



Attend the Public Meeting!

Request for Assistance

The Maryland Relay Service can assist teletype users at 7-1-1. Persons requiring assistance to participate, such as an interpreter for hearing or speech disabilities or assistance with the English language, should contact Ms. Jamaica Arnold by November 7, 2013, at the phone number or email address provided on page 3.

El servicio de transmision de Maryland puede ayudar a los usuarios de teletipos llamando al 7-1-1. Las personas que necesitan ayuda para participar (interpretes que asistan con dificultades auditivas o deficiencias del habla, o que brinden ayuda con el ingles) deberan comunicarse con la Sra. Jamaica Arnold antes del 7 noviembre de 2013.

WHEN:

Thursday,
November 21, 2013
*Snow Date: December 3, 2013
7:00 PM to 9:00 PM

WHERE:

Richard Montgomery High School - Cafeteria
205 Richard Montgomery Drive,
Rockville, MD 20852

*Meeting will be held on snow date if county public schools are closed or if the county's snow emergency plan is in effect.

SI DESEA UNA COPIA DE ESTE VOLANTE EN ESPANOL, POR FAVOR CONTACTARSE CON LA SRA. JAMAICA ARNOLD, GERENTE DE PROYECTO, LLAMANDO AL 410-545-8512 (GRATIS AL 1-800-548-5026), utilice este codigo QR para acceder via internet una copia traducida del volante, o visite nuestro sitio web en: www.roads.maryland.gov, y haga clic en Projects and Studies, SHA Projects Page, Montgomery County, MD 586 Veirs Mill Road.



QR Code for cell phone link to project page

Martin O'Malley, Governor
Anthony Brown, Lieutenant Governor
James T. Smith, Jr., Secretary
Melinda B. Peters, Administrator



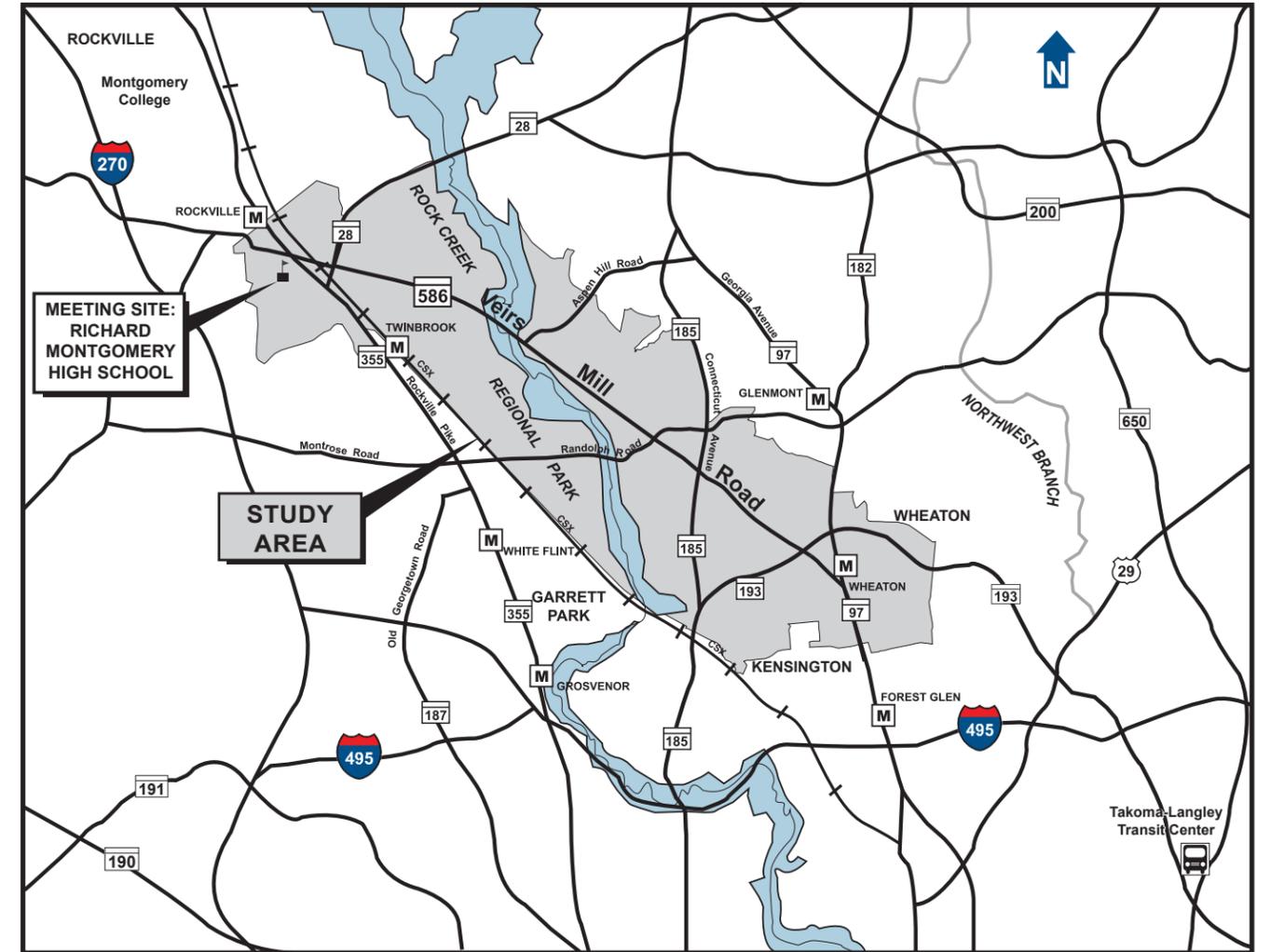
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MD 586 – Veirs Mill Road Bus Rapid Transit (BRT) Study from Rockville Metrorail Station to Wheaton Metrorail Station

MARYLAND
586

PROJECT NEWSLETTER • FALL 2013



Public Workshop Scheduled as MD 586 BRT Project Moves Forward

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

MCDOT, SHA, and MTA have scheduled an **Alternatives Public Workshop for Thursday, November 21, 2013, from 7:00 PM to 9:00 PM, at Richard Montgomery High School (cafeteria), 205 Richard Montgomery Drive, Rockville, MD 20852.** Members of the project team will 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 and written comments about the alternatives they would like the team to study in greater detail and to recommend the alternatives they would like the team to dismiss.

The workshop will be 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.**



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 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 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 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.
- **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.
- **Alternative 3, Enhanced Bus Service:** Would move existing bus service to dedicated lanes, where feasible. The dedicated lanes would be located in the curb lane and would be developed by repurposing existing travel lanes and shoulders (i.e., reserving those existing lanes and shoulders exclusively for the use of buses) or by roadway widening. Buses would continue to operate in mixed traffic where dedicated lanes are not feasible. Buses would use the same bus stops 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 in the median or curb lanes and created by repurposing existing travel lanes and/or shoulders or by roadway widening. 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 Median 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
- **Alternative 6: New BRT in Dedicated Lanes and Mixed Traffic:** Would provide new BRT service in addition to the existing local bus service and would operate in dedicated curb lanes created by lane repurposing or roadway widening. Buses would stop at new BRT stations instead of at existing bus stops. Buses would continue to operate in mixed traffic where dedicated lanes are not feasible.

Alternatives 3 through 6 include construction of bicycle-compatible curb lanes in both directions along the entire length of the project on Veirs Mills Road. 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.

How to Comment on the Project

We encourage your participation. Comment cards are available on the project website at: www.roads.maryland.gov. You may also submit comments to Ms. Jamaica Arnold, SHA Project Manager, by email at jarnold2@sha.state.md.us or provide them at the workshop. **The project team will evaluate your comments and consider them as the project moves forward.**

For More Information

For more information on this project, please visit SHA's website at www.roads.maryland.gov and click on **Projects & Studies, Transportation Projects Page, Montgomery County, MD 586 Veirs Mill Road**. You may also use the QR Code or contact:

Ms. Jamaica Arnold, Project Manager
Maryland State Highway Administration
707 N. Calvert Street, Mail Stop C-301
Baltimore, MD 21202
Telephone: 410-545-8512
Toll-free in Maryland: 1-800-548-5026
Email: jarnold2@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. 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

You may add your name to the project mailing list by submitting your information at the workshop or forwarding your information to Ms. Jamaica Arnold's email address.

Next Steps

- 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

