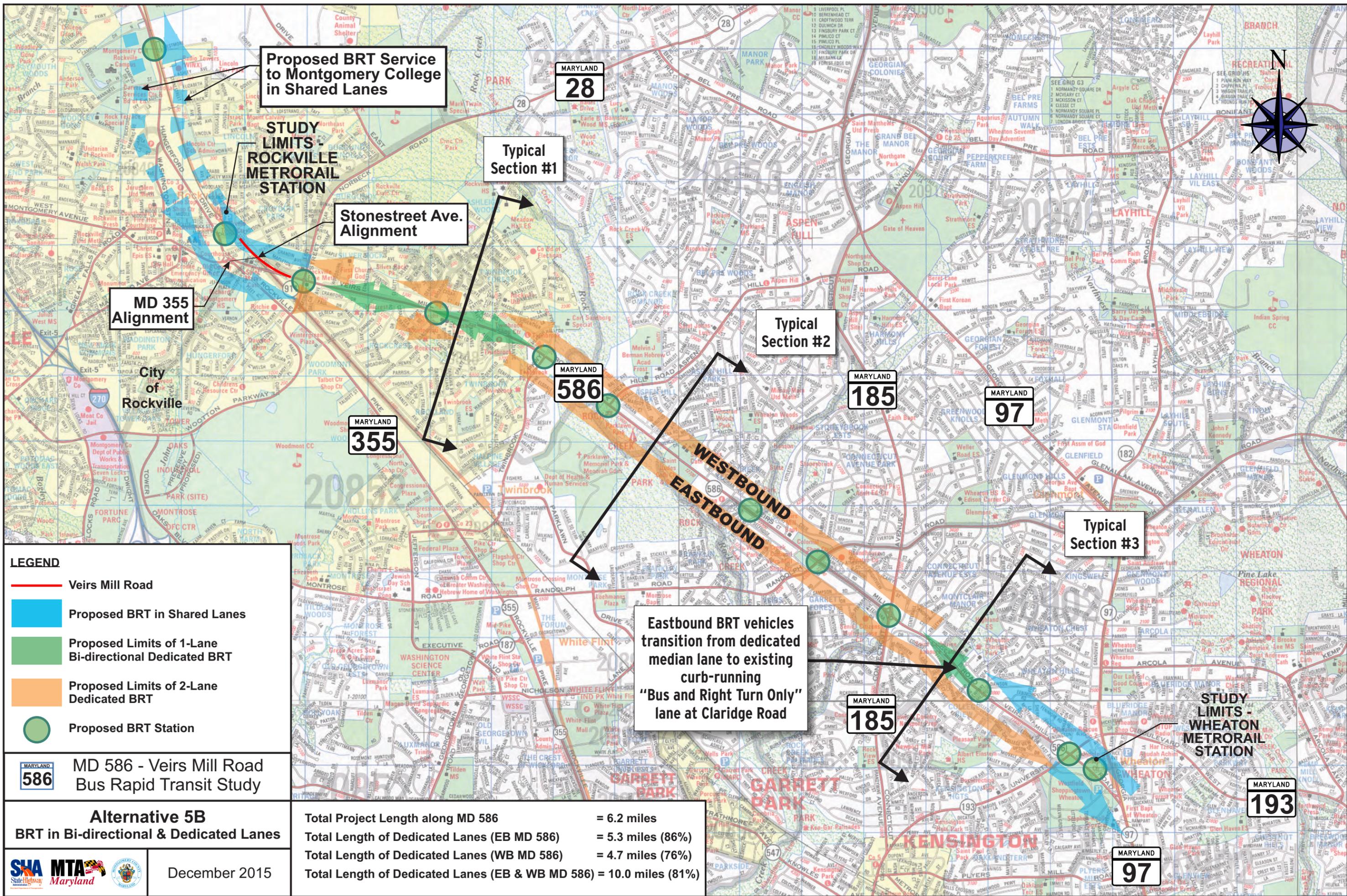
Typical Section #2 1,800 FEET EAST OF ASPEN HILL ROAD



Typical Section #3 2,000 FEET EAST OF CONNECTICUT AVENUE



	MD 586 - Veirs Mill Road Bus Rapid Transit Study
Typical Section # 1, 2 & 3 Alternative 3 (40 MPH)	
	
December 2015	



Proposed BRT Service to Montgomery College in Shared Lanes

STUDY LIMITS - ROCKVILLE METRORAIL STATION

Stonestreet Ave. Alignment

Typical Section #1

Typical Section #2

Typical Section #3

Eastbound BRT vehicles transition from dedicated median lane to existing curb-running "Bus and Right Turn Only" lane at Claridge Road

STUDY LIMITS - WHEATON METRORAIL STATION

LEGEND

- Veirs Mill Road
- Proposed BRT in Shared Lanes
- Proposed Limits of 1-Lane Bi-directional Dedicated BRT
- Proposed Limits of 2-Lane Dedicated BRT
- Proposed BRT Station

MD 586 - Veirs Mill Road Bus Rapid Transit Study

Alternative 5B
BRT in Bi-directional & Dedicated Lanes

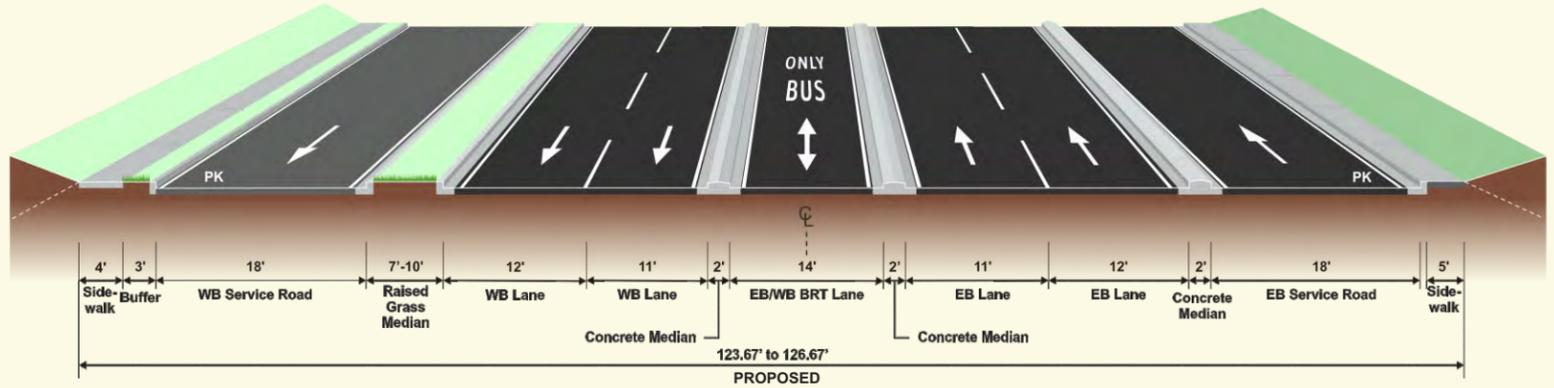
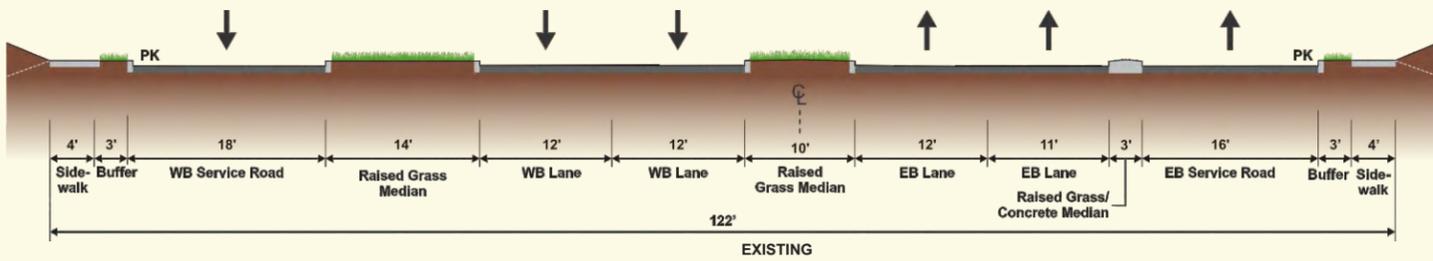
Total Project Length along MD 586	= 6.2 miles
Total Length of Dedicated Lanes (EB MD 586)	= 5.3 miles (86%)
Total Length of Dedicated Lanes (WB MD 586)	= 4.7 miles (76%)
Total Length of Dedicated Lanes (EB & WB MD 586)	= 10.0 miles (81%)



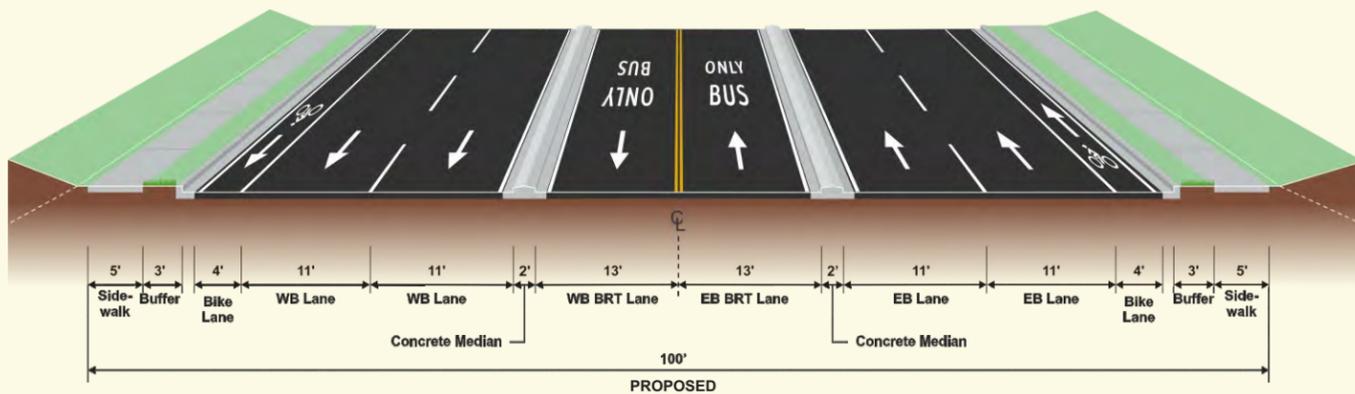
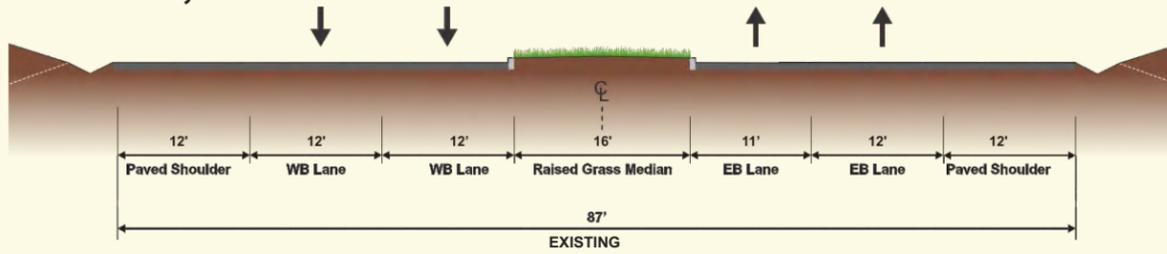
December 2015



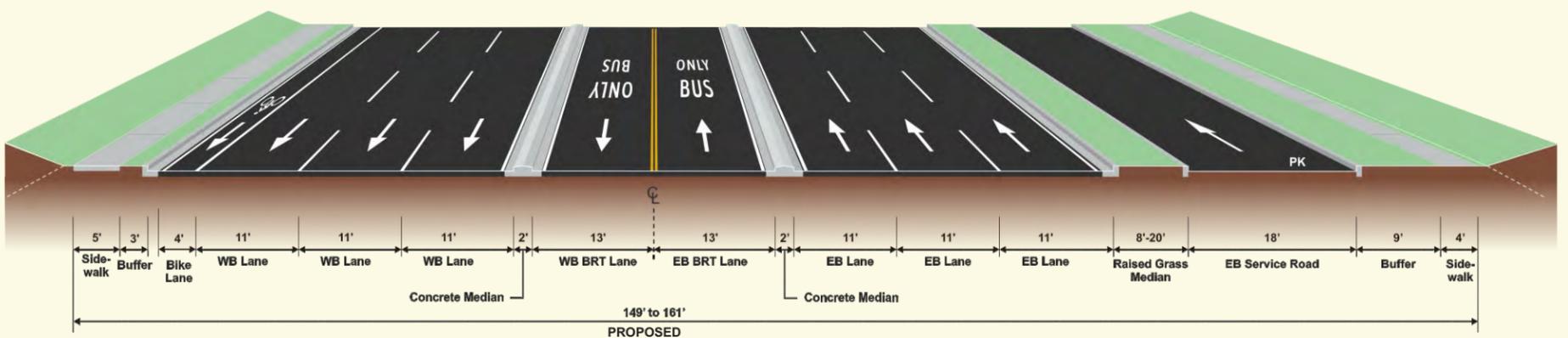
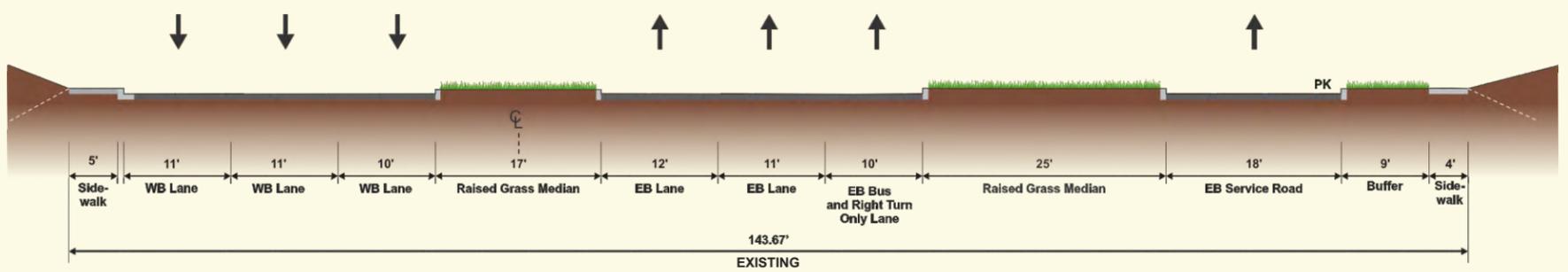
Typical Section #1 800 FEET EAST OF BROADWOOD DRIVE



Typical Section #2 1,800 FEET EAST OF ASPEN HILL ROAD



Typical Section #3 2,000 FEET EAST OF CONNECTICUT AVENUE



MARYLAND
586 MD 586 - Veirs Mill Road
Bus Rapid Transit Study

**Typical Section # 1, 2 & 3
Alternative 5B (35 MPH)**



December 2015

APPENDIX C

Section 106 Consultation

Larry Hogan, *Governor*
Boyd K. Rutherford, *Lt. Governor*



Pete K. Rahn, *Secretary*
Gregory C. Johnson, P.E., *Administrator*

June 22, 2016

Ms. Elizabeth Hughes
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2023

Dear Ms. Hughes:

Introduction and Project Description

This letter serves to inform the Maryland Historical Trust (MHT) of the Maryland Department of Transportation's State Highway Administration (MDOT/SHA) preliminary effect findings for three proposed alternatives that MDOT/SHA has retained for detailed study for proposed Project No. MO244M11, a Bus Rapid Transit (BRT) Study project on MD 586 (Viers Mill Road) between the Rockville Metro Station and the Wheaton Metro Station. As explained in MDOT/SHA's December 18, 2015 Eligibility letter, we are studying three build alternative along with a No Build investigation. All of the build alternatives would require right-of-way, as well as temporary construction easements.

Also as a result of the previous eligibility determinations, MDOT/SHA received requests from Peerless Rockville and the Montgomery County Historic Preservation Commission requesting that we provide additional information regarding the eligibility determinations for the Twinbrook Survey District (M: 26-25) and St. Catherine's Labouré Catholic Church (M: 31-61) in order to request that MHT reconsider the previously rendered determinations. Peerless Rockville also recommended that MDOT/SHA provide information about St. Mary's Catholic Church and School, which are the 1960s buildings that were constructed adjacent to St. Mary's Catholic Church in Rockville.

The project would provide new high-efficiency bus service along Veirs (also sometimes spelled "Viers") Mill Road between the Rockville Metrorail Station and the Wheaton Metrorail Station. MDOT/SHA is assisting Montgomery County (County) and the Maryland Transit Administration (MTA) with the study. The four alternatives that have been retained are:

My telephone number/toll-free number is _____

Alternative 1 – No-Build Alternative: Alternative 1 would involve no improvements to infrastructure or bus service along the MD 586/Veirs Mill BRT Study corridor beyond those improvements already planned and programmed. The existing lane configurations and bus services would remain the same in the 2040 design year. The No-Build Alternative does not address the purpose and need for the project. It serves as a baseline for comparing the impacts and improvements associated with the build alternatives.

Alternative 2 – Transportation Systems Management (TSM) with Intersection Queue Jumps and Enhanced Bus Service (Q9): Alternative 2 would consist of minor infrastructure improvements at selected intersections and the implementation of the proposed WMATA enhanced bus service, the Q9 route. The minor infrastructure improvements would require widening for the installation of queue jumps at selected intersections. The right-of-way required to build Alternative 2 would be less than the other build alternatives and would be located only at intersections where a queue jump would be added. Based on the traffic analysis, the following intersections would be candidates for queue jumps: Westbound MD 586 at MD 28; Eastbound MD 586 at Edmonston Drive (west); Eastbound and westbound MD 586 at Twinbrook Parkway; Eastbound and westbound MD 586 at Aspen Hill Road; Eastbound and Westbound MD 586 at Parkland Drive; Westbound MD 586 at Gridley Road; Westbound MD 586 at Randolph Road; Eastbound and westbound MD 586 at MD 185; and Eastbound MD 586 at MD 193

Alternative 3 - New Bus Rapid Transit (BRT) Service in Dedicated (where feasible) Curb Lanes: Alternative 3 would consist of widening or repurposing Veirs Mill Road to provide dedicated bus lanes for the BRT service in areas with minor impacts and improve bus service by increasing travel speeds. Only the shoulders would be repurposed and all lane configurations would remain unchanged. Alternative 3 would have a minor impact on traffic, as the dedicated bus curb lane would also be used by vehicles turning right onto the numerous side streets and driveways. Although this proposed dual-purpose transit and turn lane would impede the flow of buses, it could improve traffic operations and safety by separating turning vehicles from through traffic. Bicyclists who now travel along the existing shoulder would be impacted when the shoulder is repurposed as a travel lane. Because the dedicated lane would be added only where right-of-way would permit, right-of-way impacts under Alternative 3 would be less than those of Alternative 5B.

Alternative 5B - New BRT Service in Dedicated Bi-directional Lane or in Two-Lanes (where feasible), in Median: Alternative 5B would implement new BRT service in a dedicated, bi-directional median lane or in two dedicated median lanes from MD 28 to Newport Mill Road. In the bi-directional median lane segments, BRT buses would operate in both directions in a single-lane operation. The single, bi-directional lane would widen to two lanes at the BRT stations to allow buses travelling in opposite directions to pass each other. A two-lane, dedicated median section would be provided where feasible. The dedicated lanes would be created by widening to the outside and shifting the existing lanes to allow the BRT to fit within the median. All existing travel lanes would be maintained. Alternative 5B would result in impacts to vehicles trying to turn because the median BRT lanes would prohibit left turns from MD 586 at unsignalized intersections. Although Alternative 5B would include only a one-lane median

section in areas with limited right-of-way, the associated bus stations could still cause impacts on traffic.

Project plans for each alternative are included as Attachment 1.

Funding

Federal funds are anticipated for this project.

Area of Potential Effects

As explained in the December 18, 2015 letter, the Area of Potential Effects (APE) has been defined to include commercial, residential, civic and religious standing structures that stand along MD 586 within a 200-foot buffer on either side of MD 586 between the two metro stations. The archaeology survey area is defined as the worst-case LOD within the project limits. The APE is indicated on the attached USGS quadrangle map for Kensington (Attachment 2).

Identification Methods and Results

Potentially significant architectural and archaeological resources were both researched as part of the historic investigation instigated by the proposed Bus Rapid Transit project.

Architecture: MDOT/SHA Architectural Historian Anne E. Bruder consulted the MDOT/SHA-GIS Cultural Resources Database, reviewed previous project correspondence and plans showing the proposed alignments, attended team meetings and conducted research at Peerless Rockville and the Montgomery County Historic Preservation Commission regarding Twinbrook Survey District and St. Mary's and St. Catherine Labouré Churches. A separate field visit was made on May 1, 2016 to view the churches and Twinbrook. MDOT/SHA also requested that its cultural resources consultants, Parsons Brinckerhoff and McCormick Taylor Associates conduct additional architectural investigations of the three resources. Aside from these three resources, MDOT/SHA has completed the eligibility for standing structures to be included in the NRHP, and those findings are summarized in the Eligibility and Effects Table as discussed below.

MDOT/SHA previously recommended both the Twinbrook Survey District (M: 26-25) and St. Catherine Labouré Catholic Church (M: 31-61) as eligible for the NRHP. MHT disagreed with the recommendation, citing the common designs of the single family dwellings in Twinbrook, and St. Catherine Labouré Church's design being similar to many other churches of the era. MDOT/SHA requested that its consultants consider the range of domestic and religious architecture in the Rockville-Wheaton area in order to demonstrate the uniqueness of these resources. Both DOE forms have been revised, but no new photos have been provided. MDOT/SHA continues to recommend both standing structures as eligible for inclusion in the NRHP, as important examples in Rockville and Wheaton of single family residential development and religious architecture that meet the NRHP Criterion C (architecture) requirements.

Twinbrook was the first post-World War II development constructed in Rockville. Although initially the work of a group of developers who incorporated as Twin-Brook, Inc., by 1952, it had become the sole development of Joseph Geeraert, the founder of Twin-Brook, Inc.. Although there are similarities to the houses that were constructed in William Levitt's Levittown developments in New York and Pennsylvania, Geeraert's original customers were middle class government workers who sought houses that provided the most current amenities. Each year Geeraert would change model designs to ensure that the houses were larger and had the sought-after improvements. As a result, Twinbrook has a variety of houses as well as a school that demonstrate its continual growth and improvements during the period of significance from 1947 to 1970.

St. Catherine Labouré Catholic Church is a one story, fan-shaped structure that sits on a rise overlooking Viers Mill Road. It has one large window on the west side of building that is made up of dalle de verre glass containing a design showing St. Catherine Labouré and other religious symbols. It was designed by the French stained glass artist Gabriel Loire, who set the glass slabs in concrete rather than epoxy resin which became the preferred method used by American stained glass designers. The church is the work of Johnson & Boutin, an architecture firm that specialized in church designs for the Roman Catholic Archdiocese of Washington. Between 1951 and 1968, Johnson & Boutin designed 40 churches that continue to stand in Montgomery, Prince George's, Calvert, Charles and St. Mary's counties. Johnson & Boutin were first employed to design the original St. Catherine Labouré Church in 1951. They used a standard Colonial Revival design, five bays by eight bays long, with a center aisle. It remained in use through the late 1960s, when the current building was designed and constructed in 1968. At the present time, it is used as a basketball court and for other non-religious church related events. The property also contains an elementary school and a rectory for the parish priests, which along with parking areas and landscaping demonstrate the property's continued development in the 1950s and 1960s.

St. Mary's Church and School are also one-story structures that were built adjacent to the nineteenth century Gothic Revival building that served as Montgomery County's first Roman Catholic Church starting in 1817. The newer church was completed in 1966-1967, based on the designs of Johnson & Boutin. In 1951, the St. Mary's School was the first structure built after World War II on the property. St. Mary's Church is a twelve-sided building with a segmental dome with a flat top to hold the steeple. On the perimeter of the building, there are eight elliptical arches that hold stained glass windows and the main entrance with a stained glass window in the top of the arch, and entry doors at the bottom. The interior is arranged so that the main altar is near the center of the church, surrounded by rows of pews. All of the windows are made of dalle de verre stained glass, but a thick sheet of lexan seems to obscure the windows from views in the parking lot or sidewalk. Based on a visit during a cloudy day, it appears that the windows have some form of internal lighting that allows them to be clearly seen while standing in the church's interior. Behind the main altar, there is another short aisle which leads to a fixed altar under the east window. Each window depicts a scene from the life of St. Mary,

the patron saint. There are also windows that represent the Stations of the Cross, and these windows have dalle de verre borders, with etched glass panel to show each scene in the center. A church history indicates that the Rambusch Company in association with Stephen Bridges was responsible for the design of the windows.

MDOT/SHA has determined that St. Mary's Catholic Church and School and St. Catherine Labouré Church are eligible for inclusion in the NRHP under Criterion C (architecture) that exemplify Modern suburban churches designed by Johnson & Boutin for the Archdiocese during the 1960s. Among the five Johnson & Boutin churches built in Rockville, Wheaton and Norbeck during this period, these two have unique shapes that suggest the Archbishop's desire to express the Roman Catholic Church's liturgical changes during this time. Also, the Archbishop of Washington, Patrick Cardinal O'Boyle, created fifty new parishes in the archdiocese, and had at least 40 churches designed by the firm of Johnson & Boutin. The churches also meet the requirements of NRHP Criterion Consideration A, Religious Properties, since they are examples of mid-century Roman Catholic architecture in the Modern style. Both churches have unique designs that are not found in any nearby churches belonging to either the Roman Catholic or Protestant denominations. We make this determination based on the research conducted and multiple field visits, including interior views of the churches by both the consultants and MDOT/SHA. Revised and new Determination of Eligibility (DOE) forms with photos, maps, and other attachments are included in Attachment 3.

MDOT/SHA has also determined that the Twinbrook Survey District is eligible for inclusion in the NRHP under Criterion C (architecture) as the first example of Rockville's post-World War II suburban development. We make this recommendation because MDOT/SHA has not identified other residential developments in Montgomery County that have the variety of housing styles and changes that occurred during Twinbrook's period of significance. MDOT/SHA's consultants prepared Determinations of Eligibility forms for the three standing resources and these are included in Attachment 4. MDOT/SHA's Eligibility Determinations are summarized in Attachment 4: Hybrid Eligibility & Effects Table.

MDOT/SHA has also reviewed the plans for the three BRT build alternatives, Alternative 2 Queue Jumps/TSM, Alternative 3 Dedicated Curb Lanes, and Alternative 5B Dedicated Bi-Directional Lane or 2 Lanes in Median. There are currently bus service on MD 586 between the two Metro Stations. However, the construction of dedicated lanes will require right-of-way and construction easements in order to complete the project. MDOT/SHA's assessment of impact on the standing structures is provided below. The identified standing historic properties within the APE include: Third Addition to Rockville and Old St. Mary's Church & Cemetery (M: 26-12), Jarvis House/Rockville Railroad Station (M: 26-12-2), Rockville Park Historic District (M: 26-13), Hammond Wood Historic District (M: 31-38), Wilkins Estate (M: 30-1), Metropolitan Branch of the B&O Railroad (M: 37-16), Twinbrook Survey District (M: 26-25), St. Catherine's Labouré Catholic Church (M: 31-61), and St. Mary's Catholic Church and School (M: 26-62).

Structures Impact Assessment: The MD 586 BRT No Build Alternative will have no impact on historic properties, but does not meet the project's purpose and need. MD 586 BRT Alternative 2 Queue Jumps/TSM will be constructed at ten (10) intersections on the MD 586 Corridor and will have no impact on historic properties since right-of-way or easements will not be required from any of the standing historic properties in the APE and BRT service is similar to the currently available bus service.

MD 586 BRT Alternative 3 Dedicated Curb Lanes will require right-of-way and construction easements from historic properties, including Rockville Park Historic District, Hammond Wood Historic District, Hammond Hill Historic District and St. Catherine Labouré Catholic Church. Because the right-of-way and easement amounts required will be strip takes from the edge of each property along MD 586A, this alternative will have no adverse impacts on these historic properties. For the remaining eligible historic properties, no additional right-of-way or construction easements are required, and BRT bus service on MD 586 will continue as it presently does with no impact on historic properties, including the Third Addition to Rockville & Old St. Mary's Church & Cemetery, Jarvis House/Rockville Railroad Station, Wilkins Estate, Metropolitan Branch of the B&O Railroad, Twinbrook Survey District and St. Mary's Catholic Church and School.

MD 586 BRT Alternative 5B Dedicated Bi-Directional Lane or 2 Lanes in Median will require right-of-way and the demolition of a single family dwelling in the Hammond Hill Historic District which will cause an adverse impact to the historic district. Additional right-of-way, easements and the construction of a 10-foot tall retaining wall are required within the St. Catherine Labouré Catholic Church's historic boundary. These changes will cause an adverse impact to this historic property since the wall and property takes introduce new visual and physical elements that will change the character of the historic property. This alternative will have no impact on the following historic properties: Third Addition to Rockville & Old St. Mary's Church & Cemetery, Jarvis House/Rockville Railroad Station, Wilkins Estate, Metropolitan Branch of the B&O Railroad, and St. Mary's Catholic Church and School since no right-of-way or easements will be required from any of these historic properties. There is currently bus service along MD 586, and the bus' location on the highway will not alter the historic character of any of these properties.

The remaining historic standing structures in the APE have been determined not eligible for inclusion in the NRHP and construction of any of the MD 586 BRT Alternatives will have no impact on Aspen Hill Park Survey District, Broadwood Manor Survey District, College View Survey District, Connecticut Avenue Estates Survey District, Connecticut Avenue Park Survey District, Connecticut Gardens Survey District, Garrett Forest Survey District, Janeta Survey District, Kensington Volunteer Fire Company, Mitchell House, Montgomery Highlands Estates District, Regnid Survey District, Robindale Survey District, Shady Rest Survey District, Silver Rock Survey District, St. Jude Catholic Church & School, Stoneybrook Park Shopping Center, Stoneybrook Estates Survey District, Triangle Park Survey District, Twinbrook Commercial Section Survey District, Twinbrook Forest Survey District, Twinbrook Hills Apartment Survey District, Veirs Mill Village Subdivision, Viers Mill Baptist Church, Wheaton Hill Survey

District, Wheaton Woods Survey District, 907 Veirs Mill Road, Twinbrook Shopping Center, 12607 Veirs Mill Road, 12615 Veirs Mill Road, 112245 Veirs Mill Road, 11250 Veirs Mill Road, and Wheaton Plaza. MDOT/SHA's Effect Determinations are summarized in Attachment 4: Hybrid Eligibility & Effects Table.

Archaeology: MDOT/SHA Archaeologist Lisa Kraus assessed the archaeological potential of the survey area through consultation of the SHA-GIS Cultural Resources Database, historic and environmental maps, soil survey data, archaeological reports, and aerial photographs. Site visits were conducted on December 21, 2012 and December 28, 2015.

The northern end of the project corridor has been included in prior archeological surveys (Curry 1977; Gardner 1976; Olson 2004), and 8 sites have been identified there. These sites (18MO612-619) are all late 19th-early 20th century standing frame houses which may have contained archeological deposits in their respective yard areas. Olson's investigation (Olson 2007) revealed, however, that the lots were extensively disturbed and none of these sites were recommended eligible for the NRHP. MHT concurred with this recommendation on March 31, 2006.

Where MD 586 crosses the Matthew Henson State Park, two surveys have included portions of MD 586 (Curry 1983; Thomas 1979), but no sites were recorded. At the MD 586 intersection with Randolph Road, Epperson's (1980) survey included a portion of the project area, but no sites were identified.

Soils throughout the project corridor are primarily described as Urban Land or as Urban Land complexes, but some intact soils are recorded in the Montgomery County Soil Survey. During site visits conducted in 2012 and 2015, SHA Consultant Archaeologist Lisa Kraus determined that the majority of the project corridor has been disturbed by road construction and suburban development.

MD 586 crosses through a section of Rock Creek Regional Park between Twinbrook Parkway and Aspen Hill Road. The site of Veirs Mill (M: 27-19) is recorded in the MIHP at a point along the southwest side of MD 586, east of Rock Creek. The MIHP form for the site of Veirs Mill indicates that the location is approximate, and that no ruins of the mill, its races or outbuildings are present in or near this location. Historic maps (Martinet 1865, Hopkins 1878; USGS 1908-1948) indicate that the mill and several other buildings were located near the intersection of MD 586 and Aspen Hill Road, about 1000 feet east of the mapped location. This location was disturbed by the construction of a pedestrian bridge and trail, which were built directly on top of the mill location depicted on 19th- and early 20th-century maps. During the site visit conducted on December 28, 2015, the entire survey area between Rock Creek and Aspen Hill Road was explored. In addition to the construction of the pedestrian bridge, the floodplain of Rock Creek has been disturbed by bulldozing, the installation of silt fences, an elevated construction access road that has been built along the east side of Rock Creek, and by the installation of drainage facilities. It is unlikely that any intact archaeological remains of Veirs Mill exist within the survey area.

Aerial photographs (1957, 1963, 1964, 1970) show that the portions of Rock Creek Regional Park north and south of MD 586 were extensively impacted by construction in the late 1950s and early 1960s. The area was cleared, and temporary structures are visible in aerial photographs, which also show extensive grading and cutting throughout the MD 586 corridor as the residential neighborhoods that surround the roadway were constructed. Soils within Rock Creek Regional Park adjacent to MD 586 consist of steep, rocky soils (slopes of 25-45%) and recently-deposited alluvium. Neither soil type is likely to contain intact archaeological remains.

Archaeology Impact Assessment: The MD 586 BRT No Build Alternative will have no impact on archaeological resources, but does not meet the project's purpose and need. MD 586 BRT Alternative 2 Queue Jumps/TSM will be constructed at ten (10) intersections on the MD 586 Corridor and will have no impact on archaeological resources, since no right-of-way will be required. MD 586 BRT Alternative 3 Dedicated Curb Lanes will require right-of-way and construction easements, but these impacts would occur within 20th-century suburban residential areas and would be unlikely to impact archaeological resources. MD 586 BRT Alternative 5B Dedicated Bi-Directional Lane or 2 Lanes in Median will require right-of-way and the demolition of a single family dwelling in the Hammond Hill Historic District, but will not impact any intact or potentially significant archaeological resources.

The project corridor contains eight archaeological sites, all of which have been determined not eligible for listing in the NRHP. The archaeological potential of the remainder of the survey area is low, and portions have been included in prior surveys with negative results. No further archaeological work is recommended.

Review Request

Please examine the attached maps, plans, DOE forms and Attachments and the Eligibility and Effects Table. We request your concurrence by July 25, 2016 with the following preliminary effect determinations: no historic properties would be affected by MD 586 BRT No Build Alternative, because it does not meet the project's purpose and need; no historic properties would be affected by MD 586 BRT Alternative 2 Queue Jumps/TSM; that MD 586 BRT Alternative 3 Dedicated Curb Lanes will have no adverse effect on historic properties; and that MD 586 BRT Alternative 5B Dedicated Bi-Directional Lane or 2 Lanes in Median will have an adverse effect on historic properties. We also request your concurrence that St. Catherine Labouré Catholic Church, St. Mary's Catholic Church and School and Twinbrook Survey District are eligible for inclusion in the NRHP. By carbon copy, we invite Rockville Historic District Commission, Peerless Rockville, the Montgomery County Historic Preservation Commission and Montgomery Preservation Inc. to provide comments and participate in the Section 106 process. Pursuant to the requirements of the implementing regulations found at 36 CFR Part 800, MDOT SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see 36 CFR §800.2(c)(3) and (5), and §800.3(f) for information regarding the identification and participation of consulting parties, and §800.4, and §800.5 regarding the identification of historic properties and assessment of effects). For additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's website, www.achp.gov, or contact the Maryland State Highway

Ms. Elizabeth Hughes
Page Nine

Administration or the Maryland Historical Trust. If no response is received by July 25, 2016, we will assume that these offices decline to participate. Please call Ms. Anne E. Bruder at 410-545-8559 or via email at abruder@sha.state.md.us with questions regarding standing structures for this project. Dr. Lisa Kraus may be reached at 410-545-2884 or via email at lkraus@sha.state.md.us with concerns regarding archaeology.

Sincerely,



For

Digitally signed by Richard Ervin
DN: cn=Richard Ervin, o=Cultural
Resources Section, ou=MDOT SHA EPLD,
email=rervin@sha.state.md.us, c=US
Date: 2016.06.21 11:24:50 -04'00'

Julie M. Schablitsky
Assistant Division Chief
Environmental Planning Division

Attachments: 1) Project Plans
2) APE Map
3) DOE Forms and Attachments
4) Eligibility and Effects Table

cc: Ms. Laura J. Barcena, Wallace Montgomery (w/Attachments)
Ms. Sheila Bashirian, Rockville Historic District Commission (w/Attachments)
Ms. Eileen McGuckian, Montgomery Preservation Inc. (w/Attachments)
Ms. Nancy Pickard, Peerless Rockville (w/Attachments)
Mr. Scott Whipple, Montgomery County Historic Preservation Commission
(w/Attachments)
Ms. Anne E. Bruder, MDOT/SHA-EPLD (w/Attachments)
Ms. Anne Elrays, MDOT/SHA-EPLD (w/Attachments)
Dr. Lisa Kraus, MDOT/SHA-EPLD (w/Attachments)
Dr. Julie Schablitsky, MDOT/SHA-EPLD

Rec'd 6/22/2016
201602711

F
SMA
TJT/ETZ

**Concurrence with the MD State Highway Administration's
Determination(s) of Eligibility and/or Effects**

Project Number: MO244M11 **MHT Log No.** 201602711
Project Name: MD 586 from Rockville Metro to Wheaton Metro BRT
County: Montgomery
Letter Date: June 22, 2016

The Maryland Historical Trust has reviewed the documentation attached to the referenced letter and concurs with the Department of Transportation's State Highway Administration determinations as follows:

Eligibility (as noted in the Eligibility Table [Attachment 4]):

- Concur
- Do Not Concur

Effect for MD 586 BRT Alternative 1 (as noted in the Effects Table [Attachment 4]):

- No Properties Affected
- No Adverse Effect
- Conditioned upon the following action(s) (see comments below)
- Adverse Effect

Effect for MD 586 BRT Alternative 2 (as noted in the Effects Table [Attachment 4]):

- No Properties Affected
- No Adverse Effect
- Conditioned upon the following action(s) (see comments below)
- Adverse Effect

Effect for MD 586 BRT Alternative 3 (as noted in the Effects Table [Attachment 4]):

- No Properties Affected
- No Adverse Effect
- Conditioned upon the following action(s) (see comments below)
- Adverse Effect

Effect for MD 586 BRT Alternative 5B (as noted in the Effects Table [Attachment 4]):

- No Properties Affected
- No Adverse Effect
- Conditioned upon the following action(s) (see comments below)
- Adverse Effect

Comments:

By: *Eunice H. Hyde*
MD State Historic Preservation Office/
Maryland Historical Trust

8-23-2016
Date

Attachment 4: Eligibility and Effects Table

Project Name: MD 586 from Rockville Metro to Wheaton Metro Bus Rapid Transit Study

June 22, 2016

Resource	Type	SHA NR Det.	SHPO Opinion	Alternative 1 No Build		Alternative 2 Queue Jumps/TSM		Alternative 3 Dedicated Curb Lanes		Alternative 5B Dedicated Bi- Directional Lane or 2 Lanes in Median		Attachment	Remarks
				Effect	SHPO Concur	Effect	SHPO Concur	Effect	SHPO Concur	Effect	SHPO Concur		
Third Addition to Rockville and Old St. Mary's Church & Cemetery (M: 26-12)	HD			None	Requested 6/2016	None	Requested 6/2016	None	Requested 6/2016	None	Requested 6/2016		BRT improvements will not occur at the historic property in Alternatives 2, 3 or 5B but bus service will continue as it does today passing by the property. Since there is no change in service, there is no impact to historic properties
Jarvis House/Rockville Railroad Station (M: 26-12-2)	HD			None	Requested 6/2016	None	Requested 6/2016	None	Requested 6/2016	None	Requested 6/2016		BRT service will not occur at the historic property in Alternatives 2, 3 or 5B but bus service will continue as it does today passing by the property. Since there is no change in service, there is no impact to historic properties
Rockville Park Historic District (M: 26-13),	HD			None	Requested 6/2016	None	Requested 6/2016	No Adverse	Requested 6/2016	No Adverse	Requested 6/2016		The No Build and Alternative 2 do not require ROW and so there is no impact. Alternatives 3 and 5B will require ROW from one property in the Rockville Park Historic District
Hammond Wood Historic District (M: 31-38)	HD			None	Requested 6/2016	None	Requested 6/2016	No Adverse	Requested 6/2016	No Adverse	Requested 6/2016		The No Build and Alternative 2 do not require ROW and so there is no impact. Both Alternatives 3 and 5B may require ROW or Temporary Construction Easements and impact the historic district
Wilkins Estate (M: 30-1)	S			None	Requested 6/2016	None	Requested 6/2016	None	Requested 6/2016	None	Requested 6/2016		Based on the NRHP boundary as determined by MDOT/SHA in 2013 with MHT's concurrence, the Wilkins Estate is outside the APE for the BRT project.

Metropolitan Branch of the B&O Railroad (M: 37-16)	S				None	Requested 6/2016	None	Requested 6/2016	None	Requested 6/2016			The tracks on structure as they pass over MD 586 and the addition of BRT appurtenances and service will have no impact on the railroad track.
Twinbrook Survey District (M: 26-25)	S	NR	Requested 6/2016	None	None?	Requested 6/2016	Requested 6/2016	None	Adverse	Requested 6/2016			The No Build and Alternative 2 do not require ROW and so there is no impact. Alternatives 3 and 5B will require ROW of construction easements and impact the historic district.
St. Catherine's Labouré Catholic Church (M: 31-61)	S	NR	Requested 6/2016	None	None	Requested 6/2016	No Adverse	Requested 6/2016	Adverse	Requested 6/2016			The No Build and Alternative 2 do not require ROW and so there is no impact. Alternatives 3 and 5B will require ROW, construction easements and a retaining wall for Alternative 5B, which will impact the historic property.
St. Mary's Catholic Church and School (M: 26-62)	S	NR	Requested 6/2016	None	None	Requested 6/2016	None	Requested 6/2016	None	Requested 6/2016			BRT improvements will not occur at the historic property in Alternatives 2, 3 or 5B but bus service will continue as it does today passing by the property. Since there is no change in service, there is no impact to historic properties
Hammond Hill Historic District (M:31-58)	HD			None	None?	Requested 6/2016	No Adverse	Requested 6/2016	Adverse	Requested 6/2016			The No Build and Alternative 2 do not require ROW and so there is no impact. Alternative 3 will require ROW; Alternative 5B will require the removal of the dwelling standing at 3321 Pendleton Street, which a contributing resources to the Hammon Hill Historic District
Aspen Hill Park Survey District (M: 27-31)	S			None	None	Requested 6/2016	None	Requested 6/2016	None	Requested 6/2016			
Broadwood Manor Survey District (M: 26-58)	S			None	None	Requested 6/2016	None	Requested 6/2016	None	Requested 6/2016			
College View Survey District (M: 31-54)	S			None	None	Requested 6/2016	None	Requested 6/2016	None	Requested 6/2016			

S	Connecticut Avenue Estates Survey District (M: 31-55)				None	Requested 6/2016								
S	Connecticut Avenue Park Survey District (M: 31-56)				None	Requested 6/2016								
S	Connecticut Gardens Survey District (M: 31-24)				None	Requested 6/2016								
S	Garrett Forest Survey District (M: 31-57)				None	Requested 6/2016								
S	Janeta Survey District (M: 26-13-9)				None	Requested 6/2016								
S	Kensington Volunteer Fire Company (M: 27-32)				None	Requested 6/2016								
S	Mitchell House (M: 31-4)				None	Requested 6/2016								
S	Montgomery Highlands Estates District (M: 31-59)				None	Requested 6/2016								
S	Regnid Survey District (M: 31-60)				None	Requested 6/2016								
S	Robindale Survey District (M: 27-33)				None	Requested 6/2016								
S	Shady Rest Survey District (M: 31-62)				None	Requested 6/2016								
S	Silver Rock Survey District (M: 26-59)				None	Requested 6/2016								
S	St. Jude Catholic Church School (M: 27-34)				None	Requested 6/2016								

Stoneybrook Park Shopping Center (M: 31-64)	S				None	Requested 6/2016							
Stoneybrook Estates Survey District (M: 31-63)	S				None	Requested 6/2016							
Triangle Park Survey District (M: 31-65)	S				None	Requested 6/2016							
Twinbrook Commercial Section Survey District (M: 26-60)	S				None	Requested 6/2016							
Twinbrook Forest Survey District (M: 26-61)	S				None	Requested 6/2016							
Twinbrook Hills Apartment Survey District (M: 30-32)	S				None	Requested 6/2016							
Veirs Mill Village Subdivision (M: 31-23)	S				None	Requested 6/2016							
Veirs Mill Baptist Church (M: 31-66)	S				None	Requested 6/2016							
Wheaton Hill Survey District (M: 31-67)	S				None	Requested 6/2016							
Wheaton Woods Survey District (M: 27-35)	S				None	Requested 6/2016							
907 Veirs Mill Road,	S				None	Requested 6/2016							
Twinbrook Shopping Center	S				None	Requested 6/2016							
12607 Veirs Mill Road	S				None	Requested 6/2016							

12615 Veirs Mill Road	S				None	Requested 6/2016	None	Requested 6/2016	None	Requested 6/2016	None	Requested 6/2016		
112245 Veirs Mill Road	S				None	Requested 6/2016	None	Requested 6/2016	None	Requested 6/2016	None	Requested 6/2016		
11250 Veirs Mill Road	S				None	Requested 6/2016	None	Requested 6/2016	None	Requested 6/2016	None	Requested 6/2016		
Wheaton Plaza	S				None	Requested 6/2016	None	Requested 6/2016	None	Requested 6/2016	None	Requested 6/2016		
Effect					None	Requested 6/2016	None	Requested 6/2016	No Adverse	Requested 6/2016	Adverse	Requested 6/2016		

Codes:
Resource Types: S (Structure), A (Archaeological Site), HD (Historic District), NHL (National Historic Landmark)
Impact: None, No Adverse, Adverse
Effect: NPA (No Properties Affected), NAE (No Adverse Effect), AE (Adverse Effect)
Bold rows indicate review action requested

201505654

F.
SMA
TJT/EJZ

**Concurrence with the MD State Highway Administration's
Determination(s) of Eligibility and/or Effects**

Project Number: MO244M11

MHT Log No. 201505654

Project Name: MD 586: Wheaton Metro Rail Station to Rockville Metro Rail Station Bus
Rapid Transit Study

County: Montgomery

Letter Date: December 29, 2015

The Maryland Historical Trust has reviewed the documentation attached to the referenced letter and concurs with the MD State Highway Administration's determinations as follows:

Eligibility (as noted in the Eligibility Table [Attachment 4]):

- Concur
- Do Not Concur - SEE BELOW

Effect (as noted in the Effect Table [N/A]):

- No Properties Affected
- No Adverse Effect
- Conditioned upon the following action(s) (see comments below)
- Adverse Effect

Comments:

AMONG THE NEWLY IDENTIFIED AND EVALUATED PROPERTIES, THE TRUST
AGREES THAT THE HAMMOND HILL HISTORIC DISTRICT (M: 31-58) IS ELIGIBLE
FOR LISTING IN THE NATIONAL REGISTER. IT IS THE TRUST'S OPINION THAT
THE ST. CATHERINE LABOURE CATHOLIC CHURCH (M: 31-61) AND TWINBROOK
SECTION 1 (M: 26-25) ARE NOT ELIGIBLE FOR THE NATIONAL REGISTER.

By:  2.8.2016
 MD State Historic Preservation Office/ Maryland Historical Trust Date

Return by U.S. Mail or Facsimile to:
 Dr. Julie Schablitsky, Assistant Division Chief, Environmental Planning Division,
 MD State Highway Administration, P.O. Box 717, Baltimore, MD 21203-0717
 Telephone: 410-545-8870 and Facsimile: 410-209-5046
 A_proj 8296

Larry Hogan, *Governor*
Boyd K. Rutherford, *Lt. Governor*



Pete K. Rahn, *Secretary*
Gregory C. Johnson, P.E., *Administrator*

December 18, 2015

Ms. Elizabeth Hughes
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2023

Dear Ms. Hughes:

Introduction and Project Description

This letter serves to inform the Maryland Historical Trust (MHT) about the Maryland State Highway Administration's (SHA) proposed Project No. MO244M11, a Bus Rapid Transit (BRT) Study project on MD 586 (Viers Mill Road) between the Rockville Metro Station and the Wheaton Metro Stations in Montgomery County. SHA seeks to establish the project's Area of Potential Effects (APE) and to provide information about the National Register of Historic Places (NRHP) eligibility of historic standing structures within the APE. SHA's assessment of archaeological potential is also provided.

The project involves a study to provide new high-efficiency bus service along Veirs (also sometimes spelled "Viers") Mill Road between the Rockville Metrorail Station and the Wheaton Metrorail Station. SHA is assisting Montgomery County (County) and the Maryland Transit Administration (MTA) with the study. SHA with its partner agencies initially considered eight alternatives for the project corridor to address the project's purpose and need. However, only four have been retained for detailed technical review. These are:

Alternative 1 – No-Build Alternative: Alternative 1 would involve no improvements to infrastructure or bus service along the MD 586/Veirs Mill BRT Study corridor beyond those improvements already planned and programmed. The existing lane configurations and bus services would remain the same in the 2040 design year. The No-Build Alternative does not address the purpose and need for the project. It serves as a baseline for comparing the impacts and improvements associated with the build alternatives.

Alternative 2 – Transportation Systems Management (TSM) with Intersection Queue Jumps and Enhanced Bus Service (Q9): Alternative 2 would consist of minor infrastructure improvements at selected intersections and the implementation of the proposed WMATA

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

enhanced bus service, the Q9 route. The minor infrastructure improvements would require widening for the installation of queue jumps at selected intersections. The right-of-way required to build Alternative 2 would be less than the other build alternatives and would be located only at intersections where a queue jump would be added. Based on the traffic analysis, the following intersections would be candidates for queue jumps: Westbound MD 586 at MD 28; Eastbound MD 586 at Edmonston Drive (west); Eastbound and westbound MD 586 at Twinbrook Parkway; Eastbound and westbound MD 586 at Aspen Hill Road; Eastbound and westbound MD 586 at Parkland Drive; Westbound MD 586 at Gridley Road; Westbound MD 586 at Randolph Road; Eastbound and westbound MD 586 at MD 185; and Eastbound MD 586 at MD 193

Alternative 3 - New Bus Rapid Transit (BRT) Service in Dedicated (where feasible) Curb Lanes: Alternative 3 would consist of widening or repurposing Veirs Mill Road to provide dedicated bus lanes for the BRT service in areas with minor impacts and improve bus service by increasing travel speeds. Only the shoulders would be repurposed and all lane configurations would remain unchanged. Alternative 3 would have a minor impact on traffic, as the dedicated bus curb lane would also be used by vehicles turning right onto the numerous side streets and driveways. Although this proposed dual-purpose transit and turn lane would impede the flow of buses, it could improve traffic operations and safety by separating turning vehicles from through traffic. Bicyclists who now travel along the existing shoulder would be impacted when the shoulder is repurposed as a travel lane. Because the dedicated lane would be added only where right-of-way would permit, right-of-way impacts under Alternative 3 would be less than those of Alternative 5B.

Alternative 5B - New BRT Service in Dedicated Bi-directional Lane or in Two-Lanes (where feasible), in Median: Alternative 5B would implement new BRT service in a dedicated, bi-directional median lane or in two dedicated median lanes from MD 28 to Newport Mill Road. In the bi-directional median lane segments, BRT buses would operate in both directions in a single-lane operation. The single, bi-directional lane would widen to two lanes at the BRT stations to allow buses travelling in opposite directions to pass each other. A two-lane, dedicated median section would be provided where feasible. The dedicated lanes would be created by widening to the outside and shifting the existing lanes to allow the BRT to fit within the median. All existing travel lanes would be maintained. Alternative 5B would result in impacts because the median BRT lanes would prohibit left turns from MD 586 at unsignalized intersections. Although Alternative 5B would include only a one-lane median section in areas with limited right-of-way, the associated stations could still cause impacts on traffic.

A project area map showing worst-case limits of disturbance (LOD) with a two-hundred foot buffer on either side of MD 586 is included as Attachment 1.

Funding

Federal funds are anticipated for this project.

Area of Potential Effects

In determining the APE for this project, SHA considered possible visual, audible, atmospheric and/or physical impacts to historic properties, both archeological sites and standing structures that would diminish any NRHP qualifying characteristic of the historic property's integrity. The project may require additional right-of-way, perpetual and temporary construction easements from properties adjoining the MD 586 BRT corridor between the two metro stations. The APE includes residential, commercial, civic, or religious standing structures that stand on MD 586 within a two hundred foot (200-foot) buffer on either side of MD 586. It also includes areas beyond the 200-foot buffer if a single development parcel exists. The archaeology survey area is defined as the worst-case LOD within the project limits. The APE is indicated on the attached SHA quadrangle map for Kensington (Attachment 2).

Identification Methods and Results

Potentially significant architectural and archaeological resources were both researched as part of the historic investigation instigated by the proposed BRT planning study.

Architecture: SHA Architectural Historian Anne E. Bruder consulted the SHA-GIS Cultural Resources Database, local Montgomery County, Rockville and Wheaton histories as well as the City of Rockville's Historic Buildings Catalog (2011) and the Twinbrook Neighborhood Plan (2009) and *Rockville's Recent Past* by Teresa B. Lachin (2012). *Places from the Past* by Clare Cavicchi was also reviewed. Maryland State Roads Commission (SRC) and SHA plans for MD 586, historic maps and Montgomery County land records, including development plats and deeds, were also reviewed. Ms. Bruder also reviewed Maryland Inventory of Historic Properties (MIHP) and Determination of Eligibility (DOE) forms for structures in the project area. Field visits were conducted on December 12 and 20, 2012.

The project area is located on the south side of Rockville, and has been the locus of residential development since the late 1930s. Immediately following the end of World War II, residential developers began to construct residential developments consisting of large numbers of single family dwellings, with attendant shopping centers, churches, schools and commercial and civic buildings, such as the local fire station. Viers Mill Village (M:31-23) and the First Section of Twinbrook (M:26-25) were among the first such developments.

Following discussions with MHT, SHA requested that its consultant, McCormick Taylor Associates, prepare a historic context report that considered the history of mid-twentieth century development in the project area, and recommended eligibility criteria for such development. A copy of the finished report, *Historic Context Report, Bus Rapid Transit (BRT) service MD 586 (Veirs Mill Road) between Rockville Metrorail Station to Wheaton Metrorail Station, SHA Project NO. MO244M11, City of Rockville, Montgomery County, Maryland* (Jerry A. Clouse, et al., June 2015), is included here as Attachment 3. McCormick Taylor returned to the field in October 2015 to identify and evaluate the residential subdivisions and individual buildings

adjoining the MD 586 corridor. Since these subdivisions extend beyond the 200' APE for the project, either whole subdivisions or sequential plats that explain the development of each were included in the resource's historic boundary. The period of significance for the project area extends from 1947 through 1970 in order to capture later development.

SHA worked closely with McCormick Taylor in evaluating the variety of standing structures in the project's APE. 29 DOE forms and 7 DOE Short Forms were prepared for the resources. DOEs were prepared for Aspen Hill Park Survey District (M: 27-31), Broadwood Manor Survey District (M: 26-58), College View Survey District (M: 31-54), Connecticut Avenue Estates Survey District (M: 31-55), Connecticut Avenue Park Survey District (M: 31-56), Connecticut Gardens Survey District (M: 31-24), Garrett Forest Survey District (M: 31-57), Hammond Hill Survey District (M: 31-58), Janeta Survey District (M: 26-13-9), Kensington Volunteer Fire Company (M: 27-32), Mitchell House (M: 31-4), Montgomery Highlands Estates District (M: 31-59), Regnid Survey District (M: 31-60), Robindale Survey District (M: 27-33), Shady Rest Survey District (M: 31-62), Silver Rock Survey District (M: 26-59), St. Catherine Laboure Catholic Church (M: 31-61), St. Jude Catholic School (M: 27-34), Stoneybrook Park Shopping Center (M: 31-64), Stoneybrook Estates Survey District (M: 31-63), Triangle Park Survey District (M: 31-65), Twinbrook Section 1 (M: 26-25), Twinbrook Commercial Section Survey District (M: 26-60), Twinbrook Forest Survey District (M: 26-61), Twinbrook Hills Apartment Survey District (M: 30-32), Veirs Mill Village Subdivision (M: 31-23), Viers Mill Baptist Church (M: 31-66), Wheaton Hill Survey District (M: 31-67) and Wheaton Woods Survey District (M: 27-35). DOE Short Forms were prepared for 907 Veirs Mill Road, Twinbrook Shopping Center, 12615 Veirs Mill Road, 12607 Veirs Mill Road, 11245 Veirs Mill Road, 11250 Veirs Mill Road, and Wheaton Plaza. Based on reviews of the documentation provided and field visits to view the buildings, SHA recommends St. Catherine Laboure Catholic Church, Twinbrook Section 1 and Hammond Hill Survey District as eligible for inclusion in the NRHP under Criterion A (events – midtwentieth century developments) and Criterion C (architecture). The remaining structures listed above are recommended as not eligible for inclusion in the NRHP, as explained in the attached forms. Most have poor integrity or lack distinction as architectural resources and are not eligible under NRHP Criterion C (architecture). The DOE and DOE Short forms with required mapping and photos and color images on a CD are included as part of Attachment 3.

Hammond Hill Survey District is a single street with twenty-one houses that were designed by noted architect Charles Goodman for local developers Charles Hammond and Paul Burman and constructed in 1950. Although there have been some alterations, most have been careful rear additions that minimize the visual impacts to the overall development. Hammond Hill is recommend as eligible under NRHP Criterion A (events – mid-twentieth century suburban developments) and Criterion C (architecture – work of Charles Goodman).

St. Catherine Laboure Catholic Church is an example of contemporary religious architecture constructed between 1951 and 1969, and is the design of Donald S. Johnson, Sr. and Harold L.

Boutin. St. Catherine Laboure is eligible for the NRHP under Criterion C (architecture) and also meets NRHP Criterion Consideration A since the building is significant for its design which is not specifically associated with a particular religious denomination or sect.

Twinbrook Section 1 is an example of a suburban development from 1947. Although there are alterations and new construction, the overall development retains the cohesiveness necessary to demonstrate how quickly after the end of World War II that these developments sprang up around Washington, DC. The design includes curvilinear with cul-de-sacs and sidewalks. The streets are named for World War II generals (Vandegrift and Stilwell) and battles (Coral Sea and Okinawa) which attracted returning veterans. SHA recommends Twinbrook Section 1 as eligible for the NRHP under Criterion A (events – Post-World War II suburban development), and Criterion C (architecture) for the examples of the Levittown Ranch style and the Minimal Traditional tract houses.

Standing historic properties that are listed in the NRHP include: Third Addition to Rockville and Old St. Mary's Church & Cemetery (M: 26-12); Rockville Railroad Station (M: 26-12-1), Rockville Park Historic District (M: 26-13) and Hammond Wood Historic District (M: 31-38), standing structures that have been determined eligible for the NRHP include the Wilkins Estate and the Metropolitan Branch of the B&O Railroad (M: 37-16). Standing structures determined to be not eligible for the NRHP include: Rockcrest Neighborhood, Janeta Houses Survey District, the John Norris House and Lone Oak School. One resource that SHA has not formally evaluated is the Veirs Mill (site), M:27-19, which was included in the MIHP in 1991. The form states that according to verbal reports by Michael Dwyer, the MNCPPC Park Historian, there are no above-ground features remaining. SHA believes the resource is best treated as an archaeological resource, rather than an above-ground standing structure.

SHA's eligibility determinations are included in the Eligibility Table in Attachment 4.

Archaeology: SHA Archaeologist Lisa Kraus assessed the archaeological potential of the survey area through consultation of the SHA-GIS Cultural Resources Database, historic and environmental maps, soil survey data, archaeological reports, and aerial photographs. Site visits were conducted on December 21, 2012 and December 28, 2015.

The northern end of the project corridor has been included in prior archeological surveys (Curry 1977; Gardner 1976; Olson 2004), and 8 sites have been identified there. These sites (18MO612-619) are all standing late 19th-early 20th century frame houses which may have contained archeological deposits in their respective yard areas. Olson's investigation (Olson 2007) revealed, however, that the lots were extensively disturbed and none of these sites were recommended eligible for the NRHP. MHT concurred with this recommendation on March 31, 2006.

Where MD 586 crosses the Matthew Henson State Park, two surveys have included portions of MD 586 (Curry 1983; Thomas 1979), but no sites were recorded. At the MD 586 intersection

with Randolph Road, Epperson's (1980) survey included a portion of the project area, but no sites were identified.

Soils throughout the project corridor are primarily described as Urban Land or as Urban Land complexes, but some intact soils are recorded in the Montgomery County Soil Survey. During site visits conducted in 2012 and 2015, SHA Consultant Archaeologist Lisa Kraus determined that the majority of the project corridor has been disturbed by road construction and suburban development.

MD 586 crosses through a section of Rock Creek Regional Park between Twinbrook Parkway and Aspen Hill Road. The site of Veirs Mill (M: 27-19) is recorded in the MIHP at a point along the southwest side of MD 586, east of Rock Creek. The MIHP form for the site of Veirs Mill indicates that the location is approximate and that no ruins of the mill, its races or outbuildings are present in or near this location. Historic maps (Martenet 1865, Hopkins 1878; USGS 1908-1948) indicate that the mill and several other buildings were located near the intersection of MD 586 and Aspen Hill Road, about 1000 feet east of the mapped location. This location was disturbed by the construction of a pedestrian bridge and trail, which were built directly on top of the mill location depicted on 19th- and early 20th-century maps. During the site visit conducted on December 28, 2015, the entire survey area between Rock Creek and Aspen Hill Road was explored. In addition to the construction of the pedestrian bridge, the floodplain of Rock Creek has been disturbed by bulldozing, the installation of silt fences, an elevated construction access road that has been built along the east side of Rock Creek, and by the installation of drainage facilities. It is unlikely that any intact archaeological remains of Veirs Mill exist within the survey area.

Aerial photographs (1957, 1963, 1964, 1970) show that the portions of Rock Creek Regional Park north and south of MD 586 were extensively impacted by construction in the late 1950s and early 1960s. The area was cleared, and temporary structures are visible in aerial photographs, which also show extensive grading and cutting throughout the MD 586 corridor as the residential neighborhoods that surround the roadway were constructed. Soils within Rock Creek Regional Park adjacent to MD 586 consist of steep, rocky soils (slopes of 25-45%) and recently-deposited alluvium. Neither soil type is likely to contain intact archaeological remains.

The project corridor contains eight archaeological sites, all of which have been determined ineligible for listing in the NRHP. The archaeological potential of the remainder of the survey area is low, and portions have been included in prior surveys with negative results. No further archaeological work is recommended.

Review Request

Please examine the attached maps, DOE and DOE Short forms, and Eligibility/Status Table. We request your concurrence by January 25, 2016 that St. Catherine Laboure Catholic Church,

Ms. Elizabeth Hughes
Page Seven

Twinbrook Section 1, Hammond Hill Survey District, Third Addition to Rockville and Old St. Mary's Church & Cemetery, Jarvis House, Rockville Park Historic District, Hammond Wood Historic District, Wilkins Estate and the Metropolitan Branch of the B&O Railroad are the only NRHP eligible or listed architectural resources within the APE. By carbon copy, we invite the Rockville Historic District Commission, Peerless Rockville, the Montgomery County Historic Preservation Commission and Montgomery Preservation Inc. to provide comments and participate in the Section 106 process. Pursuant to the requirements of the implementing regulations found at 36 CFR Part 800, SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see 36 CFR §800.2(c)(3) and (5), and §800.3(f) for information regarding the identification and participation of consulting parties, and §800.4, and §800.5 regarding the identification of historic properties and assessment of effects). For additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's website, www.achp.gov, or contact the Maryland State Highway Administration or the Maryland Historical Trust. If no response is received by January 25, 2016, we will assume that these offices decline to participate. Please call Anne E. Bruder at 410-545-8559 or via email at abruder@sha.state.md.us with questions regarding standing structures for this project. Lisa Kraus may be reached at 410-545-2884 or via email at lkraus@sha.state.md.us with concerns regarding archaeology.

Sincerely,



Digitally signed by April Fehr
DN: cn=April Fehr, o=MD SHA,
ou=Cultural Resources Section,
email=afehr@sha.state.md.us,
c=US
Date: 2015.12.29 12:30:14 -05'00'

Julie M. Schablitsky
Assistant Division Chief
Environmental Planning Division

Attachments: 1) Location Map
2) Area of Potential Effects Maps
3) Determination of Eligibility Forms and Short Forms for Ineligible Properties
4) Eligibility/Status Table

Ms. Elizabeth Hughes
Page Eight

cc: Ms. Sheila Bashirian, Rockville Historic District Commission (w/Attachments)
Ms. Eileen McGuckian, Montgomery Preservation Inc. (w/Attachments)
Ms. Nancy Pickard, Peerless Rockville (w/Attachments)
Mr. Scott Whipple, Montgomery County Historic Preservation Commission
(w/Attachments)
Ms. Jamaica Arnold, SHA-PMD (w/Attachments)
Ms. Anne E. Bruder, SHA-EPLD (w/Attachments)
Ms. Anne Elrays, SHA-EPLD (w/Attachments)
Dr. Lisa Kraus, SHA-EPLD (w/Attachments)
Dr. Julie Schablitsky, SHA-EPLD

**Concurrence with the MD State Highway Administration's
Determination(s) of Eligibility and/or Effects**

Project Number: MO244M11

MHT Log No. _____

**Project Name: MD 586: Wheaton Metro Rail Station to Rockville Metro Rail Station Bus
Rapid Transit Study**

County: Montgomery

Letter Date: December 29, 2015

The Maryland Historical Trust has reviewed the documentation attached to the referenced letter and concurs with the MD State Highway Administration's determinations as follows:

Eligibility (as noted in the Eligibility Table [Attachment 4]):

- Concur
- Do Not Concur

Effect (as noted in the Effect Table [N/A]):

- No Properties Affected
- No Adverse Effect
- Conditioned upon the following action(s) (see comments below)
- Adverse Effect

Comments:

By: _____

MD State Historic Preservation Office/
Maryland Historical Trust

_____ Date

Return by U.S. Mail or Facsimile to:
Dr. Julie Schablitsky, Assistant Division Chief, Environmental Planning Division,
MD State Highway Administration, P.O. Box 717, Baltimore, MD 21203-0717
Telephone: 410-545-8870 and Facsimile: 410-209-5046
A_proj 8296

Attachment 4: Eligibility/Status Table

Project Name: MD 586: Wheaton Metro Rail Station to Rockville Metro Rail Station Bus Rapid Transit Study

December 29, 2015

Resource	Type	SHA NR Det.	SHPO Opinion	Attach.	Remarks
Aspen Hill Park Survey District (M: 27-31)	SD	X	Requested 12/2015	DOE Form + Attachments	
Broadwood Manor Survey District (M: 26-58)	SD	X	Requested 12/2015	DOE Form + Attachments	
College View Survey District (M: 31-54)	SD	X	Requested 12/2015	DOE Form + Attachments	
Connecticut Avenue Estates Survey District (M: 31-55)	SD	X	Requested 12/2015	DOE Form + Attachments	
Connecticut Avenue Park Survey District (M: 31-56)	SD	X	Requested 12/2015	DOE Form + Attachments	
Connecticut Gardens Survey District (M: 31-24)	SD	X	Requested 12/2015	DOE Form + Attachments	
Garrett Forest Survey District (M: 31-57)	SD	X	Requested 12/2015	DOE Form + Attachments	
Hammond Hill Survey District (M: 31-58)	SD	NR	Requested 12/2015	DOE Form + Attachments	
Janeta Survey District (M: 26-13-9)	SD	X	Requested 12/2015	DOE Form + Attachments	
Kensington Volunteer Fire Company (M: 27-32)	S	X	Requested 12/2015	DOE Form + Attachments	
Mitchell House (M: 31-4)	S		Requested 12/2015	DOE Form + Attachments	

Montgomery Highlands Estates District (M: 31-59)	SD	X	Requested 12/2015	DOE Form + Attachments	
Regnid Survey District (M: 31-60)	SD	X	Requested 12/2015	DOE Form + Attachments	
Robindale Survey District (M: 27-33)	SD	X	Requested 12/2015	DOE Form + Attachments	
Shady Rest Survey District (M: 31-62)	SD	X	Requested 12/2015	DOE Form + Attachments	
Silver Rock Survey District (M: 26-59)	SD	X	Requested 12/2015	DOE Form + Attachments	
St. Catherine Laboure Catholic Church (M: 31-61)	S	NR	Requested 12/2015	DOE Form + Attachments	
St. Jude Catholic School (M: 27-34)	S	X	Requested 12/2015	DOE Form + Attachments	
Stoneybrook Park Shopping Center (M: 31-64)	S	X	Requested 12/2015	DOE Form + Attachments	
Stoneybrook Estates Survey District (M: 31-63)	SD	X	Requested 12/2015	DOE Form + Attachments	
Triangle Park Survey District (M: 31-65)	SD	X	Requested 12/2015	DOE Form + Attachments	
Twinbrook Section 1 (M: 26-25)	HDD	NR	Requested 12/2015	DOE Form + Attachments	
Twinbrook Commercial Section Survey District (M: 26-60)	SD	X	Requested 12/2015	DOE Form + Attachments	
Twinbrook Forest Survey District (M: 26-61)	SD	X	Requested 12/2015	DOE Form + Attachments	
Twinbrook Hills Apartment Survey District (M: 30-	SD	X	Requested	DOE Form +	

32)				12/2015	Attachments	
Veirs Mill Village Subdivision (M: 31-23)	SD	X	Requested 12/2015	DOE Form + Attachments		
Viers Mill Baptist Church (M: 31-66)	S	X	Requested 12/2015	DOE Form + Attachments		
Wheaton Hill Survey District (M: 31-67)	SD	X	Requested 12/2015	DOE Form + Attachments		
Wheaton Woods Survey District (M: 27-35)	SD	X	Requested 12/2015	DOE Form + Attachments		
907 Veirs Mill Road,	S	X	Requested 12/2015	DOE Short Form + Attachments		
Twinbrook Shopping Center	S	X	Requested 12/2015	DOE Short Form + Attachments		
12607 Veirs Mill Road	S	X	Requested 12/2015	DOE Short Form + Attachments		
12615 Veirs Mill Road	S	X	Requested 12/2015	DOE Short Form + Attachments		
112245 Veirs Mill Road	S	X	Requested 12/2015	DOE Short Form + Attachments		
11250 Veirs Mill Road	S	X	Requested 12/2015	DOE Short Form + Attachments		
Wheaton Plaza	S	X	Requested 12/2015	DOE Short Form + Attachments		
Thirid Addition to Rockville and Old St. Mary's Church & Cemetery (M: 26-12)	HD	NR-L	11/20/1978			
Jarvis House/Rockville Railroad Station (M: 26-12-2)	HD	NR-L	7/18/1974			

Rockville Park Historic District (M: 26-13)	HD	NR-L	12/30/2011		
Hammond Wood Historic District (M: 31-38)	HD	NR-L	12/15/2004		
Wilkins Estate (M: 30-1)	S	NR	8/23/2013		
Metropolitan Branch of the B&O Railroad (M: 37-16)	S	NR	10/12/2000		
Rockcrest Neighborhood (M: 26-33)	SD	X	3/1/2000		
John Norris House (M: 26-29)	S	X	3/4/2002		
Lone Oak School (DOE-MO-0007)	S	X	6/5/2002		
Veirs Mill (Site) (M:27-19)	A	ND			

Codes:

Resource Types: S (Structure), A (Archaeological Site), HD (Historic District), NHL (National Historic Landmark)

NR Determination: ND (Not Determined), X (Not Eligible), NR (Eligible), NRL (Listed), NHL (Landmark)

SHPO Opinion: (B) designates opinion regarding boundary, Code following date signifies SHPO opinion

Bold rows indicate review action requested

APPENDIX D

Rare, Threatened, and Endangered Species Coordination



Larry Hogan, Governor
Boyd Rutherford, Lt. Governor
Mark Belton, Secretary
Joanne Throwe, Deputy Secretary

Date of Request:
June 20, 2016

Name of Requestor:
Kristi Kucharek

FMIS Number:
MO244M11

Project Name and Location:
MD 586/Veirs Mill Road BRT Study

The Maryland State Highway Administration (SHA) and the Maryland Transit Administration (MTA), in cooperation with the Montgomery County Department of Transportation (MCDOT), are completing a study to evaluate alternatives to provide a new Bus Rapid Transit (BRT) service along MD 586 (Veirs Mill Road). The project may seek funding from the Federal Transit Administration once a locally preferred alternative is selected. The proposed MD 586 / Veirs Mill Road BRT study corridor extends approximately 6.7 miles between the Rockville Metrorail Station and the Wheaton Metrorail Station in Montgomery County, Maryland. The study corridor includes Veirs Mill Road, service roads, and adjacent properties. This study also evaluates a service extension from the Rockville Metrorail Station north an additional 1.5 miles to provide enhanced service to Montgomery College. However, this extension would not require any modifications to the roadway; the proposed bus service would run in mixed traffic

DNR Response:
No instream work proposed.

Additional Resources Notes:
The Wildlife and Heritage Service has determined that there are no official State or Federal records for listed plant or animal species within the delineated area shown on the map provided. As a result, we have no specific concerns regarding potential impacts or recommendations for protection measures at this time. Please let us know however if the limits of proposed disturbance or overall site boundaries change and we will provide you with an updated evaluation.

Additional Comments on BMPs:

MD DNR, Project Review Division Signature

Martha Stauss

Date: 6/22/2016



United States Department of the Interior

U.S. Fish & Wildlife Service
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401
410/573 4575



Online Certification Letter

Today's date:

Project:

Dear Applicant for online certification:

Thank you for using the U.S. Fish and Wildlife Service (Service) Chesapeake Bay Field Office online project review process. By printing this letter in conjunction with your project review package, you are certifying that you have completed the online project review process for the referenced project in accordance with all instructions provided, using the best available information to reach your conclusions. This letter, and the enclosed project review package, completes the review of your project in accordance with the Endangered Species Act of 1973 (16 U.S.C. 1531-1544, 87 Stat. 884), as amended (ESA). This letter also provides information for your project review under the National Environmental Policy Act of 1969 (P.L. 91-190, 42 U.S.C. 4321-4347, 83 Stat. 852), as amended. A copy of this letter and the project review package must be submitted to this office for this certification to be valid. This letter and the project review package will be maintained in our records.

Based on this information and in accordance with section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.), we certify that except for occasional transient individuals, no federally proposed or listed endangered or threatened species are known to exist within the project area. Therefore, no Biological Assessment or further section 7 consultation with the U.S. Fish and Wildlife Service is required. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to federally protected threatened or endangered species under our jurisdiction. For additional information on threatened or endangered species in Maryland, you should contact the Maryland Wildlife and Heritage Division at (410) 260-8573. For information in Delaware you should contact the Delaware Division of Fish and Wildlife, Wildlife Species Conservation and Research Program at (302) 735-8658. For information in the District of Columbia, you should contact the National Park Service at (202) 339-8309.

The U.S. Fish and Wildlife Service also works with other Federal agencies and states to minimize loss of wetlands, reduce impacts to fish and migratory birds, including bald eagles, and restore habitat for wildlife. Information on these conservation issues and how development projects can avoid affecting these resources can be found on our website (www.fws.gov/chesapeakebay)

We appreciate the opportunity to provide information relative to fish and wildlife issues, and thank you for your interest in these resources. If you have any questions or need further assistance, please contact Chesapeake Bay Field Office Threatened and Endangered Species

program at (410) 573-4527.

Sincerely,

Genevieve LaRouche
Field Supervisor

APPENDIX E

Public and CAC Outreach



MARYLAND
586

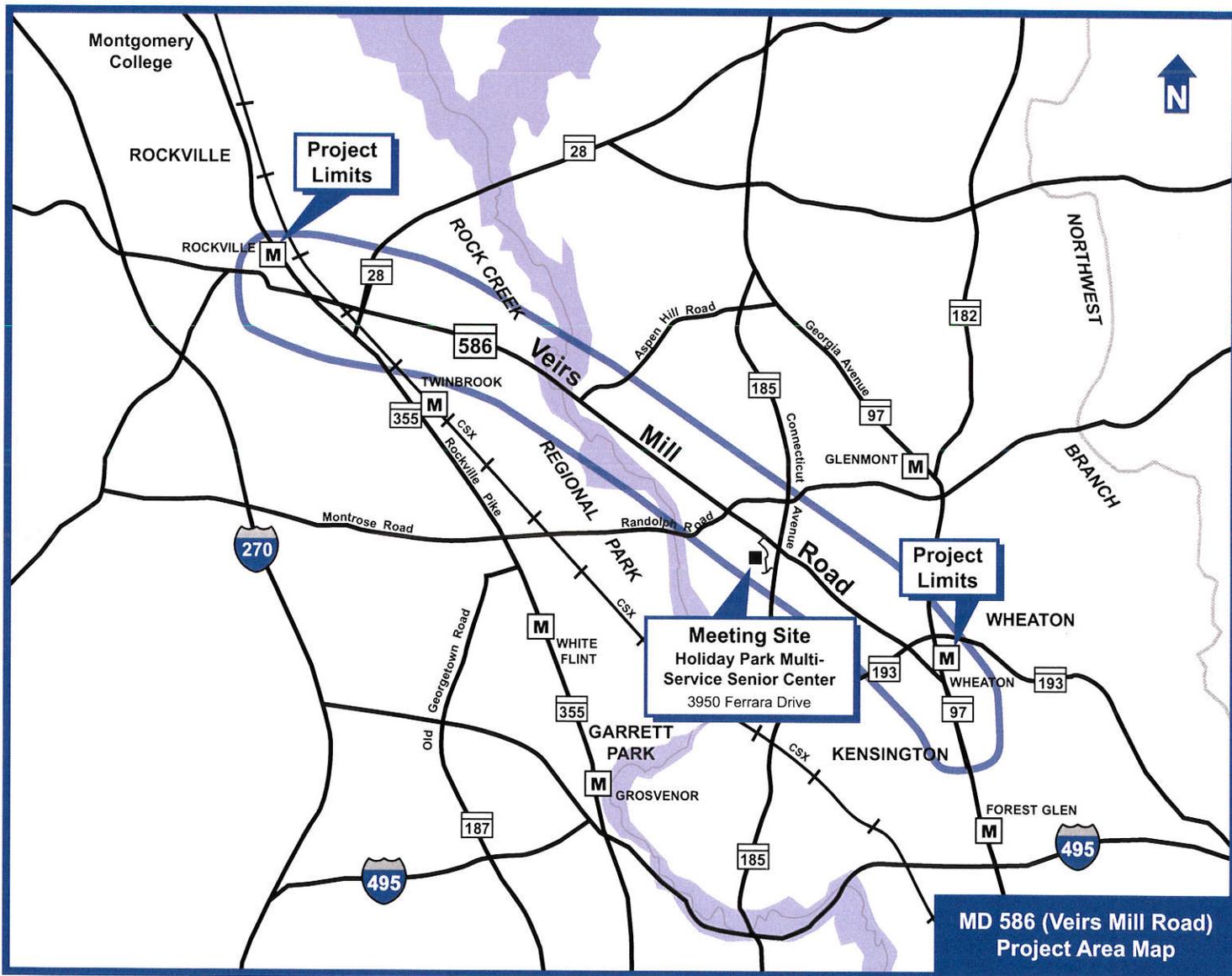
**MD 586 (Veirs Mill Road) Bus Rapid Transit Study
from Rockville Metrorail Station
to Wheaton Metrorail Station**



PROJECT NEWSLETTER · SPRING 2012

MD 586 BRT Project Initiated/Open House Scheduled

The Montgomery County Department of Transportation (MCDOT), Maryland State Highway Administration (SHA), and Maryland Transit Administration (MTA) have begun a Bus Rapid Transit (BRT) Planning Study to identify, evaluate, and improve transit service along the MD 586 (Veirs Mill Road) corridor in Montgomery County. The project limits extend 6.7 miles from the Wheaton Metrorail Station to the Rockville Metrorail Station.



MCDOT, SHA, and MTA have scheduled an **Informational Open House for Wednesday, May 23, 2012, from 4:30 PM to 8:00 PM, in the multi-purpose room of the Holiday Park Multi-Service Senior Center at 3950 Ferrara Drive, Wheaton, Maryland 20906.** Members of the project team will present the purpose and need for the project, explain what BRT is and does, and place the current project in the broader context of other county BRT studies. Open House participants may talk with MCDOT, SHA, MTA, and Washington Metropolitan Area Transit Authority (WMATA) representatives at display stations and provide project-related comments and concerns. **The Open House will not include a formal presentation;** participants may walk through the displays at any time during Open House hours.

SI DESEA UNA COPIA DE ESTE VOLANTE EN ESPAÑOL, POR FAVOR CONTACTARSE CON LA EL GERENTE DE PROYECTO, LLAMANDO AL 410-545-8514 (GRATIS AL 1-800-548-5026)

Purpose of the Project

The purpose of the MD 586 (Veirs Mill Road) BRT Study is to provide new high-speed, high-efficiency bus transit service between the Rockville Metrorail Station and the Wheaton Metrorail Station along MD 586 (Veirs Mill Road). The project will enhance transit connectivity and improve operational efficiency and travel times, while addressing current and future travel demands in support of Montgomery County's plans for BRT implementation.

Need for the Project

The WMATA Regional Metro bus system and Montgomery County Ride-On buses currently serve the corridor between Rockville and Wheaton, linking passengers to Bethesda, Wheaton, Rockville, and Silver Spring by various Metro and Ride-On bus routes. The Metrorail Red Line provides service to the Rockville and Wheaton Metrorail stations on opposite ends of the service line.

2010 Census demographic data indicates that nearly 106,000 persons reside within the study area. Montgomery County has identified this corridor as part of a potential BRT network that increases transit use and improves speed of service within the county as a priority for those residents. Within the study area, various bus transit routes operate on at least a portion of the MD 586 (Veirs Mill Road) corridor: Metro Bus routes Q1, Q2, Q4, Q5, Q6, and C4, and Ride-On routes 9, 26, 34, 38, 44, and 48. The Q2 route has the highest bus ridership of any route in Montgomery County.

Roadway congestion, long commutes, lost time, and greater transit dependency create the need for more efficient bus transport through the corridor. Traffic volumes on the arterial regional streets (roadways that function mainly to serve traffic moving through the corridor) of Rockville and Wheaton are forecasted to grow over the next ten years. The Capital Beltway, I-270, the Metrorail, and other transportation facilities within the region experience demand above their design capacities.

Project Status

The MD 586 (Veirs Mill Road) BRT Study is funded by Montgomery County for Project Planning only. During the Project Planning phase, the project team gives careful consideration to a project's impacts on the community before choosing an alternative for design and construction. Additional time and funding will be required to complete the Final Design, Right-of-Way Acquisition, and Construction phases.

What is Bus Rapid Transit?

A BRT system is a rapid mode of public transportation that combines the quality of rail transit with the flexibility and lower cost of bus service. BRT buses typically operate on dedicated lanes that set them apart from other roadway traffic and reduce or eliminate delays. Features of the proposed BRT system include:

- Modern bus technology;
- Attractive specialized buses;
- Enhanced stations;
- Improved availability and reliability of service;
- Level boarding from platform to vehicle;
- Off-vehicle ticketing/fare collection;
- Local transfers with park-and-ride access; and
- Traffic signal and intersection modifications.

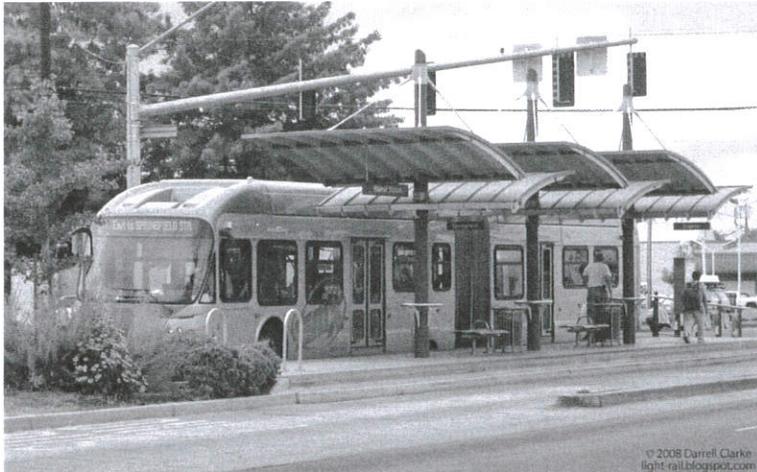


Cleveland, Ohio

Project Background

Montgomery County and the City of Rockville have considered MD 586 (Veirs Mill Road) transit improvements since 1999. The corridor has been the focus of three studies:

- 1999: Montgomery County Department of Public Works and Transportation (DPWT) study;
- 2005: DPWT Phase 1 BRT Facility Planning report addressing purpose and need, costs and benefits, consideration of alternatives, and public relations; and
- 2011: MCDOT Countywide BRT Study identifying the corridor as suitable for the provision of BRT services.



Eugene, Oregon

Public Involvement

SHA and MTA will maintain public involvement throughout the MD 586 (Veirs Mill Road) BRT Study. We encourage transit riders, community members, business owners/operators, and other project stakeholders to identify and discuss transit service improvements. Representatives of MCDOT, SHA, and MTA are available to meet with community groups, civic associations, and other organizations. To request a meeting, receive project information, or add your name to the MD 586 (Veirs Mill Road) project mailing list, please contact:

Ms. R. Suseela Rajan, Project Manager
Maryland State Highway Administration
707 N. Calvert Street, Mail Stop C-301
Baltimore, MD 21202
Telephone: 410-545-8514
Toll-free in Maryland: 1-800-548-5026
Email: srajan@sha.state.md.us

Mr. Rick Kiegel, Project Manager
Maryland Transit Administration
6 St. Paul Street, Suite 902
Baltimore, MD 21202
Telephone: 410-767-1380
(TTY users call: 1-800-735-2258)
Toll-free in Maryland: 1-888-218-2267
Email: rkiiegel@mta.maryland.gov

Mr. Bob Simpson, Senior Planner
Montgomery County Department
of Transportation
101 Monroe Street
Rockville, MD 20850
Telephone: 240-777-7193
Email: bob.simpson@montgomerycountymd.gov

The Maryland Relay Service can assist teletype users at 711. Persons requiring assistance to participate in the Open House, such as an interpreter for hearing/speech disabilities or assistance with the English language, should contact Ms. Rajan or Mr. Kiegel **by May 16, 2012.**



Maryland now features FREE 511 traveler information! Call 511 or 1-855-GOMD511 or visit: www.md511.org for current travel information. Please remember to use 511 safely.

Next Steps

- Conduct Project Initiation Open House –
May 23, 2012
- Develop Preliminary Alternatives –
Summer/Fall 2012
- Conduct Alternatives Public Workshop –
Winter 2012



QR Code for cell phone
link to project page

Martin O'Malley, Governor
Anthony G. Brown, Lieutenant Governor
Beverley K. Swaim-Staley, Secretary
Melinda B. Peters, Administrator

 printed on recycled paper



MARYLAND
586

**MD 586 (Veirs Mill Road)
Bus Rapid Transit (BRT) Study
COMMUNITY SURVEY Spring 2012**



The MD 586 (Veirs Mill Road) project team will consider the information you provide on this survey as the study moves forward. Simply fold and seal the postage-paid survey before placing it in the mail or return it in person during the May 23, 2012 Open House at the Holiday Park Senior Center.

Please identify yourself:

I live/work in the project area _____ (Where?)

I commute through the project area _____ (At what times/how often?)

1. What is your usual destination when you travel along MD 586 (Veirs Mill Road) between the Wheaton and Rockville Metrorail stations?

- Work Wheaton Metro Station
- Shopping area(s) Rockville Metro Station
- Recreation area(s) Other _____

2. How do you usually travel on MD 586 (Veirs Mill Road)?

- By car On foot
- By bus By a combination of _____ and _____ (Select from choices listed)
- By bicycle

3. If you use the pedestrian/bicycle trail along MD 586 (Veirs Mill Road), what is your usual destination?

4. On an average day, how much time does it take you to travel (if you go the entire distance) between the Wheaton and Rockville Metrorail stations along MD 586 (Veirs Mill Road)?

- Less than half an hour Less than one hour More than one hour

5. SHA's public involvement efforts are designed to include all parts of the community, including minority and/or low income. Please help us by identifying any location(s) of minority and/or low-income populations in or around your community. _____

6. In what ways (positive and/or negative) do you think the addition of BRT to this portion of MD 586 (Veirs Mill Road) will affect your community? _____

7. Which of the following is most in need of improvement on MD 586 (Veirs Mill Road) between the Wheaton and Rockville Metrorail stations? (Choose no more than TWO)

- Traffic congestion Bus rider safety
- Driver safety Bus availability/reliability/connectivity
- Pedestrian/bicyclist safety Left turns onto/from MD 586 (Veirs Mill Road)
- Other _____

8. Which of the following would you most like to have added to MD 586 (Veirs Mill Road) between the Wheaton and Rockville Metrorail stations? (Choose ONE)

- Sidewalks
- Crosswalks
- Bicycle lanes
- Area aesthetics (beauty/improved appearance)

9. **ANSWER ONLY IF YOU DRIVE YOUR PERSONAL VEHICLE /DO NOT RIDE A BUS THROUGH THIS AREA:**
What improvements/changes would have to be made to persuade you to use buses instead of driving your personal vehicle through this portion of MD 586 (Veirs Mill Road)? _____

Please provide your name, address, and/or email address if you would like to be placed on the MD 586 (Veirs Mill Road) project mailing list for updates and announcements.

Name: _____

Address: _____

E-mail: _____

FOLD

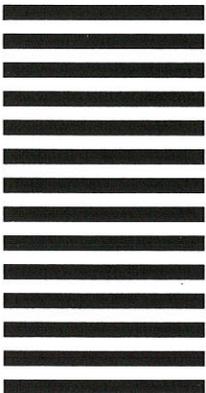
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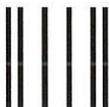
ATTN PUBLIC INVOLVEMENT SECTION
 OFFICE OF PLANNING AND PRELIMINARY ENGINEERING
 MD STATE HIGHWAY ADMINISTRATION
 707 N CALVERT STREET MS C-301
 BALTIMORE MARYLAND 21298-6521

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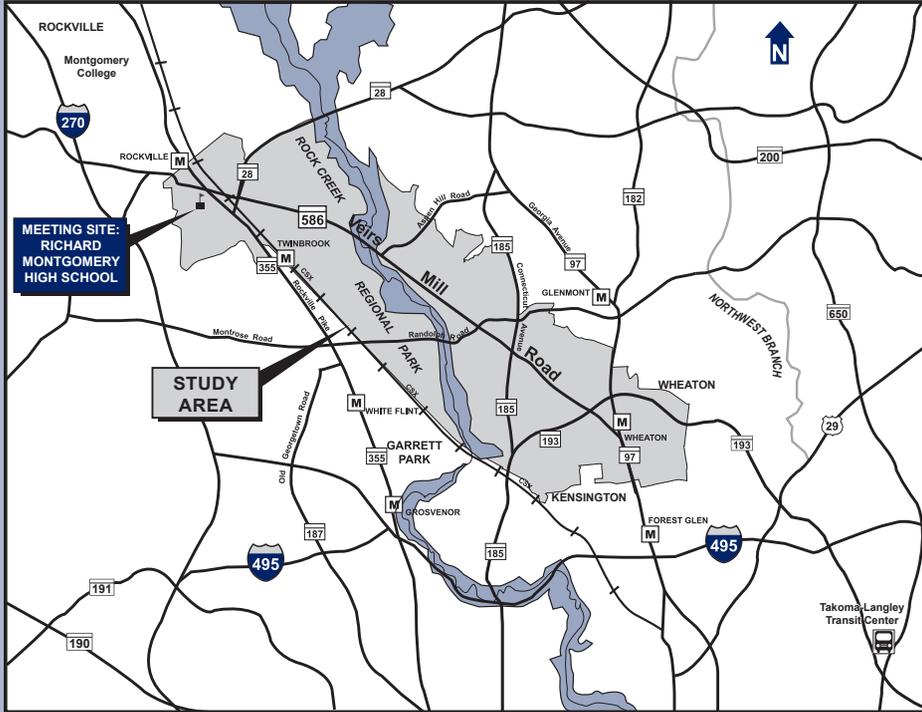


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MD 586 – Veirs Mill Road Bus Rapid Transit (BRT) Study from Rockville Metrorail Station to Wheaton Metrorail Station

ALTERNATIVES PUBLIC WORKSHOP



Project No. MO 244 M11

**Thursday, November 21, 2013
7:00 p.m. - 9:00 p.m.**
Richard Montgomery High School - Cafeteria
205 Richard Montgomery Drive
Rockville, MD 20852
***Snow Date: December 3, 2013**
**Meeting will be held on snow date if county public schools are closed or if the county's snow emergency plan is in effect.*



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Project Planning Team

Ms. Jamaica Arnold, Project Manager
Project Management Division
Maryland State Highway Administration
707 North Calvert Street, Mail Stop C-301
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Environmental Planning Division
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(TTY users call: 1-800-735-2258)
Toll-free in Maryland: 1-888-218-2267
Email: rkiiegel@mta.maryland.gov

Charles Lattuca, Rapid Transit System Development Manager
Montgomery County Department of Transportation
101 Monroe Street
Rockville, MD 20850
Telephone: 240-777-7166
Email: charles.lattuca@montgomerycountymd.gov

Introduction

The Maryland State Highway Administration (SHA) and the Maryland Transit Administration (MTA), in cooperation with the Montgomery County Department of Transportation (MCDOT), are completing a study to evaluate **alternatives*** to provide a new **Bus Rapid Transit (BRT)** service along MD 586 (Veirs Mill Road) between the Rockville Metrorail Station and the Wheaton Metrorail Station. The project may seek funding from the Federal Transit Administration once a locally preferred alternative is selected.

Purpose of the Workshop

The purpose of the Alternatives Public Workshop is to familiarize interested persons with the project planning process and present the preliminary BRT alternatives. Individuals and members of associations, citizens groups, and government agencies will have an opportunity to offer spoken or written comments about the study. They may also recommend the preliminary alternatives they would like the team to study in greater detail and the alternatives they would like the team to dismiss.

The workshop is being conducted in an interactive open house format to enable attendees to conduct self-paced reviews of project information at any time during workshop hours. Maps and other exhibits depicting preliminary alternatives under consideration will be on display, and team members will be available to answer project-related questions and receive comments. **There will be no formal presentation.**

How to Comment on the Project

SHA encourages your participation in the workshop and during the project planning process. Please use the enclosed postage-paid mailer to submit your comments. Additional copies of the mailer will be available at the reception desk during the workshop and may be found on the project website at www.roads.maryland.gov. You may also provide spoken and written comments to project representatives during the workshop or contact Ms. Jamaica Arnold, SHA Project Manager, using the contact information on the inside front cover of the brochure. **The project team will evaluate your comments and consider them as the project moves forward.**

Project Mailing List

You may add your name to the project mailing list by completing the enclosed mailer or by submitting your information at the workshop. If you have received this brochure in the mail, you are already on the project mailing list.

All terms that appear in **bold italics are defined in the glossary at the back of this brochure.*

Purpose and Need for the Project

The purpose of the MD 586 – Veirs Mill Road BRT Study is to provide new high-efficiency bus service along Veirs Mill Road between the Rockville Metrorail Station and the Wheaton Metrorail Station. The project team has identified four specific needs for the project:

- *System connectivity* – A high-quality, east-west transit connection is not available between the Rockville Metrorail Station and the Wheaton Metrorail Station.
- *Mobility* – Traffic congestion currently impedes bus mobility and results in unpredictable bus service, longer travel times, and delayed schedules.
- *Transit demand/attractiveness* – Transit demand and ridership in the Veirs Mill Road corridor continue to grow. A high-quality transit service is also needed to maintain current transit riders and attract new transit riders.
- *Livability* – Transit improvements are needed throughout the Veirs Mill Road corridor to create a transportation network that enhances choices for transportation users and promotes positive effects on the surrounding communities.

Existing Conditions

MD 586 (Veirs Mill Road), which is classified as a ***Principal Arterial***, carries approximately 24,000 to 47,000 vehicles per day within the study corridor and regularly experiences congestion. It is one of the most heavily used transportation and transit corridors in Montgomery County that lacks rail transit.

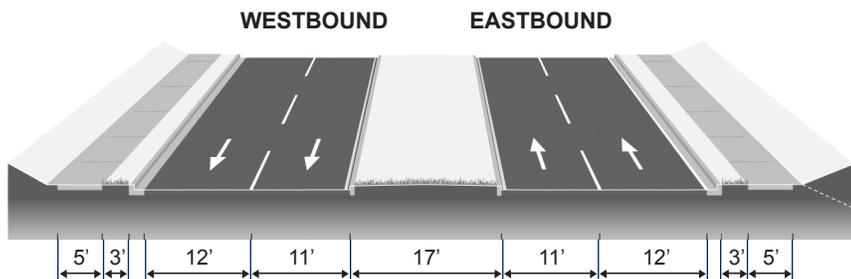
Local bus service along the Veirs Mill Road corridor is currently provided by the Washington Metropolitan Area Transit Authority's (WMATA) Metrobus and by Montgomery County's Ride On. Eleven bus routes operate within the Veirs Mill Road study corridor; six are operated by WMATA, and five by Montgomery County. WMATA's Q lines travel the entire length of Veirs Mill Road between the Rockville and Wheaton Metrorail stations.

Veirs Mill Road serves as an important link between two branches of WMATA's Metrorail Red Line. Other rail connections within the study corridor include the MARC Brunswick Line and Amtrak's Capitol Limited Line, both of which are accessible at the Rockville Metrorail Station.

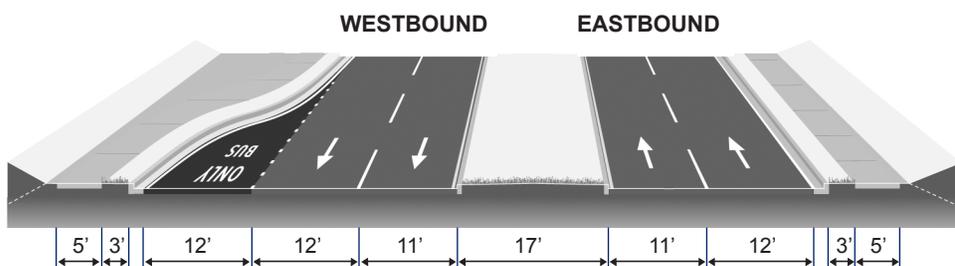
Alternatives and Options Currently Under Consideration

Design concepts will be developed to consider safety, aesthetics, pedestrian and bicycle circulation, traffic circulation, and effects on response times of emergency services providers. The project team has identified six conceptual alternatives for consideration.

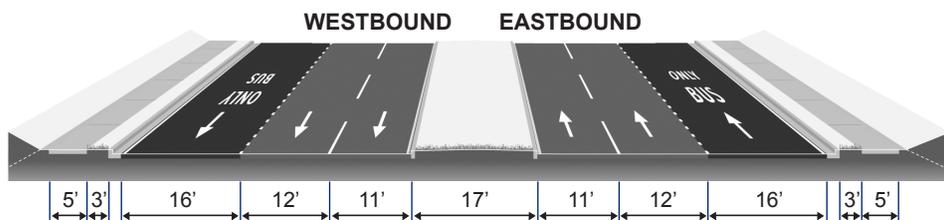
- **Alternative 1, No-Build:** Would include only planned and programmed transit and roadway improvements as currently listed in the **Constrained Long-Range Plan**.



- **Alternative 2, Transportation Systems Management (TSM):** Would include upgrades to WMATA and Ride On bus service, operational improvements, and minor physical improvements such as **queue jumps** for existing transit services. Would include enhanced bus service with limited stops, similar to WMATA's proposed Q9 service, which runs between the Shady Grove and Wheaton Metrorail stations.

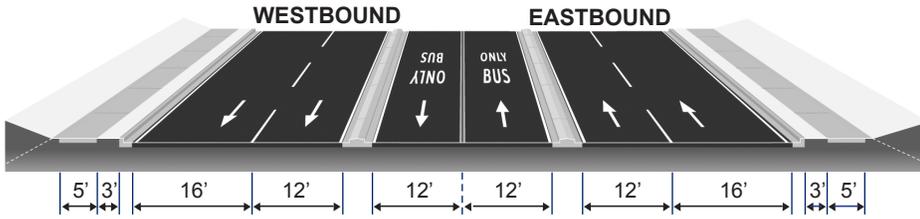


- **Alternative 3, Enhanced Bus Service:** Would move existing bus service to dedicated lanes, where feasible, and would include enhanced bus service with limited stops, similar to WMATA's proposed Q9 service. The dedicated lanes would be located in the curb lane and would be developed by **repurposing** existing travel lanes and shoulders or by roadway widening. Buses would continue to operate in mixed traffic where dedicated lanes are not feasible. Enhanced bus service would use the same bus stops that are used by the existing service but would stop at fewer locations to decrease travel time.

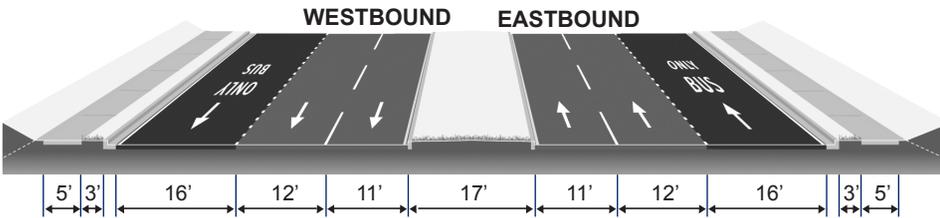


- **Alternative 4, New BRT in Dedicated Lanes:** Would provide new BRT service in addition to the existing local bus service. BRT would operate exclusively in dedicated lanes located either in the **median** or curb lanes. The dedicated lanes would be created by repurposing existing travel lanes, repurposing shoulders, or widening the roadway. Buses would stop at new BRT stations, which would be similar to rail stations. Alternative 4 would take one of four configurations:

- **Alternative 4A, Dedicated Median Lane (Repurposed Lanes and/or Shoulders)**
- **Alternative 4B, Dedicated Curb Lanes (Repurposed Lanes and/or Shoulders)**
- **Alternative 4C, Dedicated Median Lane (Roadway Widening)**

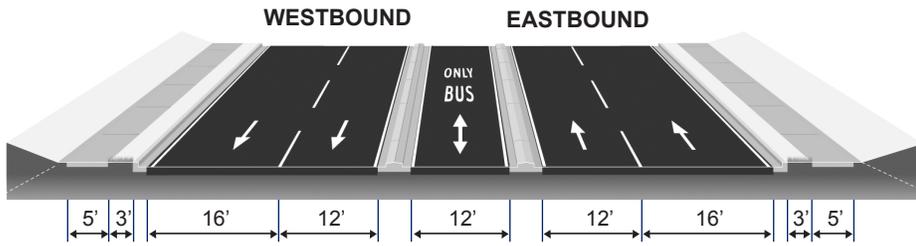


- **Alternative 4D, Dedicated Curb Lanes (Roadway Widening)**



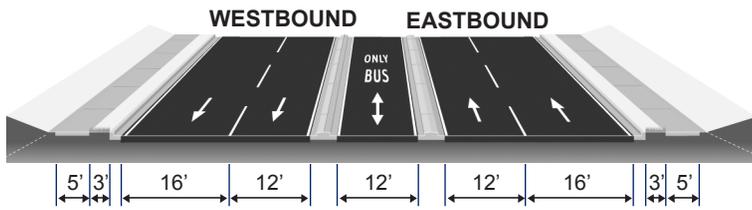
- **Alternative 5, New BRT in Reversible or Bi-directional Dedicated Lanes:** Would provide new BRT service in addition to the existing local bus service. Buses in the reversible or bi-directional lanes would stop at new BRT stations, while buses in mixed traffic would use existing bus stops. Alternative 5 would take one of two configurations:

- **Alternative 5A**, One-Way, Reversible, Dedicated Lane: Peak-direction BRT in dedicated lane and off-peak-direction BRT in mixed traffic

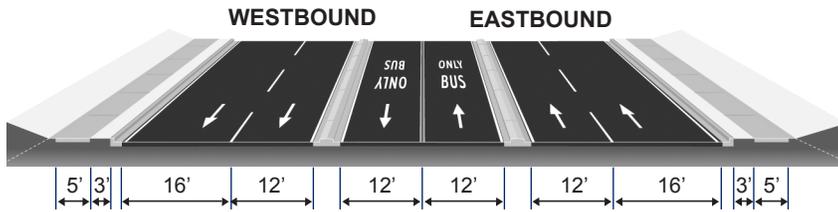


- **Alternative 5B**, Two-Way and Bi-directional Dedicated Median Lanes: Two-lane median section where feasible, and one-lane bi-directional median section elsewhere

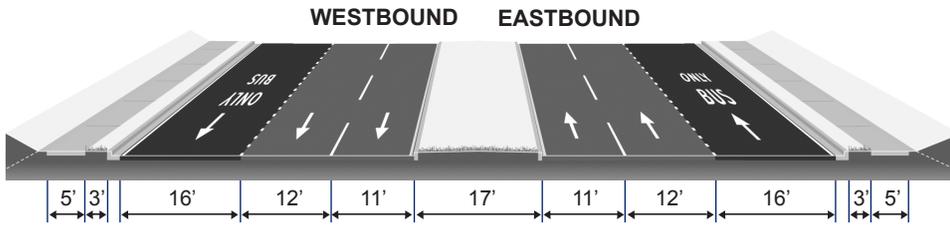
A. East and West of Study Limits



B. Center of Study Limits



- **Alternative 6: New BRT in Dedicated Lanes and Mixed Traffic:** Would provide new BRT service in addition to the existing local bus service. BRT would operate in dedicated curb lanes created by lane and shoulder repurposing or roadway widening. BRT would operate in mixed traffic where dedicated lanes are not feasible. Buses would stop at new BRT stations instead of at existing bus stops.



Alternatives 3 through 6 include construction of bicycle-compatible curb lanes in both directions along the entire length of the project on Veirs Mill Road where widening would occur. At 16 feet wide, these bicycle-compatible lanes would be four feet wider than a standard traffic lane. **Alternatives 1 and 2** would provide no bicycle-compatible lanes because the travel lanes would not be modified under those alternatives.

Transit Service Analysis

We are currently analyzing new BRT service along the corridor in coordination with the existing bus services. As part of the transit analysis, we are evaluating various options that include:

1. Implementing WMATA's proposed Q9 bus service.
2. Enhanced bus service in dedicated lanes.
3. Extending BRT service to the Takoma-Langley Transit Center in the east and Montgomery College in the west. Under this option, service outside the project limits would operate within existing traffic patterns.
4. Optimizing signal timing.
5. Queue jump lanes where feasible.

Environmental Summary

SHA has conducted research and field reviews to identify the following conditions and resources within the study area.

Land Use

The project corridor is addressed in numerous **master plans**, including the *Rockville Comprehensive Plan* (2002), the *Town Center Master Plan* (2001), the *Twinbrook Neighborhood Plan* (2009), and the *Wheaton Central Business District Plan* (2011). In accordance with these plans, future land use within the Veirs Mill Road corridor includes **enhanced transit** throughout the area to accommodate

high-density ***mixed-use development*** in the vicinity of the Rockville and Wheaton Metrorail stations.

In 2011, ***Maryland-National Capital Park and Planning Commission*** (M-NCPPC) began developing a *Countywide Transit Corridors Functional Master Plan*. The purpose of the plan is to develop a BRT network throughout the county, recommend ***rights-of-way*** for individual transit corridors to accommodate bus lanes, add queue jumps to assist bus operations at intersections, determine station locations for the proposed transit network, and construct additional turn lanes at intersections (as necessary). One of the corridors under study for inclusion in this master plan is Veirs Mill Road from the Rockville Metrorail Station to the Wheaton Metrorail Station.

The *Smart Growth Priority Funding Areas Act of 1997* was enacted to limit sprawl and direct state funding for growth-related projects toward county-designated Priority Funding Areas (PFAs). Priority Funding Areas are geographic growth areas defined by state law and designated by local jurisdictions as targets for economic development. The Veirs Mill Road study area is located entirely within a designated PFA, and the project is consistent with Maryland's ***Smart Growth Initiatives***.

Socioeconomic Resources

SHA owns approximately 80 – 200 feet of right-of-way along the Veirs Mill Road corridor within the study limits. Additional right-of-way (parcels and buildings) along the corridor will be required to accommodate proposed additional roadway reconfigurations to address the project's purpose and need.

In compliance with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations*, SHA will avoid disproportionately high and/or adverse effects on minority and low-income populations throughout the study area. A preliminary review of census data reveals the presence of minority and low-income populations within the project study area. Further outreach and additional research of study area demographic and economic characteristics will be completed as the study progresses.

Cultural Resources

The following properties in the study area are listed on or are eligible for the ***National Register of Historic Places*** (NRHP):

- Rockville Park Historic District
- ***The Third Addition to Rockville, including Old St. Mary's Church/Cemetery***
- The B & O Railroad Station
- Hammond Wood Historic District
- Metropolitan Branch B & O Railroad

Further archeological investigations will be required within undisturbed portions of the project area. As design plans for the area are further developed, additional coordination with the **Maryland Historical Trust** will occur to determine what impacts the alternatives may have on significant historic or archeological sites, as required under **36 CFR 800.4**. In accordance with the **Section 106 procedures of the National Historic Preservation Act**, this workshop provides the opportunity for public comment regarding impacts on historic properties.

Natural Environmental Features

Natural areas, including publicly owned public parks and recreation areas abutting the Veirs Mill Road corridor, are concentrated primarily within the M-NCPPC-managed Rock Creek Regional Park, the Matthew Henson State Park, and two local parks: Aspen Hill and Parklawn. Coordination with the City of Rockville reveals the presence of one local park, Twinbrook, located within the roadway corridor. A **Section 4(f)** Evaluation will be required to address any proposed impacts and must include a description of avoidance, minimization, and mitigation measures.

The U.S. Fish and Wildlife Service and the Maryland Department of Natural Resources (DNR) Wildlife and Heritage Service have indicated that no state or federal rare, threatened, or endangered species are known to exist within the project area. A field investigation to supplement coordination with DNR indicates the presence of **wetlands, Class I streams, and 100-year floodplains** associated with Rock Creek and Turkey Branch. **Use I streams** are subject to an in-stream construction closure period from March 1 to June 15. Any in-stream construction will require construction permits from the Maryland Department of the Environment (MDE) and the US Army Corps of Engineers. Woodland impacts will be documented. Adverse impacts on water quality will be minimized through strict adherence to state sediment and erosion procedures in accordance with MDE stormwater criteria.

Due to anticipated increases in traffic volumes within the project area, the potential exists for increased traffic noise and vehicle emissions. SHA will complete detailed traffic noise- and air-quality analyses during the detailed engineering phase.

A hazardous site inventory identified 29 properties with underground storage tanks, five dry cleaning facilities, and six automobile service facilities. These types of facilities and businesses typically generate, handle, or store hazardous materials or petroleum products. Coordination with MDE would occur, if required, during construction to minimize the potential for adverse effects as a result of treatment, storage, cleanup, or disposal of hazardous waste.

Project Schedule

- Conduct Alternatives Public Workshop.....*Fall 2013*
- Develop Detailed Alternatives.....*Winter/Spring 2014*
- Perform Alternatives Analysis.....*Spring 2014*
- Prepare Draft Environmental Document.....*Spring/Summer 2014*

- Conduct Public Hearing.....Fall 2014
- Select Locally Preferred Alternative.....Fall 2014
- Prepare Final Environmental Document.....Spring 2015
- Receive **NEPA** Approval.....Summer 2015

Related Transportation Projects

Countywide Transit Corridors Functional Master Plan: This plan identifies a BRT network throughout the County, recommends rights-of-way for individual transit corridors and station locations for the proposed transit network, and makes other roadway recommendations to support the network. One of the corridors included in the Master Plan is Veirs Mill Road from the Rockville Metrorail Station to the Wheaton Metrorail Station. M-NCPPC approved the draft plan on July 11, 2013. The County Council public hearing occurred September 24, 2013. The County Council will be voting on the Master Plan in Fall 2013.

Corridor Cities Transitway (CCT): The CCT is a 15-mile-long BRT project in Montgomery County, from the **COMSAT facility** near Clarksburg to the Shady Grove Metrorail Station. The portion of the project from Metropolitan Grove to Shady Grove is proceeding with engineering and environmental analysis and is funded for formal environmental documentation, final design, and right-of-way acquisition. This work is expected to be completed in Fall 2015. The remaining portion of the project would be developed as land use matures and additional transportation funding becomes available.

MD 97 (Georgia Avenue) Bus Rapid Transit Study: This study is evaluating BRT service along MD 97 from Montgomery General Hospital in Olney to the Wheaton Metrorail Station. The southern portion of this study is located adjacent to the MD 586 BRT study area and both studies are being coordinated. The MD 97 BRT Study is currently funded for project planning only.

MD 97 Montgomery Hills Project Planning Study: This study is evaluating improvements to the MD 97 (Georgia Avenue) corridor between MD 192 (Forest Glen Road) and MD 390 (16th Street). The purpose of the study is to establish a balanced approach to transportation within the MD 97 corridor by evaluating existing vehicular, pedestrian, and bicyclist mobility and safety, while accommodating proposed transit enhancements and establishing a **sense of place** within the Montgomery Hills community. This project is funded for project planning only.

Purple Line Study: This 16-mile-long light rail transit line from Bethesda in Montgomery County to New Carrollton in Prince George's County is presently funded through design and right-of-way acquisition. The public review period for the final environmental document recently concluded. Construction is expected to begin in 2015.

Montrose Parkway Extension: This MCDOT project would provide a new four-lane parkway that would intersect Veirs Mill Road at Gaynor Avenue.

Non-Discrimination in Federally Assisted and State-Aid Programs

For information concerning non-discrimination, please contact:

Ms. Doreen Winey, Director
Office of Equal Opportunity
Maryland State Highway Administration
707 North Calvert Street
Baltimore, MD 21202
Telephone: (410) 545-0327
Toll-free within Maryland: (888) 545-0098
Email: dwiney@sha.state.md.us

Right-Of-Way and Relocation Assistance

The proposed project may require the acquisition of additional right-of-way. Residential and commercial relocations may also be required. For information regarding right-of-way and relocation assistance, please contact:

Mr. Paul Lednak
District 3, Office of Real Estate
Maryland State Highway Administration
9300 Kenilworth Avenue
Greenbelt, MD 20770
Phone: (301) 513-7466
Toll Free: (800) 749-0737
Email: plednak@sha.state.md.us

Public Involvement

SHA, Montgomery County, and MTA will maintain public involvement throughout the MD 586 – Veirs Mill Road BRT Project Planning Study. Agency and county representatives are available to meet with community groups, civic associations, and other organizations. To request a meeting, please contact Ms. Jamaica Arnold (SHA), using the information provided inside the front cover of the brochure.

SHA will provide a telephonic interpreter for those who need assistance with the English language. A Spanish-language interpreter will be available during the Public Workshop. **For a Spanish-language copy of this brochure, please contact Ms. Arnold at (410) 545-8512/toll-free 1-800-548-5026, use the QR Code on page 13 to access the translated brochure online, or go to www.roads.maryland.gov and click on Projects and Studies, SHA Projects Page, Montgomery County, MD 586 Veirs Mill Road.**

SI DESEA UNA COPIA DE ESTE VOLANTE EN ESPAÑOL, POR FAVOR CONTACTARSE CON LA JAMAICA ARNOLD, GERENTE DE PROYECTO, LLAMANDO AL 410-545-8512 (GRATIS AL 1-800-548-5026), utilice este código QR para acceder vía internet una copia traducida del volante, o visite nuestro sitio web en: www.roads.maryland.gov y haga clic en

The MD Relay Service can assist teletype users at 7-1-1.

Media Used for Meeting Notification

An advertisement appeared in the following newspapers to announce this Alternatives Public Workshop:

<u>PUBLICATION</u>	<u>DATE</u>
Gazette-Montgomery	November 6, 2013
Washington Post	November 7, 2013
El Tiempo Latino	November 8, 2013
Afro-American	November 8, 2013

Your Opinion Matters

This workshop offers members of the public the opportunity to discuss their thoughts and concerns about the project and to provide spoken and written comments. We will carefully review and consider project concerns and preferences expressed at the workshop. To assist you in providing comments, we have included in this brochure a postage-paid mailer and the contact information for members of the project team.

Questions or comments following the workshop may be addressed to any of the project team members listed inside the front cover of the brochure.

Thank You

Thank you for participating in the Alternatives Public Workshop for the MD 586 – Veirs Mill Road Bus Rapid Transit Study. Your comments are appreciated. Please direct your questions or concerns to project team members by mail, telephone, or email.

For more information about this project and others, visit our internet site at: www.roads.maryland.gov. Click on **Projects and Studies, SHA Projects Page, Montgomery County, MD 586, Veirs Mill Road**, or use the QR Code provided on this page.



Glossary

Aesthetics: Beauty or attractiveness and people's responses to it.

Alternatives: Potential solutions that are evaluated to determine whether they will address the project's purpose and need.

Bus Rapid Transit (BRT): A high-performance bus service that combines bus lanes with high-quality bus stations, transit vehicles, and other enhancements to achieve the performance and quality of a light rail or metro system, with the flexibility, cost, and simplicity of a bus system.

36 CFR (Code of Federal Regulations) 800.4: PROTECTION OF HISTORIC PROPERTIES—requires federal agencies to take into account the effects of their actions on historic properties.

Class I Streams: Streams forming the source of another and larger stream or river that may provide seasonal warm-water habitat but that are often dry for long periods of time, with no aquatic animal species present.

COMSAT facility: COMSAT is short for Communications Satellite Corporation, the company that was created in 1962 with the passage of the Communications Satellite Act. The COMSAT facility, located just north of West Old Baltimore Road at I-270, is mostly vacant. Future commercial, retail, and residential development is planned around a Corridor Cities Transitway stop proposed for this site. Observation Drive is being designed to extend north through this area to Clarksburg.

Constrained Long-Range Plan (CLRP): The CLRP identifies all regionally significant transportation projects and programs that are planned in the Washington metropolitan area between 2013 and 2040. Over 750 projects are included, ranging from simple highway landscaping to billion-dollar highway and transit projects. The CLRP is updated annually.

Enhanced transit: Transit service that sometimes includes custom vehicles, roadway improvements for transit vehicles, limited stops at upgraded stations, and other elements to minimize transit delays.

Maryland Historical Trust (MHT): An agency of the Maryland Department of Planning that assists with research, conservation, and education about Maryland's historical and cultural heritage.

Maryland-National Capital Park and Planning Commission (M-NCPPC): A bi-county agency, formed in 1927 by the Maryland General Assembly, which administers parks and planning in Montgomery and Prince George's counties. The Commission also offers recreation classes and provides services and educational programs relating to conservation and nature, local history, and the arts.

Master plan: A document that includes goals and policies to inform long-range land-use decision-making.

Median: The area that divides traffic moving in opposite directions on a single roadway.

Glossary

Mixed-use development: Any building, complex of buildings, or district of a town or city that blends a combination of residential, commercial, cultural, institutional, or industrial uses, where those functions are physically and functionally integrated, and that provides pedestrian connections.

National Environmental Policy Act (NEPA) of 1966: NEPA mandates that federal agencies consider the environment in all major federal actions. The NEPA process involves the detailed study of alternatives and the evaluation of environmental impacts and mitigation measures.

National Register of Historic Places (NRHP): The official list of the nation's historic places that are worthy of preservation. Authorized by the National Historic Preservation Act, the NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources.

Peak direction: The flow of the greatest volume of traffic, usually during the morning and evening rush periods, when commuters travel to and from work.

Principal Arterial: Arterial roadways are classified as principal or minor. Both classes carry longer-distance traffic between important centers of activity. Arterials are laid out as the backbone of a traffic network and should be designed to provide the highest level of service possible.

Queue jump: A short additional lane for transit vehicles, which may be combined with a right-turn lane at an approach to an intersection. The queue-jump lane receives a green light that allows transit vehicles to proceed through the intersection while traffic in the through lanes waits at a red light.

Repurposing: Reserving some existing traffic lanes exclusively for the use of buses. Repurposing lanes in this manner usually decreases the movement of automobiles but increases the movement (throughput) of people.

Rights of way: Land or property (often in a strip) required for transportation purposes, such as roadway widening and improvements.

Section 106 procedures: Derived from Section 106 of the National Historic Preservation Act of 1966, these procedures govern the identification, evaluation, and protection of historical and archeological resources affected by state and federal transportation projects.

Section 4(f): Enacted as a portion of the Department of Transportation Act of 1966, Section 4(f) requires that the proposed use of land from a publicly owned public park, recreation area, wildlife and/or waterfowl refuge, or any significant historic site, as part of a federally funded or approved transportation project, is permissible only if there is no feasible and prudent alternative to that use.

Sense of place: The qualities of a community that create its unique character.

Smart Growth Initiatives: First implemented in Maryland in 1997 with the passage of the Smart Growth and Neighborhood Conservation Initiative. Smart growth concentrates new development and redevelopment in areas that have existing or planned infrastructure in order to avoid sprawl. Its purpose is to conserve valuable natural resources through the efficient use of land, water, and air; to create a sense of community and place; to expand transportation, employment, and housing choices; and to promote public health.

The Third Addition to Rockville and Old St. Mary's Church: A historic area located in Rockville that combines 19th century residential-scale buildings with a tree-lined narrow street, country church, headstones, Victorian Gothic railroad station, and a brick/cast-iron commercial structure that evokes the era when the station served as the gateway to Rockville. The Old St. Mary's Church Cemetery, listed on the National Register of Historic Places in 1978, is the final resting place of F. Scott Fitzgerald and his wife Zelda.

Use I Streams (See Waters of the U.S., below): The Department of Natural Resources defines Use I streams as Water Contact Recreation and Protection of Nontidal Warmwater Aquatic Life.

Waters of the U.S., including Wetlands: All Waters of the U.S., including wetlands, are regulated in accordance with Section 401 and 404 of the Clean Water Act and under the State of Maryland Nontidal Wetlands Protection Act. The U.S. Army Corps of Engineers and the Maryland Department of the Environment administer this act for all Waters of the U.S., including wetlands that may be impacted by a project.

Wetlands: Areas that are regularly wet or flooded, with vegetation adapted for life under those soil conditions. Wetlands generally include swamps, bogs, marshes, and similar areas.

100-year floodplains: The 100-year floodplain refers to the areas along or adjacent to a stream or body of water that are capable of storing or conveying floodwaters during a 100-year-frequency storm. U.S. Department of Transportation Order 5650.2, "Floodplain Management and Protection," prescribes policies and procedures for ensuring that proper consideration is given to the avoidance and mitigation of floodplain impacts.



Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
Office of Planning and Preliminary Engineering
707 North Calvert Street
Mail Stop C-301
Baltimore, MD 21202

Martin O'Malley
Governor

Anthony G. Brown
Lieutenant Governor

James T. Smith, Jr.
Secretary

Melinda B. Peters
Administrator



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MD 586 Veirs Mill Rd BRT Study
 Alternatives Public Workshop
 November 21, 2013
 Summary of Comments

- 97 Attendees
- 38 Comments received- 23 mailed, 24 @ workshop, 8 emails

Alternative Comments				
	Support	Comments	Oppose	Comments
Alternative 1	2		1	
Alternative 2	2	More practical transit cost, impacts, ridership	1	
Alternative 3	3	Less costs and impacts	2	Doesn't work – people drive in the bus lane
Alternatives 4	6	Strong commitment to transit, move people not cars	4	Concerns w/ repurposing existing traffic lane
Alternatives 5	5	Mostly Alt. 5B - 3	2	Concerned with BRT in median
Alternative 6	3	Stations - curb loading rather than median	1	
BRT in general	2			
Light Rail	1	Elevated LRT		
Metro	1	Less impacts -underground		

General Comments				
Concerns with:	Number of comments		Supports:	Number of comments
Cost*	5		Bike Lanes	3
Impacts* – ROW or Env.	4		Off board collection	1
Property Value	1			
Access to Property/ Impacts to Service Road	4		Increase existing bus frequency	6
Pedestrian crossings - refuge	6		Free bus	1
BRT in shared lane	2		Pilot of express bus	1
Environmental Summary	1		Painted lanes	2
Repurposing lanes for transit	1		Sidewalk improvements	4
Noise	1		Green infrastructure	1
MOT – detours	2			
Congestion from transit	1			
Increased taxes	2			
Congestion	2			
Benefiting commuters not servicing the neighborhood	2			
Ridership for 3-6	2			
Utility impacts	2			

*Many people would like to know the cost, benefit analysis, and/or impacts

Comment Card Comments:

- Some community members are illiterate and new to the country
- How do we involve bus riders and non-English speaking population – meeting demographic did not match?
- Would like to see stations
- Excellent brochure
- If Alternative 4 is dropped, why did we show it?
- Would like to see mapped alternatives

MD 586/Veirs Mill Road Corridor Advisory Committee Meeting #1 Summary
Saturday, February 28, 2015, 11:00 a.m. to 12:15 p.m.
Montgomery County Executive Office Building, 10th Floor
101 Monroe Street, Rockville, MD 20850

Attendees:

Members	
Messanvi Richard Adjogah	Mary Means
James Agliata	Sara Moline
Michel Audigé	Jessica Reynolds
Galo A. Correa, Sr.	Philip C. Sossou
Timothy Crawford	Michael A. Staiano
Larry Finkelberg	Tom Strawbridge
Jared Hautamaki	Mike Stein
Kathleen Hume	
Apologies	
Mirza Donegan	Ethan Goffman
D. Jonathan Fink	Stacy L. Spann
Staff	
Facilitator – Denise Watkins	Consultant Project Manager – Karen Kahl
State Highway Administration Project Manager – Jamaica Arnold	Project Engineer – Dave Roberts
Montgomery County DOT – Gary Erenrich	
Public	
Donna Savage – Alternate to Tom Strawbridge	Jerry Roberson - WMATA

Handouts:

Each Corridor Advisory Committee (CAC) member received a binder that should be brought to all subsequent meetings. The binder contained the following materials:

- MD 586 CAC Staff Directory
- MD 586 CAC Members List
- RTS Corridors Map
- MD 586 Existing Transit Service Map and Vicinity Map
- BRT Glossary of Terms
- CAC Overview
- CAC Invitation Letter
- Nomination Form
- Kickoff Meeting Agenda
- CAC Mission Statement and Ground Rules
- Keynote Presentation from the Kickoff Meeting
- Montgomery County Rapid Transit System (RTS) Presentation from the Kickoff Meeting



- MD 586 CAC Meeting #1 Agenda
- MD 586 CAC Exercise #1
- MD 586 Existing Conditions Maps

The project website will also be a resource for the CAC members to view information and handouts that are presented at the CAC meetings. The project website is: <http://www.montgomerycountymd.gov/RTS>

Introductions:

Denise Watkins, MD 586 CAC facilitator, introduced herself and welcomed everyone to CAC Meeting #1 for the MD 586 Veirs Mill Road Bus Rapid Transit (BRT) Study. She explained that her role as facilitator will be to respect the time of the members by ensuring that all material on the agenda is covered and by keeping the discussions focused on the agenda items.

Following Denise's introduction, the Staff members then introduced themselves and explained their roles on the project.

Each CAC member then gave a brief introduction in which they described their interest in the project and if they were affiliated with an organization.

General Discussion:

Denise gave the members an opportunity to ask questions or discuss the presentations that were made at the kickoff meeting. The following topics and questions were discussed:

- How can a BRT system be provided along Veirs Mill Road without taking a travel lane away? Denise responded that there are several alternatives that have been developed and that those alternatives will be presented in detail in future meetings.
- What work has been completed on the Veirs Mill Road BRT project? Denise responded that the Veirs Mill project is further along in the planning process than the US 29 and MD 355 projects. She explained that alternatives have been developed but that nothing is written in stone at this point. The alternatives and concepts could change based on the comments and advice from the general public and CAC members.
- How will the BRT be branded? Denise responded that branding is an important component of a BRT system because it makes the system attractive to riders and it can help the system fit into the surrounding neighborhoods. She added at this topic will be discussed in detail in future meetings.
- What types of alternatives were developed? Karen Kahl replied that this study began in 2012 and that two public meetings have been conducted. A Purpose and Need Open House was held on May 23, 2012 and an Alternatives Public Workshop was held on November 21, 2013. Initially, a full range of alternatives was developed that included many of the features in Cliff Henke's presentation. However, at this point in the project, the goal is to study the alternatives that seem most feasible. The CAC process will assist in identifying those alternatives.
- The types of service seem to range from local service to commuter service. How would the Veirs Mill BRT service be characterized? Gary Erenrich responded that it would likely be characterized as a limited stop service. There would be approximately nine stops along Veirs Mill Road, not including the termini at the Rockville and Wheaton Metro Stations, as opposed to the 37 stops that the local buses currently use.

- How would a new BRT service affect the existing bus service? Karen responded that once the new BRT service is determined, an analysis would be done to identify necessary changes to the existing service. The BRT service could attract riders from the existing services which could warrant a change to the existing service.
- Would the Ride On service be in competition with the new BRT service? Karen replied that the goal would be for the services to work together rather than be in competition.
- A member commented that signage should be in Spanish in certain neighborhoods along the corridor due to the high percentage of Spanish-speaking residents.
- A member commented that the goal of the CAC members should be to represent those who would use the BRT service, which may or may not include the CAC members themselves. Denise replied that the CAC members are representing more than just themselves and that they should take the information they learn at the CAC meetings back to anyone they are representing to receive their input.
- A member provided an index card with written comments and questions, but the topics were not discussed at the meeting. The topics could be discussed at future meetings. The comments and questions included:
 - The feeder service is very important because people need to get from the residential neighborhoods to the BRT corridors.
 - How will people waiting at the stations be protected from car road spray?
 - The stations should have greenery and overhead protection from precipitation and the sun.
 - Accessibility to the stations in the middle of the road is a concern.

Map Exercise:

The CAC then completed an exercise called, “Where do you Live, Work & Play?” using a large roll plan map of the corridor. The purpose of the exercise was to look at how Veirs Mill Road plays a role in the lives of the CAC members. Each member placed numbered stickers on the map on locations where they travel to or from frequently. The members also used index cards to write down how transportation could be improved with transit for each location they placed a sticker. A summary of the exercise including the notes that were written on the index cards will be presented at the next CAC meeting.

Mission Statement:

Denise reviewed the Mission Statement and no comments were made by the CAC members.

Ground Rules:

Denise reviewed the Ground Rules and no comments were made by the CAC members.

Logistics:

Denise covered various logistical items with the group, including:

- Denise confirmed with the CAC members that communication through email was acceptable with everyone
- Denise walked through the binder contents with the CAC members
- Denise noted that she should be the point of contact for the CAC members
- Gary Erenrich commented that Ligia Moss will be the Montgomery County DOT representative at future CAC meetings
- Denise noted that the meetings will be recorded (audio only) to aid in the preparation of the meeting summaries. The summaries will not be verbatim minutes and will broadly cover the topics that were

discussed. The CAC members will have a chance to review the summaries before they are posted on the website.

- Binders will be mailed to the members that were not in attendance
- The current plan is to hold eight total CAC meetings, with six to eight weeks in between each meeting. The number of meetings and time between meetings could change based on the progress of the project. Future meetings will be held on Wednesday nights from 6:30 p.m. to 8:30 p.m. Meeting #2 is scheduled for March 25 in the Executive Office Building.

Exercise #1:

Denise reviewed the optional Exercise #1 to be completed by the CAC members before Meeting #2. The purpose of Exercise #1 is for the CAC members to identify the strengths and opportunities along the Veirs Mill Road corridor. The maps in the binders were provided as reference for this exercise and future exercises. Denise will email the form to the members so they can submit their responses via email. She asked for responses by March 10 so that the information can be compiled before Meeting #2.

Questions and Comments:

Denise then opened the meeting to questions and comments from the members. The following topics were discussed:

- A member asked if the decision to implement BRT along Veirs Mill Road was finalized and if so, is there any way to reverse that decision? Gary Erenrich replied that this project is in planning in order to be consistent with the *Countywide Transit Corridors Functional Master Plan*, which calls for the study of a BRT system along several corridors, including MD 586. The purpose of the current project is to study the feasibility of implementing BRT along MD 586 by doing preliminary engineering and quantifying costs and impacts. At this point, the project is not funded beyond the planning phase, which is scheduled to be completed in summer 2016.
- A member noted that the Master Plan lists nine stations along MD 586 and asked if those locations were set. Gary replied that the Master Plan station locations were the first thought at where stations would be placed, and that the locations could change. Denise will send an email with a link to the Master Plan to all CAC members so they can review it before the next meeting. Gary provided the members with a hard copy of the four pages of the Master Plan that pertain to MD 586.
- Jamaica Arnold noted that all of the information presented at the previous public meetings is available on the SHA website. Denise will send an email with a link to the website to the CAC members.
- A member asked if there will be more public meetings. Jamaica responded that there will be a Public Hearing after the National Environmental Policy Act (NEPA) studies are complete. The schedule is currently being revised but the Public Hearing will likely be in early 2016.
- A member asked if all buses would use the dedicated median lanes or if just the BRT buses would use those lanes. Jamaica responded that at this point, the assumption has been that only the BRT buses would use dedicated median lanes.

Next Steps:

- The meeting summary will be posted to the website after it has been reviewed by the CAC members
- The CAC members should complete Exercise #1 by March 10
- Denise will send an email to the CAC members with links to all of the relevant information
- **Meeting #2 is scheduled for Wednesday, March 25, 2015 from 6:30 p.m. to 8:30 p.m. in the Auditorium on the Lobby level of the Executive Office Building. If a CAC member cannot attend**

they may send a designated alternate. Please let Denise know if you cannot attend and the name of your alternate.

MD 586/Veirs Mill Road Corridor Advisory Committee Meeting #2 Summary
Wednesday, March 25, 2015, 6:30 to 8:30 p.m.
Montgomery County Executive Office Building, Auditorium
101 Monroe Street, Rockville, MD 20850

Attendees:

Members	
Messanvi Richard Adjogah	Kathleen Hume
James Agliata	Sara Moline
Mirza Donegan	Jessica Reynolds
D. Jonathan Fink	Mike Stein
Larry Finkelberg	Thomas M. Strawbridge
Ethan Goffman	Michael A. Staiano
Jared Hautamaki	
Apologies	
Michael Audigé	Mary Means
Galo A. Correa, Sr.	Philip C. Sossou
Timothy Crawford	Stacy L. Spann
Staff	
Facilitator – Denise Watkins, RK&K	Consultant Project Manager – Karen Kahl, RK&K
State Highway Administration Project Manager – Jamaica Arnold	Project Engineer – Dave Roberts, RK&K
State Highway Administration Community Outreach – Joe Harrison	Lead Facilitator – Andrew Bing, Kramer and Associates
Montgomery County DOT – Joana Conklin, Tom Pogue, Ligia Moss, Raphael Olarte	Outreach Support/Scribe – Teri Moss, Remline, Corp.
Public	
Kelly Blynn, Coalition for Smarter Growth	Barry Gore, City of Rockville Planning

Handouts:

- CAC Member List – revised with affiliations
- Meeting #1 Summary
- Exercise #1 Summary of Comments
- Exercise #1 Map
- Meeting #2 Agenda
- Meeting #2 Presentation
- Existing Conditions Map: Typical Sections

Introductions:

Denise Watkins, MD 586 CAC facilitator, welcomed everyone to CAC Meeting #2 for the MD 586 Veirs Mill Road Bus Rapid Transit (BRT) Study.

Denise reviewed the meeting format and agenda and told the group there will be an opportunity to ask questions during the summary at the end of the meeting. However, questions may be asked at any time during the presentation. She explained that questions from the general public may be asked at the end of the meeting if time permits. If there is no time at the end of the meeting for questions from the general public, a comment card may be filled out and submitted to Denise.

Following Denise’s introduction, the Staff members introduced themselves and explained their roles on the project. The general public then introduced themselves.

Purpose of the Meeting:

Denise explained that the purpose of the meeting was to review background information on the project development process and to present some of the work that has been completed to date, including the identification of the existing conditions and development of the Purpose and Need. Denise gave a brief description of the items on the agenda:

- Review Meeting #1
- Discuss upcoming CAC meeting topics
- Review the Project Development Process
- Review the existing conditions
- Brainstorm our “Values and Concerns”
- Review the Purpose and Need
- Have an open discussion

Denise began the presentation by reviewing the Meeting #1 summary. She noted that no major comments were received from the CAC members on the Meeting #1 summary.

Denise then reviewed the topics that are anticipated to be discussed in the future CAC meetings. She also listed some topics that are not likely to be covered in the CAC meetings because they are topics that will be discussed in a later stage of the project.

Project Development Process:

Karen Kahl then gave an overview of the project development process. Some of the topics that Karen presented included: the local planning process, the transit project planning process, and the statewide project development process. Karen also explained how the *Countywide Transit Corridors Functional Master Plan* recommends implementing a 102-mile BRT network that includes BRT along Veirs Mill Road. Finally, Karen explained the tasks that have been completed on the Veirs Mill Road BRT planning project and presented some anticipated dates of completion for future tasks.

During the presentation on the project development process, the following topics and questions were discussed:

- Transit Project Planning Process (Slide 7) – Is the planning project being run by the executive branch of Montgomery County? When does the County Council get involved with the project? Karen replied that this project is following the State planning process. Joana added that from the County’s perspective, the Council’s role is to prioritize the projects and determine what projects are to be funded. Once a county transportation project is funded, it goes to the Department of Transportation to be implemented. The Veirs Mill Road BRT project was selected to be funded

by the County Council and is being implemented by the Maryland State Highway Administration (because it would be constructed on a State roadway) in close coordination with the Montgomery County Department of Transportation.

Existing Conditions:

Dave Roberts then gave an overview of the existing conditions along the corridor. The topics that Dave covered included: existing roadway conditions, existing and projected no-build traffic conditions, existing transit service, and existing environmental resources.

During the presentation on the existing conditions, the following topics and questions were discussed:

- Traffic, Average Daily Traffic (ADT) (Slide 21) – What’s driving the large increase in ADT (44-52%) from Aspen Rd. to MD 185? Karen stated that it is a large regional model that examines all traffic in the Washington, D.C. area. Factors in the model include: new development, new trips generated from existing development, changes in existing development and general growth based on historical trends. For this study, the model was used for a large regional analysis, which was then narrowed down to focus on our corridor. Karen added that it is difficult to know exactly why one segment is projected to increase by 50 % and another segment only by 30 %.
- Traffic: Roadway Level of Service (LOS) (Slide 23) – Is the LOS on Randolph Road one of the major considerations for MD 586 being the furthest along (compared to the other corridor studies)? Dave responded that the traffic is expected to increase along all corridors and that specific traffic issues did not drive the Veirs Mill project to start ahead of the other projects. Dave added that the LOS will also be projected for the BRT alternatives and the future no-build LOS is important because it will serve as the baseline condition for comparing the alternatives.
- Why is there demand for a BRT along MD 586? Karen responded that the Veirs Mill Road corridor has some of the highest bus ridership routes in State. She added that there are many residents in the corridor that rely on transit because they do not own vehicles, and that linking the two ends of the Red Line would be beneficial because it is a critical east/west movement.
- Traffic: Roadway (LOS) (Slide 23) – There is a 44% increase in ADT from Randolph Road to MD 185 but the eastbound LOS does not worsen? Dave replied this is a three-lane section so it could be that the roadway can handle the increase in traffic. Another point to note is that the westbound LOS does worsen so it could be that the majority of the increase in ADT is not occurring along eastbound.
- Typical Sections/Service Roads – Are service roads potential sites of BRT Routes? Dave and Karen explained that Veirs Mill Road is the preferred route and that none of the concepts have the BRT on the service roads. The service roads do not provide a continuous connection so the bus would have to wait to re-enter MD 586 many times along the corridor. In addition, the service roads are narrow and are used for parking, and people entering and exiting their cars could be a safety hazard. Karen added that the buses would need to stop for pedestrians and vehicles at all cross streets which would increase the travel time of the BRT.
- Service Roads/City of Rockville – What jurisdiction maintains the service roads? Karen stated that the State maintains and owns the service roads within the State and County limits. Barry (City of Rockville) indicated that Rockville maintains the service roads within the city limits. He also explained that if buses run on service roads, they would be closer to the homes. The service roads create a buffer, the lanes are narrow, and there also could be a lot of crossing traffic, which could be problematic if the BRT was in the service roads. For these reasons, the City would not

want buses in the service lanes. However, the City of Rockville would like the State to consider placing bicycle facilities on the service roads instead of on Veirs Mill Road.

- BRT lanes – Would the BRT lanes be for local bus use? Karen responded if the BRT lanes are on the outside, they would be shared with the local buses so that the local buses can access the bus stops along Veirs Mill Road. If the BRT lanes are in the median, they would not be shared with the local buses. Lane use will be part of the evaluation of the alternatives.
- Service Roads/elimination/other uses for service roads – It seems that part of the roadway would be valuable for other alternatives. Is there still opportunity to discuss those options? Karen stated that when alternatives were examined, there was consideration of eliminating service roads for use of BRT. If the service roads are removed due to widening, parking spaces would be lost and residents may need to walk a block or two to get their second parking space. Rockville and the County did not think it was acceptable to remove the service roads. An option was considered that provided parallel parking on Veirs Mill Road in place of the service roads, but it was not acceptable to SHA because of the number of lanes and speeds that are along Veirs Mill Road. SHA does not generally support parallel parking along state highways. A detailed evaluation of the service roads concluded that the service roads must remain with any BRT alternative.
- Lane use – if a BRT lane is added, would it reduce the median? Karen responded it would take from the median, the service road or a portion of each. More information will be provided at the next meeting.

General Discussion:

Denise reviewed summary of comments that were made in the previous exercises. She stated that most comments were focused on one of five major themes: destinations, routes, existing bus service, proposed BRT service, and pedestrians and bicycles. Denise stated that the CAC members should take the summary of comments to their communities to obtain feedback because the members are ambassadors of the project.

Exercise:

Denise then began an exercise in which the CAC members expressed their “Values and Concerns” for the project and the corridor. The following values and concerns were made by the CAC members:

Values:

- Existing service roads – help neighborhood feel protected, contribute to feeling of homes protected from highway, and helps residents feel safe
- Need more walkable environment, want to preserve neighborhood, make sidewalks more interesting
- Improve/renovate/redevelop strip malls
- Land development
- Maintain/ Improve sense of identity and sense of place along the corridor
- Fewer cars, more sustainable, attracting different population

One CAC member commented that the Willard Road/Connecticut Avenue intersection could be good area for a bus kiosk. That person also commented that they liked the idea of bike lanes in service road.

Concerns:

- Make area walkable, more pedestrian connectivity; Sidewalks are not continuous along the corridor and some are very close to the road or narrow
- Existing service roads; can they be used for BRT lanes?
- Concern that the new BRT will only add to sea of concrete and will not maintain or improve the sense of place
- Safety
- Greenspace - keep character, landscaping, aesthetically pleasing
- BRT's impact on current/local bus system.
- Zoning; Land Development
- Concern that there will not be enough demand for BRT
- Concerned that the current study does not connect to Montgomery College
- Cost to rider
- Construction sequencing; Will the 355 and 586 corridors be under construction at the same time?
- Concern that parking will not be provided for the BRT system on the corridor
- Need to reduce carbon emission
- Impact to nearby residents
- How is the existing transit service evaluated; what are the criteria?
- BRT is a "short term" solution (should be looking at heavy rail for the future)
- Is BRT the right solution? Is express bus a better solution?
- Loss of median/character

Open Discussion on Values and Concerns:

- Will the recommendations in this project address all of the roadway issues, or will it just focus on the BRT lanes? Karen responded that all roadway elements along the corridor would be included in the project. Denise added that concerns one or two blocks off the corridor may not be included in this project, but they could inform the State, County, and/or City of other issues.
- A CAC member commented that the strip malls could be potential smart growth areas and asked if the County is looking at zoning changes to coincide with the BRT. Joana responded that she does not believe there are current plans to change the zoning in the County portion of the project, but Park & Planning can always re-evaluate the zoning. Barry told the group that the City adopted a master plan a few years ago and he believes the Twinbrook shopping center was rezoned to be mixed-use. Barry stated that he is intrigued with the notion of combining a mixed-use development with a BRT station adjacent to the Twinbrook shopping centers. Joana added that there are redevelopment plans for the Wheaton triangle area at the east end of the corridor.
- How will BRT affect the current/local bus system? What happens to Q buses? What will be the frequency of the BRT service?
 Karen responded that the BRT service would be headway based rather than schedule based. The current service plan for the BRT includes a headway of six minutes, meaning that a bus would be arriving at a station every six minutes. The local bus network would be evaluated as the project moves forward. For now, no changes to local service are being assumed, but as the project moves forward into more detail, a transit service analysis could identify where there is excessively redundant service and where local service could be removed without impact.
- Joana stated the discussion about Montgomery College is important because while this study is looking at service between the Rockville and Wheaton Metro Stations, the County has insisted

that the service should extend to Montgomery College, even if that means the BRT would be running in mixed traffic along MD 355. There is high ridership to Montgomery College and those riders should not have to transfer to a local service at the Rockville Station. The County envisions that if dedicated lanes were added along MD 355 as part of the MD 355 BRT project, the Veirs Mill Road BRT vehicles would be able to use those lanes up to Montgomery College.

Purpose and Need:

Karen then gave a presentation on the Purpose and Need of the project that was developed in 2012.

During the presentation on the Purpose and Need, the following topics and questions were discussed:

- Ridership – How many riders do you anticipate? Is there a design criteria for certain number of riders? What are the parameters that you focused on?
 Karen responded that there is no ‘target’ ridership number that the Veirs Mill BRT is trying to reach. Once the alternatives are developed and the ridership is projected for each alternative, the ridership is evaluated along with the physical improvements to determine which alternatives are viable. There are BRT systems across the country with ridership ranging from 2,000 people a day to 20,000 people a day.
- Do you project the impact that the BRT will have on the other transit systems?
 Karen replied that a new transit system will draw ridership from other existing transit systems. A new system would be an improvement with higher, better quality service, and would also attract new riders. If the majority of riders on the new system are coming from the current systems, the benefits of the new system could come into question. There are no defined criteria that explain how many riders the BRT needs to generate in order to be viable.
- Determining Alternative – What are the specific criteria to determine alternative?
 Karen explained that many factors are used in evaluating the alternatives, including: impacts (homes, roads), costs, impacts to environmental features, and ridership.

Questions and Comments:

Denise then opened the meeting to questions and comments from the members. The following topics were discussed:

- Buses that operate on Veirs Mill Road are full all day and there is demand that is not met by the existing service. How much better would a BRT be over an express bus between the two metro stations?
 Joana replied that the full range of alternatives will be presented in Meeting #3.
- One CAC member commented that the BRT is a short-term solution and asked if a long-term solution with a higher investment is being considered. Denise responded that the CAC process may not answer that and will note this as a concern. Joana responded the Master Plan outlines why BRT is being studied instead of light rail and a major reason is cost. Denise also noted the flexibility of buses is an advantage and Kyle stated that the implementation time of BRT is less than rail.
- Could the TSM (Transportation System Management) alternative be implemented and then phased towards another alternative?
 Joana responded that implementing the TSM and then phasing towards another alternative could be advantageous because the TSM could be implemented more quickly. WMATA (Metro) is doing priority corridor network studies and has made recommendations on providing more

express service along several corridors, including the Veirs Mill corridor. The TSM alternative is essentially looking at implementing the express service that WMATA has recommended.

- Barry Gore stated that two concerns that he heard from the CAC members were losing the medians adjacent to the service roads and the need to add to character to the corridor. Barry urged the members to make suggestions during the CAC process because the BRT project would likely require reconstruction of the roadway. Regarding streetscape, Barry commented that the stations are opportunities to create places. Barry also stated that he believes that a goal of reducing carbon emissions should be added to the project purpose and need statement, and that he would like to see some consideration for battery or electric-powered BRT buses.

Next Steps:

- CAC members should present the material from Meeting #2 to their communities and bring any feedback they hear to future CAC meetings.
- The meeting summary will be posted to the website after it has been reviewed by the CAC members.
- Prior to Meeting #3, the CAC members should review the materials from the previous public meetings on the SHA website. The materials include typical sections of all of the preliminary alternatives. The information can be found here:
<http://apps.roads.maryland.gov/WebProjectLifeCycle/ProjectInformation.aspx?projectno=MO2441115>
- **Meeting #3 is scheduled for Wednesday, May 27, 2015 from 6:30 p.m. to 8:30 p.m. in the Auditorium on the Lobby level of the Executive Office Building.**

MD 586/Veirs Mill Road Corridor Advisory Committee Meeting #3 Summary
Wednesday, May 27, 2015, 6:30 to 8:30 p.m.
Montgomery County Executive Office Building, Auditorium
101 Monroe Street, Rockville, MD 20850

Attendees:

Members	
Messanvi Richard Adjogah	Kathleen Hume
James Agliata	Mary Means
Michael Audigé	Sara Moline
Timothy Crawford	Jessica Reynolds
Mirza Donegan	Ethan Cohen alternate to Stacy L. Spann
D. Jonathan Fink	Michael A. Staiano
Larry Finkelberg	Mike Stein
Ethan Goffman	Thomas M. Strawbridge
Jared Hautamaki	
Apologies	
Galo A. Correa, Sr.	Philip C. Sossou
Staff	
Facilitator – Denise Watkins, RK&K	Consultant Project Manager – Karen Kahl, RK&K
State Highway Administration Project Manager – Jamaica Arnold	Project Engineer – Dave Roberts, RK&K
Maryland Transit Administration Transit Project Manager – Kyle Nembhard	Lead Facilitator – Andrew Bing, Kramer and Associates
State Highway Administration Community Outreach – Joe Harrison	Outreach Support/Scribe – Teri Moss, Remline, Corp.
Montgomery County DOT – Joana Conklin, Tom Pogue, Ligia Moss, Raphael Olarte	
Public/Non-CAC Members	
Tom Autrey, MNCPPC	Barry Gore, City of Rockville Planning

Handouts:

- Meeting #2 Summary
- Exercise #1 Summary of Comments Table (updated 4/20/15)
- Meeting #3 Agenda
- Meeting #3 Presentation
- Maps for Alternatives 3, 5A, 5B, and 6

Introductions:

Denise Watkins, MD 586 CAC facilitator, welcomed everyone to CAC Meeting #3 for the MD 586 Veirs Mill Road Bus Rapid Transit (BRT) Corridor Study. Denise confirmed with the CAC members that they are receiving her emails with meeting reminders and other information.

Following Denise's introduction, the Staff members, CAC members and general public attendees introduced themselves.

Denise then reviewed the meeting handouts and explained that additional comments were added to the Exercise #1 Summary of Comments Table, which is why everyone was receiving a new copy. She then summarized information discussed in Meeting #2 including the project development process, the general planning process, the existing conditions, and the Purpose and Need.

Denise reminded the group about the values and concerns exercise that was completed at the last meeting and stated that the comments were recorded in the Meeting #2 summary.

Purpose of the Meeting:

Denise explained that the purpose of the meeting is to review the ten conceptual alternatives that were presented at the November 2013 Public Workshop and identify the alternatives that have been retained for detailed study. The evaluation criteria that were used to determine whether an alternative was retained will also be explained. The proposed station locations will also be presented. Denise explained that as each alternative is explained, the CAC members will have a chance to ask questions specific to that alternative. CAC members will also have an opportunity to ask questions at the end of the presentation.

BRT Features:

Denise provided a review of the general BRT terms that were presented at the Kickoff Meeting. She reminded the CAC members that there is a "menu" of options to select from when developing a BRT system. Denise explained that the conceptual alternatives that will be presented will be focusing on the runningway and service plan "menu" options and that the stations would be discussed at a future CAC meeting. The vehicle and technology options would be studied in a future stage of the project.

Conceptual Alternatives Overview:

Karen Kahl (Consultant Project Manager) explained that the conceptual alternative information being presented to the CAC members was the same information that was presented at the 2013 Public Workshop. Karen explained that the six conceptual alternatives were developed by combining the various levels of bus service with the various types of runningway improvements. The various levels of bus service include:

- No improvements
- Enhanced bus service (WMATA's proposed Q9 route)
- New BRT service

The various types of runningway improvements include:

- Shared lanes vs. dedicated lanes
- Using existing lanes vs. repurposing lanes vs. adding lanes
- Median-running vs. curb-running

Some of the six alternatives have multiple options which resulted in ten total conceptual alternatives. Karen gave a brief summary of each of the alternatives and noted that the majority of the remaining meeting time would be spent discussing each alternative in more detail.

Proposed Station Locations:

Karen reviewed the 11 proposed station locations that are being assumed for each of the conceptual alternatives. Karen noted that the locations were identified in previous studies and then included the *Countywide Transit Corridors Functional Master Plan*.

Alternative 1: Retained

Dave Roberts (Project Engineer) presented Alternative 1 to the group. Alternative 1 is the no-build alternative and would consist of no physical infrastructure or bus service changes. The existing buses would continue to operate in mixed traffic for most of the corridor, except along eastbound between Connecticut Avenue and University Boulevard where a “Bus Only” lane already exists.

Dave explained that the no-build alternative is always retained as a viable alternative. In addition, the no-build alternative serves as a baseline condition for comparing the costs, ridership, traffic, and impacts of the build alternatives. For these reasons, the project team has retained Alternative 1 for further study.

A CAC member asked if the percentage of dedicated lanes in Alternative 1 (11 percent) was for both directions or just along eastbound. Dave responded that the percentage was for both directions.

Alternative 2: Retained

Dave then presented Alternative 2 to the group. Alternative 2 is the Transportation System Management (TSM) alternative, and includes minor infrastructure improvements such as queue jumps and transit signal priority (TSP) at select intersections. Alternative 2 also includes enhanced bus service, such as the proposed Washington Metropolitan Area Transit Authority (WMATA) Q9 route that resulted from their Priority Corridor Network (PCN) study. The enhanced bus service would have fewer stops and more frequent service than the existing service.

Dave explained that a queue jump is a lane created in advance of an intersection that can be used by buses and right turning vehicles. When the bus is in the queue jump lane, it could receive a green light before the general purpose lanes receive a green light, which would allow the bus to pass through the intersection ahead of the vehicles in the general purpose lanes. This ‘early green’ signal phase is a type of TSP that could be implemented to decrease the travel time of the buses. ‘Extended green’ is another type of TSP that lengthens the green time as the bus approaches the intersection to ensure that the bus can pass through the intersection without having to stop at a red light.

Dave described the traffic analysis that was completed to identify intersections where queue jumps could be effective. Queue jumps would be most effective for the buses at intersections with a high projected delay. However, Dave added that a queue jump lane cannot be too long or it could be perceived as a through lane by some drivers.

Dave stated that the project team decided to retain Alternative 2 for detailed study because it would provide low-cost improvements that would decrease the bus travel times with minimal property impacts.

The following comments were discussed in response to Alternative 2:

- What happens when the bus is in the queue jump lane and there is a car in front of it? Dave responded that the early green light would apply to all vehicles in the queue jump lane, including right turning vehicles. The green time would have to be long enough for the bus to pass through the intersection.
- How far from the intersection would the dedicated lanes extend back? Dave responded that most queue jump lanes would be 500 to 600 feet long.

- Could there be more than one bus in the lane at a time? Dave responded that there could be more than one bus in the queue jump lane at a time due to the various bus routes and schedules.
- Could the buses overflow into the main lanes? Karen replied the standard buses are approximately 40 feet long so they would not block the main lanes.
- Would the existing services be allowed to use the queue jump lanes? Dave responded that if there is a bus stop at the intersection, the bus would have to use the queue jump lane to use the stop. Therefore, the queue jump lane would be available to all buses.
- Cars could follow the buses in the queue lane and move ahead of other cars. Could this impede the flow of traffic? Dave acknowledged that it could be possible for cars to use the queue jump with the buses. Enforcement measures would need to be established with the implementation of queue jumps.
- Have the conceptual alternatives been implemented in other cities? Karen responded that the alternatives have been implemented in other cities.
- Could there be degradation of automobile level of service (LOS) with the addition of queue jumps? Dave responded that there could be degradation in the LOS of the automobiles and that a traffic analysis will be performed on Alternative 2 since it was retained for detailed study.
- If more people take buses than use cars, would it help? Theoretically, as the bus service becomes more efficient, people would begin to switch from cars to buses which could improve the traffic conditions.
- How feasible is off-board collection? Travel times could decrease by eliminating on-board payment. Dave responded that off-board fare collection is an element of BRT that can decrease travel time. The current study is not at that level of detail yet, but it could be considered in the future. Karen added that WMATA is studying off-board fare collection and the project team will look into that study.

Alternative 3: Retained

Dave then began the discussion on Alternative 3, which is a step above Alternative 2 from a transit perspective. Alternative 3 would include curb-running dedicated bus lanes (where feasible) and implementation of the WMATA Q9 express bus route. The dedicated bus lanes could be created by widening or repurposing existing shoulders or lanes. Karen reviewed the Alternative 3 map which uses blue arrows to show the limits of the shared lanes and orange arrows to show the limits of the dedicated lanes.

Dave described that after the November 2013 Public Workshop, the description of Alternative 3 was revised to include new BRT service, rather than enhanced bus service. The reason for the change was to create more BRT alternatives since the goal of the study is to analyze options for BRT. Dave explained that Alternative 3, with BRT service, was retained for detailed study by the project team. Alternative 3 was retained because it would provide dedicated BRT lanes with minimal property impacts as compared to the full-BRT alternatives.

The following comments were discussed in response to Alternative 3:

- How does Alternative 3 differ from Alternative 6? Dave responded that they are similar, especially when BRT service was added to Alternative 3. The primary difference was the limits of the dedicated lanes. Alternative 6 provided more dedicated lanes than Alternative 3. Ultimately, the refined version of Alternative 3 will likely be a combination of Alternatives 3 and 6. Alternative 6 was not retained due to similarities with Alternative 3.
- How will this impact the current bus service? Will every Ride-On bus be able to use the lane? Dave responded that the outside dedicated lane would be available for all buses to use so that they can still access the bus stops along the curb.

- BRT in the median would not serve all buses. It looks like Alternatives 2 and 3 would improve all bus service along Veirs Mill Road.
- Should we assume that BRT would serve those that do not use the existing bus service? BRT is supposed to entice non-sprawl development rather than sprawl. Karen responded that it is expected that some people will switch from their vehicles to the BRT.
- Future generations would be more likely to use the BRT. This project should serve the future generations and not necessarily the current generation. The BRT project could spur new higher density development along the corridor.
- The term ‘BRT’ has a negative connotation to many people because they associate it with buses. Instead, it should be advertised more like a light rail system. Karen stated that the county is using the term ‘Rapid Transit System’ (RTS) to describe the BRT projects.

Alternative 4:

Karen then reviewed Alternative 4. Alternative 4 would include new BRT service in dedicated lanes from MD 28 to MD 193. The alternative was split into Alternatives 4A, 4B, 4C, and 4D to differentiate how the dedicated lanes are formed and where the dedicated lanes are located. Alternatives 4A and 4B would create the dedicated lanes by repurposing an existing lane in each direction. Alternatives 4C and 4D would create the dedicated lanes by widening. The dedicated lanes would be median-running in Alternatives 4A and 4C and curb-running in Alternatives 4B and 4D.

Alternatives 4A and 4B (Being studied further) would reduce the number of travel lanes by one in each direction. The preliminary traffic analysis showed strong deterioration in the traffic conditions with the implementation of Alternatives 4A and 4B. However, alternatives 4A and 4B are being reevaluated from a person throughput perspective to determine if lane repurposing is viable along Veirs Mill Road. Therefore, a decision on whether to retain or not retain Alternatives 4A and 4B has not been made, and it will be made after the person throughput analysis is completed.

The following comments were discussed in response to Alternatives 4A and 4B:

- How would vehicles be prevented from using the bus only lanes? Karen stated that photographic enforcement is used to capture violators in HOV lanes, and the same technology could be used along Veirs Mill Road. However, enforcement has not been studied in this project and would be considered at later stages.
- Repurposing is successful along roadways with excess capacity and Veirs Mill Road does not seem to have excess capacity. Karen responded that the person throughput analysis will help determine the feasibility of lane repurposing.
- If there is only one traffic lane, people will use neighborhood roads to avoid Veirs Mill Road. Karen replied that traffic along the neighborhood roads could increase due to lane repurposing.
- With only one lane, accidents would cause problems for cars and the bus services. A broken down bus would severely impact the BRT service.

Alternatives 4C and 4D (Not Retained) would create entirely new bus lanes by widening the roadway. Karen explained that the 2040 projected daily ridership is 9,100 for Alternative 4C and 6,900 for Alternative 4D. Ridership projections will be completed for each of the retained alternatives and the team will compare the projected ridership to the costs and impacts of each alternative. Karen stated that the number of property impacts with Alternatives 4C and 4D, especially in Rockville, led to the team deciding to not retain either alternative.

The following comments were discussed in response to Alternatives 4C and 4D:

- Why do the typical sections show bike lanes for some alternatives and not others? Karen replied that the SHA policy is to add bike lanes whenever the roadway is being widened. Alternatives that just require repurposing or where the bus would be in mixed traffic do not include bike lanes.
- Do we know if all areas have enough width to accommodate new lanes within the existing right of way? Karen replied that there is not enough width in all areas, which is why there would be many impacts with Alternatives 4C and 4D.
- With these alternatives, what percentage of corridor would be impacted? Karen responded that the impacts would be extensive, primarily in the western portion of corridor where there are service roads. The team analyzed the possibility of eliminating the service roads but it was determined that the service roads need to remain in order to provide parking for the homes along Veirs Mill Road. These alternatives were too impactful for the state, city and county which is why these alternatives were not retained for further study.
- How would the impacts change if you go to single dedicated lane? Karen replied that the single dedicated lane is being looked at now because Alternative 5B has been retained.
- With Alternative 4C, how would left turns be impacted if there is a median separating the BRT from the general traffic lanes? Karen responded that all unsignalized left turns would be closed-off when the BRT is in dedicated median lanes.
- Would there be U-turn lanes in between the signalized intersections? Karen responded that u-turns would only be allowed at the signalized intersections in Alternative 4C.
- Would you expect the auto speeds to increase if the unsignalized left turns were closed-off? Karen responded that this has not been studied but she suspects the automobile speeds could increase because vehicles would not be slowing down to turn left onto side streets. In addition, vehicles would not be allowed to turn left onto Veirs Mill Road from a side street.

Alternative 5A: Not Retained

Dave then described Alternative 5A. Alternative 5A would include new BRT service in a single dedicated median lane. The dedicated lane would be reversible, meaning it would be used by buses travelling in the peak direction, while buses in the off-peak direction would travel in mixed traffic.

Dave stated that an important feature of a reversible system is a predominant peak direction. The traffic analysis showed that there is no peak direction along Veirs Mill Road. The team decided to not retain Alternative 5A due to the ineffectiveness of a reversible system along a roadway with no peak direction of travel.

The following comment was discussed in response to Alternative 5A:

- Was an alternative that uses Randolph Road considered to create a loop? Dave responded that no alternatives along roads other than Veirs Mill Road have been considered. Joana Conklin (MCDOT) responded that the Master Plan includes BRT corridors along Randolph Road, MD 355, and MD 97, so the Veirs Mill BRT would be part of a larger network.

Alternative 5B: Retained

Dave then described Alternative 5B. Alternative 5B would include new BRT service in a bidirectional BRT system. Where the existing right-of-way is constrained, Alternative 5B would consist of a single dedicated median lane, with buses travelling in both directions in that single lane. Buses would wait at stations for the approaching bus to pass, before moving into the one lane section. Where more right-of-way is available, there would be two dedicated median lanes.

The team decided to retain Alternative 5B because the service would be similar to the service provided in Alternative 4C, but there would be fewer impacts.

The following comments were discussed in response to Alternative 5B:

- Has a bidirectional BRT system been used elsewhere? A general public member stated that there may be one or two bidirectional systems in the United States. Another CAC member commented that a bidirectional system would be similar to ‘single-tracking’ along the WMATA Metrorail lines.
- Where would the stations be located? Dave and Karen described how the stations would be located in the median, on the far side of the intersection. There is typically dead space located across from the left turn lanes, so this area could be used for the stations.
- How would pedestrians access the stations? Pedestrians would have to use the crosswalks at the intersections to access the median stations.
- Could pedestrian bridges be included? Dave replied that pedestrian bridges could be included, although none have been studied at this point.
- If the station is on the far side of the intersection, the bus would have to wait at a red light, and then stop on the opposite side of the intersection immediately after getting a green light. Karen replied that the same thing could happen if the bus station was on the near side. The bus could have to stop at the station, and then wait at a red light.
- If these are articulated buses, where would the people board? Karen replied that articulated buses are 60-feet long with three doors. The stations would be long enough to accommodate all three doors.
- Would it be better to use a center platform? Karen replied that a center platform would require more widening because the BRT lanes would have to widen out to accommodate a center platform. With the side platforms, the station space is naturally created from the left turn lanes.

Alternative 6: Not Retained

Karen then described Alternative 6. Alternative 6 would include new BRT service in dedicated lanes along the curb, similar to Alternative 3. Alternative 6 was not retained due to the similarities with Alternative 3, which was retained.

The following comments were discussed in response to Alternative 6:

- Did you look at adding lanes on the inside (toward the median) instead of always widening to the outside? Karen replied that the median width varies so much due to the frequency of left turn lanes that it was not feasible to widen into the median for any significant length.
- On 16th Street in DC, the lane widths are not as wide as Veirs Mill Rd, and yet they still accommodate buses. Would SHA be willing to settle for lane widths less than 11 feet? Karen replied that SHA typically prefers 12 foot wide lanes. The team is using 11 foot wide lanes in the design of the alternatives to help narrow the footprint. Using 10 foot lanes may create safety concerns along an arterial with speeds around 35 or 40 miles per hour.

Alternatives Public Workshop:

Dave explained that a lot of the same materials presented to the CAC members on the Alternatives were presented at a Public Workshop in November 2013. Nearly 100 people attended the Workshop and there was general support for the project. The major concerns expressed by the public were related to the pedestrian crossings, the costs, and the property and environmental impacts.

Refinement and Evaluation of ARDS:

Karen gave a summary of the alternatives that were **retained (Alternatives 1, 2, 3, and 5B), being studied further (Alternatives 4A and 4B), and not retained (Alternatives 4C, 4D, and 6)**. She also gave an overview of the work that would be completed for each of the alternatives that were retained for

detailed study. The Alternatives retained for detailed study will be evaluated through more detailed engineering including horizontal and vertical alignments, right of way (ROW) and environmental impacts, cost analysis, traffic/ridership studies, and environmental analyses. The refinements will be continuing over the summer and some results of the refinements are anticipated to be ready for presentation at the next CAC meeting.

Open Discussion:

Denise then opened the floor for questions from the CAC members on anything that had been presented at the meeting. The following topics and comments were discussed:

- A CAC member asked for a chart that compares the alternatives? Karen responded that a chart will be given to the CAC members to compare the alternatives that have been retained once more detailed analysis is complete.
- Who makes the decision on which alternatives should be retained? Karen replied that SHA, Montgomery County, MTA and the technical team looked at parameters and used engineering judgment and reasonableness with regard to level of impacts and costs in order to select the retained alternatives.
- Are the County, the State and MTA looking only at Veirs Mill Road, or are they looking at this comprehensively? Joana replied that the Master Plan has 10 BRT corridors. Currently, Veirs Mill Road, MD 355 and US 29 are being studied and the New Hampshire Avenue study will be beginning soon. Joana added that the County is not able to do all 10 studies at once – it is a phased approach that will take time. Andrew Bing (Lead Facilitator) referenced the County's RTS website and the fall public workshops for MD 355 and US 29 if the CAC members are interested in the other corridors.
- A CAC member received a letter from SHA stating that field crews may need to enter her property. What field work is being done? Jamaica Arnold (SHA Project Manager) responded that as part of the environmental analysis, field personnel need to identify any existing environmental features such as streams or wetlands. That work may include soil samples, but mostly will be conducted from the roadway without having to enter private property. The letter was sent to about 650 property owners along Veirs Mill Road as a precautionary measure. Karen added that noise or air data collection could also occur.
- It took years to study the ICC. By the time it was built, the automobiles that were supposed to use it were not there. What is the timeline for BRT? Are we going to study it for people who need to use it? Karen responded that when we plan for infrastructure improvements, it is usually for 20 to 30 years in the future and not for today. The BRT projects are using 2040 as the horizon year. The Corridor Cities Transitway (CCT) is the furthest along of the bus rapid transit projects in Montgomery County. Compared to the other BRT corridors in the Master Plan, Veirs Mill Road is the furthest along. Andrew stated there are many steps that need to take place and public support plays a role as the projects are evaluated. Jamaica added the timeframe for SHA projects is typically 3 to 5 years for planning, 3 to 5 years to design and 3 to 5 years for construction – if all of the funding is in place.
- How long would it take to implement the Q9 bus service? Joana stated it would not take as long to implement as BRT would. The Q9 could be another approach if the County wants to implement something more quickly.
- Would the BRT projects be accelerated if the Purple Line is canceled? Joana responded that is unknown since we don't know where the funds would go.

Conclusion:

Denise thanked everyone for attending and asked the CAC members to email her with any more questions they may have as they consider the alternatives. In CAC Meeting #4, more detail will be presented on the alternatives that were retained. Denise encouraged the group to reference the website for updates and to stay informed on the status of the other BRT studies.

Meeting #4 will be held in September 2015. Once determined, the date and location will be emailed to the CAC members and posted to the County's website.

Additional comments by CAC members made via comment card or email after the meeting and prior to issuance of summary:

- Re: Offboard Payment System: RFID embedded cards that can be read through clothing where riders pass through a detector that “opens” and allows entry to a holding area. This is used at many ski areas for lifts and trams. You go through the scanner then wait for the lift/tram.
- Re: Naming of the system/study. The term “bus” should be eliminated. Taking the cue from rail transit, let the guideway type be the defining element, i.e., the road. Thus, analogous to rail transit, the service is “road” transit. Likewise, Bus Rapid Transit (BRT) becomes Road Rapid Transit (RRT).

For the same reason, the vehicle itself should be as unlike a traditional transit bus as possible. Most importantly the reciprocating engine (whether diesel, LNG, or CNG; and including hybrids) should be replaced by electric propulsion – as in rail systems. Battery-electric buses that are starting to see revenue service (e.g., New Flyer Xcelsior Electric Bus and Proterra Battery Electric) are ideal – although modern trolley-buses also are suitable. FTA has a capital grant program, TIGER, to encourage reduced energy consumption and pollution from public transit. A battery-electric system might be eligible for funding from that program.

MD 586/Veirs Mill Road Corridor Advisory Committee Meeting #4 Summary
Monday, September 21, 2015, 6:30 to 8:30 p.m.
Rockville Memorial Library
21 Maryland Avenue, Rockville, MD 20850

Attendees:

Members	
Mirza Donegan	Jessica Reynolds
Ethan Goffman	Michael A. Staiano
Jared Hautamaki	Thomas M. Strawbridge
Kathleen Hume	Mike Stein
Apologies	
Messanvi Richard Adjogah	Larry Finkelberg
James Agliata	Mary Means
Michael Audigé	Sara Moline
Galo A. Correa, Sr.	Philip C. Sossou
Timothy Crawford	Stacy L. Spann
D. Jonathan Fink	
Staff	
Facilitator – Denise Watkins, RK&K	Consultant Project Manager – Karen Kahl, RK&K
State Highway Administration Project Manager – Jamaica Arnold	Project Engineer – Dave Roberts, RK&K
State Highway Administration Community Outreach – Joe Harrison	Lead Facilitator – Andrew Bing, Kramer and Associates
Montgomery County DOT – Joana Conklin, Gary Erenrich, John Thomas. Rafael Olarte	Outreach Support/Scribe – Linda Moreland, Remline, Corp.
State Highway Administration – Tessa Young	Station Architects – Seth Garland, Bridget McCafferty, KGP Design Studio
Washington Metropolitan Area Transit Authority (WMATA) – Julie Hershorn, Ginger Murphy, Jerry Roberson, Yanira Rodriguez, André Stafford	
Public	
Rebecca Peele, Legislative Aide to Delegate Al Carr	Larry Cole, Maryland-National Capital Park and Planning Commission (M-NCPPC)

Handouts:

- Meeting #4 Agenda
- Meeting #3 Summary
- Meeting #4 Presentation
- WMATA Q9 Update Presentation
- Summary of Related Events and Opportunities

- WMATA Survey Flier

Introductions:

Denise Watkins, MD 586 CAC facilitator, welcomed everyone to CAC Meeting #4 for the MD 586 Veirs Mill Road Bus Rapid Transit (BRT) Study. She then had the CAC members and project staff members introduce themselves and explain their roles on the project. The general public then introduced themselves.

Denise reviewed the meeting format and agenda and told the group there will be an opportunity to ask questions during the summary at the end of the meeting. However, questions may be asked at any time during the presentation. She explained that questions from the general public may be asked at the end of the meeting if time permits. If there is no time at the end of the meeting for questions from the general public, a comment card may be filled out and submitted to Denise.

Denise mentioned a handout that summarized several events and opportunities for the CAC members, in particular a Purple Line Open House, County Executive Transit Task Force Forum, and a WMATA survey for the Q9 bus service. A flier for the survey was also distributed.

Purpose of the Meeting:

Denise explained that the purpose of the meeting is to provide information regarding the proposed WMATA Q9 service, to review the lane repurposing analysis that was conducted for Alternatives 4A and 4B, and to inform the CAC members about the various types of stations and the elements that are included in the areas around and at the stations.

WMATA Q9 MetroExtra Service:

Julie Hershorn, Manager of Metrobus Planning with WMATA, gave a presentation on the proposed Q9 MetroExtra Service. The Q9 would be a new limited stop route along Veirs Mill Road with service every 15 minutes. The money to fund the Q9 service would come from cost savings with the proposal to discontinue the segment between Wheaton and Silver Spring along the Q1, Q2, Q4, Q5, and Q6 routes. The C2 and C4 routes would also be adjusted as part of the State of Good Operations (SOGO) proposal. The proposed changes are expected to reduce travel times, increase reliability of the bus service, provide more capacity, and provide better productivity and overall system access.

The following comments and questions were discussed in response to the WMATA Q9 MetroExtra Service presentation:

- Q. How many riders are estimated to transfer from the Q service to the Y service and what is the cost to WMATA for providing the free transfer to the Red Line at Wheaton?
A. Julie responded that approximately 1,000 passengers would transfer to the Y service. Julie responded that there is no cost to provide the free transfer to the Red Line because the trains are already running with extra capacity. The free transfer would only apply to riders that travel between Wheaton and Silver Spring. In addition, riders have to be either coming from or going to a Q line bus in order to get the free transfer. Julie also mentioned that WMATA is working through all the possible scenarios to ensure that free transfer is used as intended and that there is no way to get around the system.

- Q. Why is it that with 9,000 riders a day on the Q line, there would only be 1,000 who would use the Wheaton to Silver Spring transfer?
A. Julie responded that those numbers are based on WMATA's origin-destination modeling. A lot of riders are already transferring at Wheaton, so these are only the people who are not transferring currently.
- Q. Is that because everybody gets on just past the Metro Station or is it because nobody is on the bus between those two. If you get on the bus most the time those people aren't going the whole route between Wheaton and Silver Spring. If they catch the bus at the Medical Center, how will that factor in the data as a rider?
A. Julie responded that if they are getting on at the Medical Center and getting off before they reach Wheaton station, they are not in this calculation.
- Q. How many people are expected to transfer to the Y service?
A. Julie replied that 1,000 people are expected to transfer to either rail or bus, but that WMATA does not have the detail on how many people would choose bus versus rail.
- Q. Wouldn't transferring to the Red Line add an extra half hour at least on most people's rides on weekends?
A. Julie explained that would probably not be the case because of all the traffic on Georgia Avenue between Wheaton and Silver Spring which affects the speed of the Q line bus operations in that segment. Julie added that another option is to transfer to the Y Line which currently has some extra capacity.
- Q. Would the Y lines have a problem trying to accommodate all the Q Line riders?
A. Julie responded that if the Y line becomes too crowded, they believe the riders will switch to rail.
- Q. Would the Q9 vehicles be articulated buses or regular buses?
A. Julie responded that the buses will be regular buses. However, they will be a different color and look different than the regular service. They would look like the bus on slide 10 of the WMATA presentation.
- Q. If the Wheaton elevator is out of service, how would handicapped riders transfer between the rail and bus services?
A. Julie responded that if the elevator is out of service, Metro will provide shuttle service.
- Q. How will these changes transition into the rapid transit system? Would it become the rapid transit system or operate beside rapid transit? Or would the Q9 be discontinued when BRT is implemented?
A. Gary Erenrich from Montgomery County responded that the goal is to move toward a BRT system. To some extent, implementing Q9 service is the first phase for implementing Alternative 2 (the TSM alternative). He explained that there are a lot of technologies available but no funds to implement them. He mentioned traffic signal priority (TSP), off board fare collection and the elimination of adding money to SmartTrip card on board as items that could be implemented if funds were available. These are part of a series of progressions that can lead to improved service, with the Q9 being the base.
- Q. What is load factor (referring to the appendix slide)?
A. Julie explained that the load factor explains how many people on the bus have a seat. A load factor of 1.2 indicates that some people are standing on the bus.

- Q. Instead of cutting all Q line service to Silver Spring, could some service remain in place?
 - A. Julie replied that WMATA can look at a phased approach, but the cost savings from reducing the Q service are what fund the Q9 service. WMATA is considering instituting the free rail transfer before the Q9 service starts to get users more familiar with the changes.

NEXT STEPS

Julie explained that the changes are part of the State of Good Operations Process. The Metro board held a public hearing last week, but are continuing to take input for those service changes until September 23. Julie encouraged the CAC members to complete the surveys and comment cards from WMATA if anyone wanted to provide input. The Metro board will vote on the whole package of State of Good Operations in the October/November timeframe.

Lane Repurposing: Alternatives 4A and 4B

Dave Roberts made a presentation on the lane repurposing analysis that was conducted to further analyze the possibility of retaining Alternatives 4A and 4B for further study. The results of the lane repurposing study showed that repurposing a general traffic lane to become a dedicated bus lane for the entire length of the project would not result in a greater person throughput than with no lane repurposing. For that reason, the team decided to not retain Alternatives 4A and 4B for further study. However, Dave noted that while lane repurposing along the entire corridor is not feasible, repurposing in smaller segments is an effective method for creating a dedicated bus lane and lane repurposing will be considered in the alternatives that were retained for detailed study.

Station Layout Overview

Seth Garland then gave an overview of the typical system elements located around the stations and at the stations. Seth also reviewed the various types of platforms, such as: median side, median center, and curb lane side.

The following comments and questions were discussed in response to the Station Layout presentation:

- Q. How are bicycles integrated into the BRT stations?
 - A. Seth responded that most BRT systems allow riders to bring bicycles on the bus. On articulated buses, there is usually an area near the node for storing the bicycles. Seth explained that bicycle racks on the front of the bus, such as the racks that many WMATA buses have, do not work well for BRT because the time it takes to load and unload the bicycles increases the dwell time of the bus at the station. Seth added that bicycle parking could also be incorporated at the stations.
- Q. How does the 14 inch platform height impact the bike lanes?
 - A. Seth explained that the slope to increase the curb height to 14 inches would be fairly shallow and it should not be an issue to move the bike up to the raised platform.
- Q. Have the locations of the station platforms been considered to reduce the required right of way?
 - A. Seth and Dave responded that the platform locations have been located to minimize the right of way impacts.

General Discussion

Joana Conklin from Montgomery County mentioned that the City of Rockville and Montgomery County have sent a letter to SHA requesting that no bike lanes be included in any of the alternatives within the City of Rockville limits. The City and County made the request to SHA because less right of way would be required without the bike lanes. In addition, the speeds along Veirs Mill Road create an unsafe cycling environment and the City and County believe that the service roads that run parallel to Veirs Mill Road would be better suited for the bicyclists to use. Joana will send a copy of the letter to Denise and she will forward it out to the CAC members.

Questions:

- Q. Would crossings and pathways be constructed between the service roads to make it easier for people riding bikes?
 - A. Joana replied that they haven't gotten that far but they can think about it. The City and County will work together on improvements to bike accommodation along the alternative routes should the State grant the bike waivers.
- Q. Are there any proposed bike sharing stations that will be installed along Veirs Mill Road?
 - A. Gary answered that a grant application for a bike share near Rockville Pike has been submitted and that there is no additional money for a bike share station along Veirs Mill Road. However, if additional bus service and other projects are implemented along Veirs Mill Road, installing bike share along the corridor may become a higher priority.

Conclusion:

Denise closed the meeting by stating that **Meeting #5 is anticipated to be in November or December 2015** and the agenda will include more information on the alternatives retained for detailed study. Once determined, the date and location will be emailed to the CAC members and posted to the County's website.

MD 586/Veirs Mill Road Corridor Advisory Committee Meeting #5 Summary
Wednesday, January 20, 2016, 6:30 p.m. to 8:30 p.m.
Montgomery County Executive Office Building, Auditorium
101 Monroe Street, Rockville, MD 20850

Attendees:

Members	
Messanvi Richard Adjogah	Michael A. Staiano
James Agliata	Mike Stein
Kathleen Hume	Thomas M. Strawbridge
Sara Moline	
Apologies	
Michel Audigé	Ethan Goffman
Galo A. Correa, Sr.	Jared Hautamaki
Timothy Crawford	Mary Means
Mirza Donegan	Jessica Reynolds
D. Jonathan Fink	Philip C. Sossou
Larry Finkelberg	Stacy L. Spann
Staff	
Facilitator – Denise Watkins	Consultant Project Manager – Karen Kahl, RK&K
State Highway Administration – Laura Barcena	Project Engineer – Dave Roberts, RK&K
Maryland Transit Administration Program Director – Jackie Seneschal	Lead Facilitator – Andrew Bing, Kramer and Associates
Maryland Transit Administration Deputy Program Director – Kyle Nembhard	Outreach Support/Scribe – Danielle Lloyd, Linda Moreland, Remline, Corp.
Montgomery County DOT – Joana Conklin, Tom Pogue, Ligia Moss, Raphael Olarte	
Public/Non-CAC Members	
Barry Gore, City of Rockville	Matthew Crooks, WMATA
Jamaica Arnold, WMATA	Julie Hershorn – WMATA
Andre Stafford, WMATA	

Handouts:

- Revised MD 586 CAC Staff Directory
- Meeting #4 Summary
- Meeting #5 Agenda
- Meeting #5 Presentation
- Overview Maps for Alternatives 1, 2, 3, and 5B

Introductions:

Denise Watkins, the MD 586 CAC facilitator, introduced herself and welcomed everyone to MD 586 Veirs Mill Road CAC Meeting #5. Following Denise's introduction, the Staff members introduced themselves and explained their roles on the project. Each CAC member then gave a brief introduction in which they described their interest in the project and if they were affiliated with an organization.

Denise gave a brief overview of the meeting's agenda and timeline for the evening.

BRT Project Management Update:

Joana Conklin, RTS Development Manager for Montgomery County Department of Transportation (MCDOT), briefed the group on the County Executive's decision to not go forward this year with creating an independent transit authority. There was not enough public support at this time for the initiative. However, MCDOT has been tasked to continue working with the state on all of the BRT study corridors. The County Executive also asked MCDOT to look at possible less expensive options that could be phased into operation over the short term with the intent to build up to the ultimate vision of BRT when the studies were completed and construction was authorized. Joana said that they will be making these recommendations to the County Executive in the next couple of months.

Joana was asked what the short-term options would consist of, and how much they would cost. She responded that they are just starting planning work, but options could possibly include priority transit service, traffic signal priority or other elements of BRT that can be implemented quickly at a low cost.

Goals and Objectives Presentation:

Joana Conklin briefly described the development of a series of goals and objectives for use in evaluating design alternatives associated with the County's Bus Rapid Transit System. She explained that the objectives should be measureable in order to determine how well the goals are met. Joana asked that CAC members submit any comments they have on these goals and objectives.

Recap of Meeting #4 / Update of WMATA Q9:

Denise Watkins, meeting facilitator, provided a brief recap of meeting #4. Julie Hershorn, WMATA/Metro, then brought the group up-to-date on the outcome of the Q9 MetroExtra Service Public Hearing. After extensive public outreach and comments, the Metro's State of Good Operations recommendations are to:

- Implement free Q line rail transfer as a 6-month pilot program. If it is successful, it will become permanent.
- Do not introduce MetroExtra Q9 service at this time because it could jeopardize the full BRT concept for the corridor.
- Do not truncate Q lines at Wheaton. Customer opposition was vocal and abundant. This was a component of the MetroExtra Q9 service proposal.

The following question was asked by a CAC member during this part of the presentation:

- *What are the differences between each Q line? Which stop is each number going to?* Andre Stafford, WMATA, explained that Q1 is basically the early morning service pattern; it operates between Silver Spring, Wheaton, through to Shady Grove, but not Montgomery College. Q2 is the same as Q1, except that it goes to the college. Q4 is a short pattern between Rockville and Silver Spring. Q5 runs between

Wheaton and Shady Grove, but does not serve the college. Q6 runs between Wheaton and Shady Grove and does serve the college.

Alternatives Retained for Detailed Study:

Denise Watkins explained that over the next three meetings the group will discuss the four alternatives that have been retained for detailed study (Alternative 1: No-Build; Alternative 2: Enhanced bus service with queue jumps; Alternative 3: New BRT service in dedicated curb lanes; and Alternative 5B: New BRT service in one bi-directional median lane or two dedicated median lanes). At tonight's meeting, the group would be reviewing Alternatives 1 and 2.

Karen Kahl, consultant project manager, provided a brief description of Alternative 1, the No-Build Alternative. Dave Roberts, project engineer, gave an overview of Alternative 2: Enhanced bus service with queue jumps.

The following CAC questions and comments arose in response to the presentation:

- *With Alternative 2 there is no investment in shelters, next bus information, etc.?* Dave responded that some enhanced bus stops, not necessarily full BRT platforms, are in the plan, as well as improved signage, larger shelters, next bus service information, and the possibility of off board fare collection.
- *By giving preference to the buses, wouldn't there be some loss for the automobiles/throughput?* Dave stated that a traffic analysis is underway that will analyze impacts to automobiles, traffic, throughput, and ridership.
- *Why is Alternative 2 so much more expensive than the WMATA Q9?* Dave responded that the team is looking for the best long-term solution. Karen stated that this project is different than WMATA's because it would involve new investments, whereas WMATA was looking to cut existing service to have money to reallocate to the new Q9 service. There is a possibility to overlay the funds with the Q9, with WMATA running the service. Additional capital would have to be contributed so the full Q service to Silver Spring would not be cut, as the public had recently indicated was important, and allow the project to be more than base level.
- *How will existing bike lanes be impacted?* Dave explained that right now there are no existing dedicated bike lanes. SHA's policy is to add a bike lane when the road is widened. With the queue jump lanes, the road is only widened for a short distance and providing a bike lane for that short distance does not always make sense. In Alternative 2, bike lanes were recommended wherever the roadway was widened and it was feasible to do so.

Review of Alternative 2 Maps

Karen and Dave sat down with the group and reviewed the plans for Alternative 2. Each map showed where the queue jump lanes would be implemented. Comments from CAC members were written on sticky notes and placed on the maps. The following comments/questions have been organized by intersection:

MD 28 (First Street) - A queue jump lane would be added westbound approaching MD 28.

- *What is the rule of thumb for travel time savings for each queue jump?* Based on experience with MetroExtra when designing the Q9, a 15 percent or six minute decrease in travel time in each direction is assumed. However, it would vary by trip and time of day.
- *Are there a lot of cars stopping at this intersection?* Traffic and turning movements will be evaluated at all intersections.

- *Add a bus shelter to improve stop, rather than queue jump.* Future meetings will have time dedicated to station prototypes and what elements are important.
- *At the next stop to the east, there are a lot of passengers so consider adding a bus shelter there.*
- *Need to provide heating/screening from elements and add shelters at all locations.*
- *How does signal priority work?* If the bus is sitting in the queue jump at a red light, the signal could give only that lane a green light so that the bus and right turning vehicles could pull out. If the light is green, then the bus makes its stop and continues. If the light is about to change to yellow as a bus is approaching, the signal could extend the green light to allow the bus to go through the intersection.
- *Need more protection - solar panels, tinted shelter glass.*

Edmonston Drive - Replace grass median in order to add queue jump lane on eastbound side.

- *Is there traffic progression along Veirs Mill Road? Are signal times today set by SHA?* The existing signals have likely already been optimized by SHA.
- *Heavy AM movement backs up; would these improvements be able to really help the bus?* The queue jump probably would not help at that location, but the traffic model would show whether it would or not.
- *Are the current signals smart signals?* Most signals are smart signals. They may not be at the more minor intersections, but most signals are timed differently for different points of the day to help effectively move traffic.
- *Has SHA evaluated timing in the corridor?* It is believed that SHA looks at all of the lights every two or three years, in an effort to optimize them.

Twinbrook Parkway - Both eastbound and westbound would have queue jumps. Eastbound would have its right lane remain the same width and be designated as a queue jump lane; westbound would need to be widened approaching the intersection in order to have a queue jump lane.

- *Safety concerns for bicyclists.* Bicyclists turning right would use the right lane; typically those going straight would remain adjacent to traffic.
- *Any discussion about adding a bike lane by apartments?* – Bike lanes are only added where improvements are being made.

Aspen Hill Road – There would be queue jump lanes both eastbound and westbound. The lanes are already there and they would just need to be restriped.

Parkland Drive – Widen to create a queue jump along westbound.

- *Turkey Branch Pedestrian Crossing - What is SHA doing?* Improving the pedestrian crossing is technically not part of this study. SHA will see if there are any proposed improvements at this location.
- *Montrose Parkway extended - when is it going to be built?* Joana stated that the project construction date is FY 2019 (which begins July of 2018).

Gridley Road and Randolph Road - Two consecutive queue jumps along westbound (at Randolph Road, then Gridley Road). There will need to be widening of the road to accommodate the queue jump lanes.

- *A lot of bus riders get on and off at the Randolph Road intersection. It is one of the biggest stops.*

MD 185 (Connecticut Avenue) - Queue jump lanes both eastbound and westbound. Along eastbound there would be widening into the grass median and along westbound there would be widening. The existing bus stop would be reconstructed.

- *Add shelters at the Connecticut Avenue bus stops north of Veirs Mill Road. There is a 1.5 mile stretch of Connecticut Avenue without one shelter.*

MD 193 (University Boulevard) – A small queue jump already exists today and it would be redesigned to be longer.

- *Add a second shelter – this is a very busy area.*

General Questions and Comments:

Some more general questions were asked over the course of the meeting without pertaining to specific agenda items:

- *It would help if you could quantify the benefits of each alternative and show how well they do or do not meet the goals and objectives.* Denise explained that at the third meeting, CAC Meeting #7, a lot of the impacts and benefits of the alternatives would be presented to the CAC members.
- *How is the final decision made?* Karen stated that the final decision is made by balancing all of the issues such as public input, costs, impacts and ridership projections, in order to select the best alternative.

Next Steps:

- The meeting summary will be posted to the website after it has been reviewed by the CAC members.
- Denise proposed an earlier start time and longer duration for Meeting #6 so all the information can be covered, since this meeting will be cover two BRT alternatives.
- Denise will send an email to the CAC members with links to all of the relevant information
- **Meeting #6 is scheduled for Wednesday, February 17th, 2016 (we are also setting a back-up snow date) from 6:00 p.m. to 9:00 p.m. in the Auditorium on the Lobby level of the Executive Office Building. If a CAC member cannot attend they may send a designated alternate. Please let Denise know if you cannot attend and the name of your alternate.**

MD 586/Veirs Mill Road Corridor Advisory Committee Meeting #6 Summary
Wednesday, February 17, 2016, 6:30-9:00 PM
Montgomery County Executive Office Building, Auditorium
101 Monroe Street, Rockville, MD 20850

Attendees:

Members	
Messanvi Richard Adjogah	Jessica Reynolds
James Agliata	Michael A. Staiano
Ethan Goffman	Mike Stein
Kathleen Hume	Thomas M. Strawbridge
Sara Moline	
Apologies	
Michel Audigé	Jared Hautamaki
Galo A. Correa, Sr.	Mary Means
Timothy Crawford	Jessica Reynolds
Mirza Donegan	Philip C. Sossou
D. Jonathan Fink	Stacy L. Spann
Larry Finkleberg	
Staff	
Facilitator – Denise Watkins	Consultant Project Manager – Karen Kahl, RK&K
State Highway Administration – Carole Delion	Project Engineer – Dave Roberts, RK&K
Montgomery County DOT – Joana Conklin, Michael Kinney, Ligia Moss, Tom Pogue	Lead Facilitator – Andrew Bing, Kramer and Associates
Maryland Transit Administration Program Director – Jackie Seneschal	Outreach Support/Scribe – Danielle Lloyd, Linda Moreland, Remline, Corp.
Maryland Transit Administration Deputy Program Director – Kyle Nembhard	
Public/Non-CAC Members	
Barry Gore, City of Rockville	Larry Cole, MNCPPC
Luisa Montero-Diaz, Mid County RSC	

Handouts:

- Revised MD 586 CAC Staff Directory
- Meeting #6 Agenda
- Meeting #5 Summary

Introductions:

Denise Watkins, the MD 586 CAC facilitator, introduced herself and welcomed everyone to CAC Meeting #6 for the MD 586/Veirs Mill Road Bus Rapid Transit (BRT) Study. Following Denise's introduction, the Staff members then introduced themselves and explained their roles on the project.

Denise gave an overview of the agenda and a brief recap of Meeting #5.

Traffic Signal Presentation:

Mike Kinney (MCDOT) gave an overview of the existing traffic signal system along Veirs Mill Road. While the traffic signals are owned by the State Highway Administration, they are maintained by Montgomery County. He explained that while signals are "smart," they are not yet adaptive. "Smart" signals include vehicle detection and have several different timing cycles depending on the time of day. Mike noted that the signals were re-timed within the last couple of years.

Questions and Concerns

- *What exactly is an adaptive system?* An adaptive system is one that operates on top of the existing traffic signal system. Using additional detection in advance of the traffic signal, it takes control of the traffic signals to ease congestion. Adaptive systems can make a large difference in overly congested corridors during peak hours.
- *Transit signal priority (TSP) is being considered for some of the alternatives retained for detailed study. Does anything like this already exist in Montgomery County, or where would you get that technology from?* MCDOT has been working with transit signal priority for 25 years. The signal system was updated between 2009 and 2012 and is now ready for transit signal priority. To install TSP, all that would need to be done is to purchase the software and hardware for the buses and roadside locations.

Discussion of Alternatives:

Denise Watkins explained that another meeting will be added to thoroughly review all the details for all of the alternatives. The topics in that meeting will include station prototype design and operations plans.

Dave Roberts gave a general refresher of the alternatives and how the alternatives were narrowed down to the smaller group of alternatives retained for detailed study (ARDS). The remainder of the meeting was spent going over the details of Alternatives 3 and 5B. These two alternatives involve BRT designs, as opposed to the No-Build and Transportation System Management alternatives that were reviewed at meeting #5.

Alternative 3:

Dave gave a more detailed description of Alternative 3. This alternative proposes a new BRT service in dedicated curb lanes, where feasible, and in mixed traffic otherwise. It also proposes new BRT stations at several intersections throughout the corridor. Alternative 3 includes bike lanes outside of the City of Rockville boundary wherever the roadway is widened and a bike lane can be provided without significantly increasing impacts. Bike lanes are not included within the City of Rockville per the request of the City and MCDOT due to estimated property impacts associated with adding the bike lanes, safety concerns, and the City's ability to add bike infrastructure on parallel city routes. Dave referenced the map the CAC members received at CAC Meeting #5 which shows the details of Alternative 3. Dave reminded the members that while the limits of the physical infrastructure improvements for all of the alternatives end at the Rockville metro station, the limits for

the proposed service extend north along MD 355 to Montgomery College. The operating plan calls for every 3rd bus to travel to Montgomery College.

Questions and Concerns

- *Still concerned about the bike lane; the best practices out there have bike lanes separate from traffic to draw in more riders. Is there any way you could separate the bike lanes along the route?* – The plan is for bike lanes to be located on the service roads within the City of Rockville, so there would be separation from Veirs Mill Road. Outside of the City, the SHA policy of providing a new bike lane within the roadway controls the design.
- *In Alternative 3, are you talking about moving the powerlines?* Yes, utilities would be relocated wherever they would be impacted. This is the case for Alternative 5B as well.
- *Do you have a comparison of all factors of outside lanes versus median lanes from previous projects like this?* A matrix comparing all of the factors and impacts of all of the alternatives will be presented in a future CAC meeting. From a BRT perspective, Alternative 5B is better because it provides dedicated bus lanes separated from the general traffic lanes. However, Alternative 3 would be less expensive because the road would not need to be completely reconstructed as it would in Alternative 5B.
- *What is the difference in the bus service from all of these alternatives and running the Q9?* The next CAC meeting is anticipated to cover the topic of bus operations in more detail. The BRT bus service would have 6 and 10 minute headways during the peak and off-peak times, respectively. The Q9 proposal includes 15 and 30 minute headways. The BRT also includes other amenities such as state-of-the-art vehicles, off-board fare collection, and upgraded stations that allow for level boarding.

Review of Alternative 3 Maps

Karen and Dave sat down with the group and reviewed the plans for Alternative 3. Each map showed the proposed physical infrastructure improvements. Comments from CAC members were written on sticky notes and placed on the maps. The following topics were discussed for the various locations throughout the corridor:

General Questions and Concerns

- *There are a lot of students who are only taking the bus from Shady Grove Station, are you coordinating that with 355?* Yes, that is being coordinated.
- *What kind of security, like sufficient street lighting, will help people get to bus stops safely?* That is a detail that will be evaluated in a later stage of the project.
- *So the unloading points would be at the corner?* Yes, all stations are located at intersection corners in order to prevent the bus from unexpectedly stopping in the lane in between intersections, which would occur if the stations were not located at intersection corners
- *Is right of way the main constraint when deciding where to go into mixed traffic?* Yes, right of way is the main constraint in providing dedicated lanes.
- *The MD 355 study is going on right now, so how will that affect the portion where the MD 586 buses are on MD 355?* Depending on the selected alternative from the MD 355 study, the MD 586 buses may be able to use a dedicated lane along MD 355. One of the main advantages of BRT is that it is flexible and the MD 586 buses could adapt to whichever alternative is selected for the MD 355 corridor, which could include dedicated or mixed traffic lanes. Andrew noted that there will be probably be open houses for the MD 355 study this spring.
- *Would buses ever be run more frequently for congestion ease?* As of right now that is not in the plan, but there is always an option to add more buses to the service.

- *What criteria are you using to decide where to put stations?* Station locations were chosen based on prior studies, which looked at ridership potential and land use. Stations were placed to minimize right of way impacts. The station stop locations could be revised based on the traffic models that analyze ridership. Station spacing is also important to maximize the ridership.
- *Would there be less local service with the BRT or would the BRT be in addition to the local service?* The BRT service would be in addition to the local service. Possible changes to the local service to optimize overall transit ridership are being analyzed, however.
- *Would the BRT use the existing bus stops?* No, new BRT stations would be installed in Alternatives 3 and 5B. In general, BRT stations are larger and include more amenities than a traditional bus stop. Amenities at a BRT station could include: canopy coverage, real-time information, seating, landscaping, art, off-board fare collection, and system maps.

Park Road BRT Station

- *Why mixed traffic and not dedicated lanes?* Right of way constraints do not allow for dedicated lanes.
- *Would buses run more frequently to the college?* This could be determined once the services are operating.
- *How will one get from the BRT station to the Metrorail station?* New sidewalk could be added, but that is a detail that would be evaluated at a future date.

Park Road EB BRT Station

- *How safe is this location? Is it well lit?* This will be evaluated in more detail in a later stage of the project.

First Street

- *Will there be right of way takes in this location?* Yes, property would be required to construct the queue jump at this location.

Nimitz Avenue

- *Are there any conflicts with Rockville Bike Plan?* The City of Rockville's Draft Bikeway Master Plan (2014) recommends a shared use path along Veirs Mill Road from Bradley Avenue to Twinbrook Parkway. Since Alternative 3 would include repurposing of the existing curb lane in this section and no additional widening, the recommended shared use path would not be precluded by the alternative. Alternative 5B would include widening in this area so the location of the shared use path would have to be coordinated with the City to ensure it is still viable if Alternative 5B is implemented.

Rock Creek Regional Park

- *Does it make sense to have a station at the bridge over Rock Creek?* A station at the bridge would result in a long walking distance from the nearest intersection, Twinbrook Parkway. A station is included at the intersection just east of the bridge, Aspen Hill Road.
- *How wide is eastbound shoulder through the park? Will it be used entirely for the bus?* The existing shoulder is about 13 feet wide and it would be repurposed into a bus only lane.

Twinbrook Parkway

- *Why keep the median? What if you removed the median and put in a left turn?* The median separates the service road from Veirs Mill Road and in many cases, the median width is not constant. In many places

where there is a wide median, it narrows shortly before or after so there is no real option to use the median space effectively.

Meadowhall Drive

- *Is there an opportunity for a bike lane?* Bike lanes were not added if no roadway widening was proposed. This location is also within the City of Rockville, where no bike lanes were provided as described earlier.
- *Could the station at Twinbrook Parkway be moved closer to the shopping center?* The team is looking at the possibility of moving the Twinbrook station to Atlantic Avenue. The City Planning Department is looking at the station locations in this area.

Aspen Hill Road

- *Where are the utility poles?* Between the sidewalk and road.
- *The station along westbound immediately after the light will back up traffic.* The right lane approaching the intersection is for right turners only, so only buses should be going straight through the intersection.

Turkey Branch Parkway

- *Are flashing lights going up at Turkey Branch?* SHA is working on a project to install overhead flashing yellow beacons with trail crossing warning signs for both directions at the Matthew Henson Trail crossing. Construction of the beacons is anticipated to start in late spring.

Randolph Road

- *Could there be corporate sponsorships of the bus stops?* This is a detail that will be looked at in a later stage of the project.
- *Could the westbound station be moved to west side intersection?* This would impact parking to the shopping center, but the team will consider this location.
- *The eastbound stop should be moved to the other side of the intersection because that is the corner used by the locals.* The business on the west side of the intersection would be displaced if the station is moved. The station is on the east side to minimize impacts.

Connecticut Avenue

- *Station location for WB side?* The team will consider moving the station to the other side of the intersection.
- *Are the BRT stations raised? Can local buses also use the stations?* The platforms will be 12-14 inches, which is higher than a normal curb. We are looking into whether local buses will be able to use the higher platforms.

Newport Mill Road

- *Why is the eastbound station on the east side of the road?* This layout resulted in fewer impacts.

Pendleton Drive

- *Can you use service roads for drop offs?* There could be room in the service roads for people to drop-off BRT riders.

- *What is the philosophy of balancing impacts with providing better service?* Generally, if there is an improvement that would put a company out of business, or impact several homes in a row, alternative options were evaluated to minimize those impacts.
- *Can you have fare machines at local stops?* WMATA is looking into off-board fare collection for the local bus stops.
- *How much would Alternative 3 cost?* The cost estimates are still being developed and will be presented in the comparison matrix at a future CAC meeting.

Georgia Avenue

- *Make sure you work with redevelopment at Wheaton Station.* The BRT could be modified to match any redevelopment at the Wheaton station, just as the existing local services would need to be modified to accommodate the changes.

Alternative 5B:

Dave gave an explanation of the alternative and how it differs from Alternative 3. Alternative 5B would include a dedicated bi-direction median lane between MD 28 and Twinbrook Parkway, and a two-lane dedicated median to Claridge Road. In all other segments, the BRT would operate in mixed traffic. The station locations are the same as Alternative 3 and the BRT would continue to Montgomery College as it would in Alternative 3.

Questions and Concerns:

- *What would happen if a bus breaks down in the one-lane section?* The bus drivers would likely be in constant communication with each other, so they would know if a one-lane section is not passable. If a bus is broken down in the one-lane section, buses in service could move to mixed traffic to avoid significant delays.
- *What would be the implications of weather and snow removal?* Alternative 5B would see more difficulties with things like snow removal due to the raised median between the BRT and general purpose lanes. Additional storm drains would be needed for drainage in the dedicated median sections.
- *Where there are currently median breaks, will they be closed?* Yes, any existing, unsignalized median break would be closed in Alternative 5B.
- *Would the median lanes be exclusive for the BRT buses?* Yes, the dedicated median lanes would only be used by BRT buses and local buses would continue to use the general purpose lanes.
- *The alternative takes away a lot of the existing grass medians. Is stormwater management being considered?* Yes, a drainage analysis was conducted and stormwater management facilities will be provided where feasible.
- *Do you have an estimated cost comparison for the alternatives?* Alternative 5B would be more expensive than Alternative 3. Cost estimates will be provided to the CAC at a future meeting.

Review of Alternative 5B Maps

MD 28

- *Would these properties be displacements?* Yes, those properties would likely be displaced.
- *Would a “walk” light be installed to help with crossing the intersection?* Yes, pedestrian signals would be installed at all signalized intersections if not already present.

Turkey Branch Parkway

- *This area is prone to flooding.* The team will look into this to see if SHA is aware of the problem.

Meeting Wrap Up:

The next meeting (Meeting #7) will include the topics of bus operations and BRT stations. Meeting #8 will include the side by side comparison of all the alternatives.

Comment Cards:

- Suggestion to move Twinbrook Station to Atlantic Ave. to keep people from walking across Twinbrook Parkway
- Suggestion to move Veirs Mill/Randolph Station in front of Stonybrook Square or Gridley Avenue
- Run Q9 more frequently starting before BRT
- Fund Q9 right now
- Option 5 flooding at Turkey Branch, crossing Park Road would need better lighting, night safety, disabled access from service roads

Next Steps:

- The meeting summary will be posted to the website after it has been reviewed by the CAC members
- **Meeting #7 is scheduled for Wednesday, April 13, 2016 from 6:30 – 8:30 PM in the 9th Floor Conference Room at the Executive Office Building.**

MD 586/Veirs Mill Road Corridor Advisory Committee Meeting #7 Summary
Wednesday, April 13, 2016, 6:30-8:30 PM
Montgomery County Executive Office Building, 9th Floor
101 Monroe Street, Rockville, MD 20850

Attendees:

Members	
Messanvi Richard Adjogah	Jared Hautamaki
Timothy Crawford	Kathleen Hume
D. Jonathan Fink	Sara Moline
Larry Finkelberg	Jessica Reynolds
Ethan Goffman	Michael A. Staiano
Apologies	
James Agliata	Philip C. Sossou
Michel Audigé	Stacy L. Spann
Galo A. Correa, Sr.	Mike Stein
Mirza Donegan	Thomas M. Strawbridge
Mary Means	
Staff	
Facilitator – Denise Watkins	Consultant Project Manager – Karen Kahl, RK&K
State Highway Administration – Laura Barcena	Project Engineer – Dave Roberts, RK&K
Montgomery County DOT – Joana Conklin, Tom Pogue, Ligia Moss	Lead Facilitator – Andrew Bing, Kramer and Associates
Maryland Transit Administration Program Director – Jackie Seneschal	Outreach Support/Scribe – Linda Moreland, Remline Corp
Maryland Transit Administration Deputy Program Director – Kyle Nembhard	KGP – Seth Garland, Jamie Lookabaugh
KFH – Sue Knapp	
Public/Non-CAC Members	
Al Carr, Delegate D18	Larry Cole, MNCPPC

Handouts:

- Meeting #7 Agenda
- Meeting #6 Summary
- Proposed Station Locations Map
- Meeting #7 Presentation



Introductions:

Denise Watkins, the MD 586 CAC facilitator, introduced herself and welcomed everyone to CAC Meeting #7 for the MD 586/Veirs Mill Road Bus Rapid Transit (BRT) Study. Following Denise's introduction, the staff members introduced themselves and explained their roles on the project.

Denise provided an overview of the agenda and a brief recap of Meeting #6.

County Executive Update:

Joana Conklin explained the letter, dated March 2, 2016, from County Executive Leggett that was sent to the County Council which talked about the plan for moving forward with BRT in the County. In the letter, the County Executive stated that the Veirs Mill Road BRT study will continue to move forward and a Locally Preferred Alternative (LPA) will be selected in Fiscal Year 2017.

The County Executive sent another letter to the Maryland Secretary of Transportation requesting \$1.8 million of additional funding over the next three years to fund WMATA operation of the Q9 Metrobus service during peak periods. The new Q9 service would be added on top of the existing services, with no changes to those existing services.

Questions and Concerns

- *Disagree with the Q9. Would it be more effective to adjust the current routes and patterns?*
This comment will be forwarded to WMATA for consideration.
- *I ride the Q routes and it is a little confusing because so many routes go the same places. Can that be reevaluated or readjusted to save money?*
The Q9 would be different than the existing services because it would be a limited stop service, which would make it quicker than traditional bus service. In addition, the Q9 would travel only between Rockville and Wheaton; no existing Q routes are limited to those two end stations.
- *Suggest renaming it to something that doesn't include a "Q;" this can get confusing. Maybe it could be named the Veirs Mill Express line.* This comment will be forwarded to WMATA for consideration.

Alternative Review:

Dave Roberts briefly reviewed the components of the BRT alternatives, which include the runningway, service plan and stations. Runningways were discussed in detail at CAC Meetings #5 and 6, and the service plans and stations will be discussed at tonight's meeting.

Dave then provided a brief overview of each of the four retained alternatives:

Alternative 1: No-build

Alternative 2: TSM alternative with enhanced bus service and queue jumps

Alternative 3: New BRT service in dedicated curb lanes (where feasible)

Alternative 5B: New BRT service in one bi-directional median lane or two dedicated median lanes

Service Plans:

An overview of bus service plans was provided by Sue Knapp. Bus service plans include bus headways (timing between consecutive buses), stations, hours of operation and the route. An overview of service characteristics for each alternative (except for no-build) was provided.

Alternative 2 would include an Express Bus Limited Service (WMATA Q9) with 12 stops. Service from Wheaton Metrorail station to Rockville Metrorail station would have 12 minute headways during peak periods and 15 minute off-peak with service running from 6 AM to midnight. Service from Rockville Metrorail station to Montgomery College would have 36 minute headways during peak periods and 45 minutes off-peak with service running from 8 AM to 10 PM.

Alternatives 3 and 5B would include a new BRT Service with 12 stations (curbside or median). Service from Wheaton Metrorail station to Rockville Metrorail station would have 6 minute headways during peak periods and 10 minute off-peak with service running from 6 AM to midnight. Service from Rockville Metrorail station to Montgomery College would have 18 minute headways during peak periods and 30 minutes off-peak with service running from 8 AM to 10 PM.

Questions and Concerns

- *Will the services run early and late enough for college students to get to and from school efficiently?*
We talked to the school and took their class times into consideration when planning the hours of operation, but adjustments could be made to meet the students' needs. The hours of operation of the service is one of the easiest elements to change once the service has been implemented.
- *Would the 12 station locations in Alternatives 3 and 5B be different than the current local stops?*
The goal is to have the BRT stations placed close to the local bus service stops. However, that is not finalized because the stations locations are still being discussed.
- *I teach at the Rockville campus and I have an 8:00 AM class so you need to look at revising the start time of the service.*

Sue gave a brief description of what the BRT vehicles could look like. Level floors, multiple doors for easy boarding, and comfortable interiors with room for wheelchairs and bicycles are all features that could be included on the BRT vehicles. Buses are typically articulated 60-foot vehicles with a capacity of 80-100 passengers.

Questions and Concerns

- *Can 40 foot buses be used off-peak?*
They could be used and they would be branded in the same manner as the articulated buses.

Station Location Discussion:

Karen Kahl provided information on station locations in the corridor. Two main considerations when thinking about locations are:

1. Placement in the corridor
2. Placement at the intersections

The current locations are based on previous studies and the *Countywide Transit Corridors Functional Master Plan*. When the team receives the projected ridership by station, those station locations will be evaluated to determine if any of them need to be changed or removed, or if any new stations should be added.

Karen explained that stations should be near high activity centers with a spacing of approximately 0.5 to 1.0 miles between stations. Stations should be located where riders can easily transfer from other transit services.

Current ridership numbers for the existing bus stops were reviewed. Barry Gore discussed the boardings and alightings at each of the current Q-line stops and then described potential stops that have been included in the City's master plan. The group discussed in detail the possibility of a BRT station at Atlantic Avenue and/or Twinbrook Parkway. The effects of moving one station on right-of-way impacts, access for residents, and station spacing were also discussed. The goal is to select station locations that generate ridership by serving major destinations without negatively affecting the adjacent properties.

Questions and Concerns

- *I'm concerned that people will not want to walk more than half a mile to the bus stop.*
The general rule of thumb in transit planning is that riders will walk 0.5 miles to access a rail station and 0.25 miles to access a bus stop, on average.
- *Population density should dictate station spacing more than just the 0.5-1.0 mile station spacing rule.*
Population density is one of the main factors in choosing station locations. However, people should not have to have to walk extreme distances to get to station locations.
- *Is the County considering zoning changes to encourage mixed use and higher density development in the future that would better support local bus and BRT services?*
There has been a discussion in the area Master Plan for the vicinity of Randolph Road and Veirs Mill Road intersection and some other smaller locations, but there is no goal to change the density corridor wide.
- *Locations need to be evaluated based on transfer locations and where people are going. Some riders will take the BRT for their entire ride, others will take the local their entire ride, and some may use a combination.*
- *Is the goal to keep the number of stops in Rockville capped at four?*
Four is not the maximum number of stops in Rockville. However, adding more stops would increase costs and lower the bus speeds.
- *In the Wheaton area, near Randolph, there is a parking lot that could be useful for a Park and Ride. Is that a consideration since it is about a halfway point?*
That isn't being considered for part of this study, but the comment will be kept for future consideration.
- *Some crosswalks near school areas where many children walk to school and cross the street have unmarked intersections and no signals.*
- *Cars are using "Bus Only" lanes without any enforcement by county officials.*

Karen briefly discussed station placement within intersections regarding near-side vs. far-side placement. She explained that they are looking to minimize property impacts while also keeping passengers safe. Three examples were discussed.

Station Prototype Discussion:

Jamie Lookabaugh provided an overview of the five different station prototypes that are being proposed among the retained alternatives:

- Enhanced Bus Stop- curbside stop with more amenities than a traditional bus stop
- Side Platform- 120' long curbside station
- Reduced Side Platform- 60' long curbside station
- Split Side Platform- 120' long median station with loading areas on one side
- Center Platform- 120' long median station with loading areas on both sides

Jamie described which station prototype would be used for each station location in each Alternative. She noted that there are many options with varying aesthetics and functionality.

Jamie provided an overview of canopy coverage at stations. Canopies are put in place for protection from the elements. The type and size of the canopy would depend on the level of ridership and costs. Longer wait and high ridership areas should have more coverage. Investment should be made to promote comfort and to attract additional riders.

There are safety concerns that if the canopy is too large it could be a distraction for drivers and may become a refuge for homeless people. In addition, the size can also be intrusive for property owners.

A brief overview was given of station amenities, such as seating, ticket vending machines, bicycle racks, artwork, etc. Amenities should be spread out at the station to avoid crowding.

Jamie led a brief discussion on the importance of branding and station identity.

Questions/Concerns

- *A minor level of distinction and branding will be helpful; however, people either ride the bus or they don't.*
- *Some of the alternatives will need signs and physical distinction because it is a separate service from the local service.*

The importance of technology and real time information displays/apps were discussed as these are beneficial to increasing ridership.

Questions/Concerns

- *The real-time information displays look good but are always wrong. If they are accurate, they are useful.*
- *Not everyone has the apps for their phones, so the signage is helpful and important.*

Meeting Wrap Up:

CAC members should email Denise with any additional feedback, questions, or comments. The team is anticipating a public open house in the fall. The next CAC meeting will be held prior to the open house.

Next Steps:

- The meeting summary will be posted to the website after it has been reviewed by the CAC members.
- Denise will send an email to the CAC members with links to all of the relevant information.
- **The date for Meeting #8 is TBD.**