



WELCOME

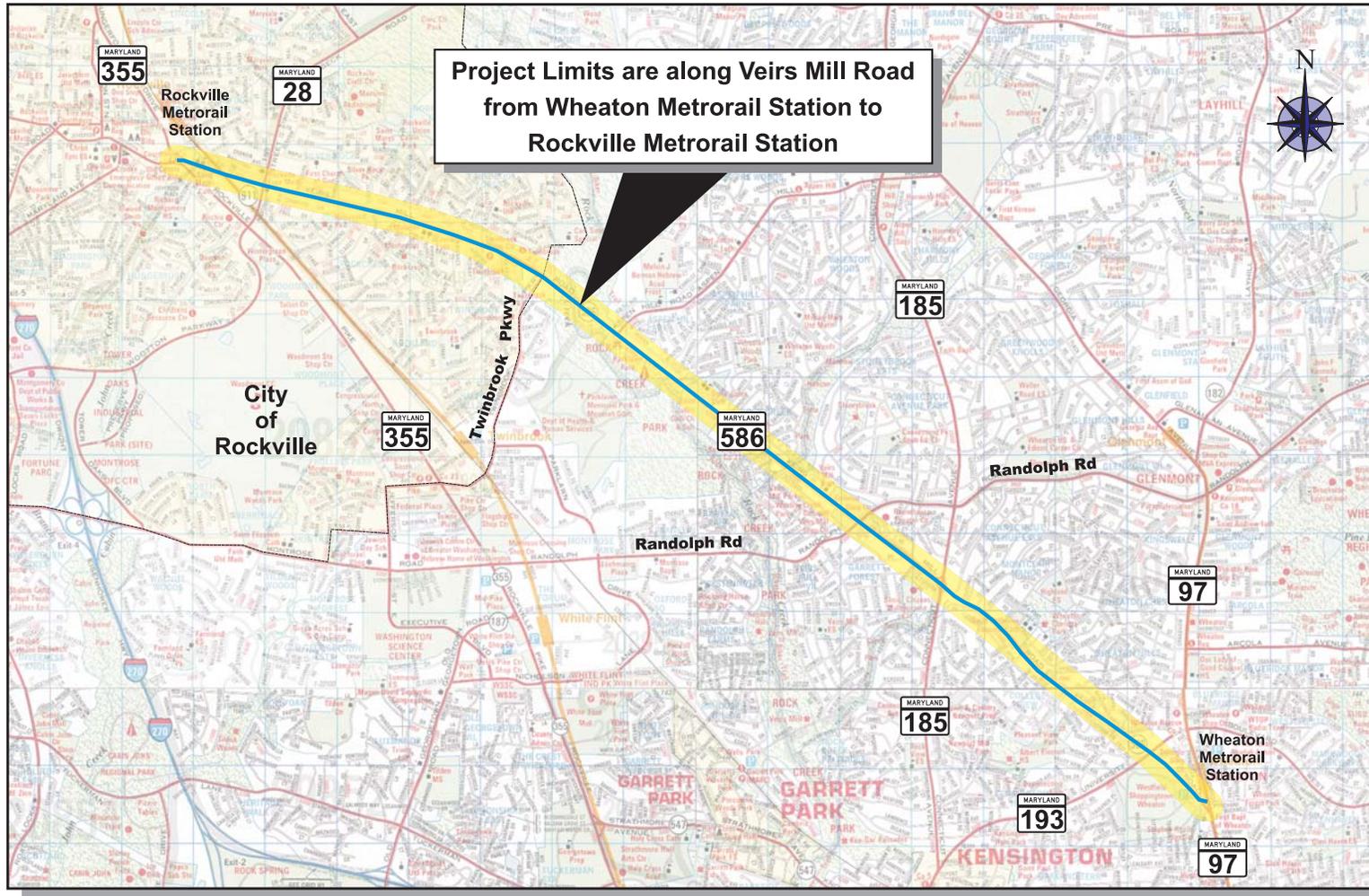


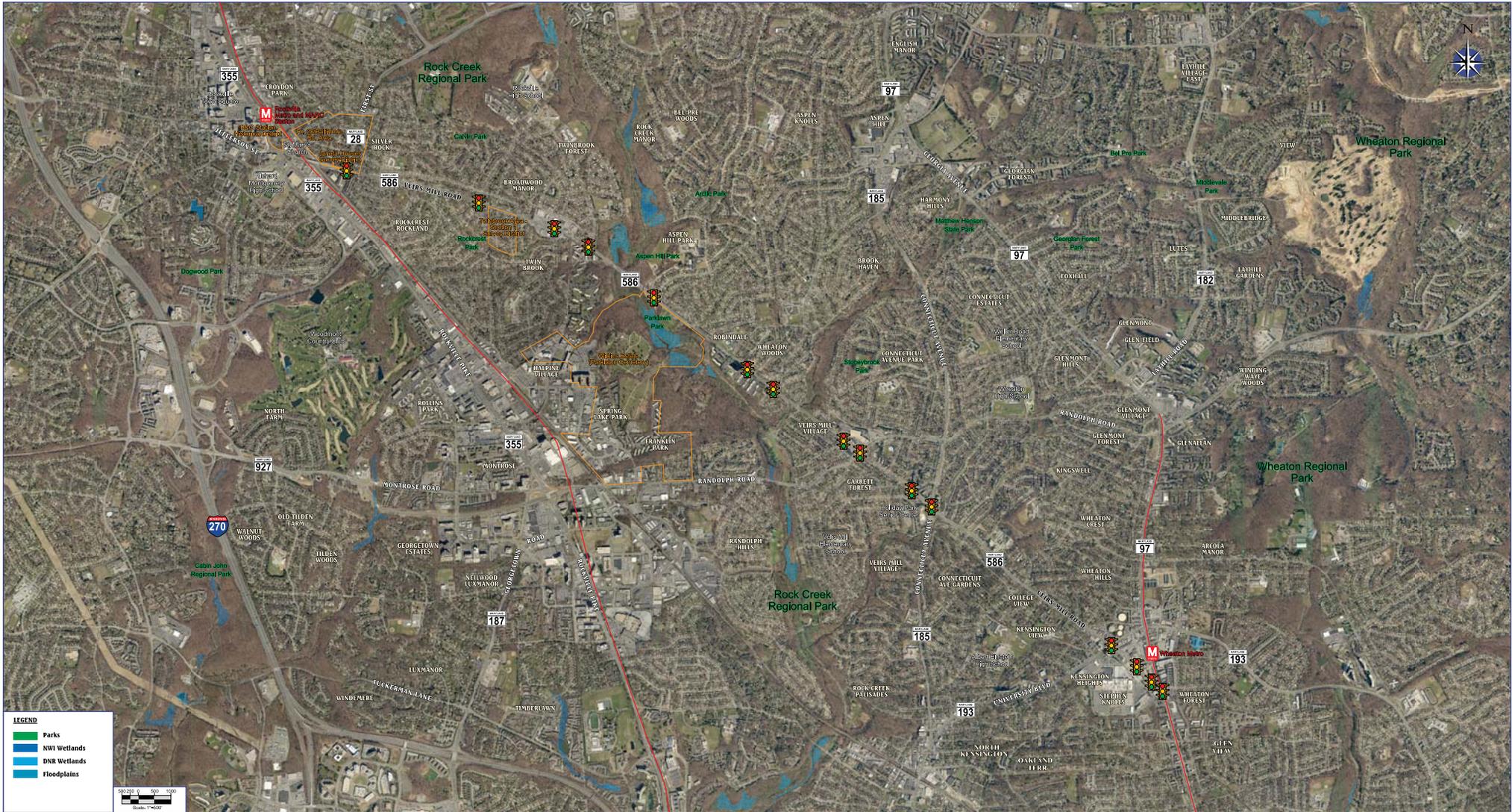
PURPOSE OF THE OPEN HOUSE

The purpose of the Veirs Mill Road Bus Rapid Transit (BRT) Open House is to:

- **Introduce the Veirs Mill Road BRT study**
- **Explain BRT**
- **Place the project in the broader context of other county BRT studies**
- **Obtain your project-related comments and concerns**
- **Present the next steps in the study process**

PROJECT LOCATION





WHERE DO YOU LIVE?



PURPOSE AND NEED

What is a Purpose and Need Statement?

- The purpose identifies the objectives that the project intends to achieve.
- The need describes the key problems that exist in the study area and the causes of those problems.
- As part of the National Environmental Policy Act, the Purpose and Need will help to:
 - Explain why the project is necessary
 - Establish criteria for evaluating alternatives, including the option of not doing the project (No Build Alternative)

Purpose and Need Summary for this Project

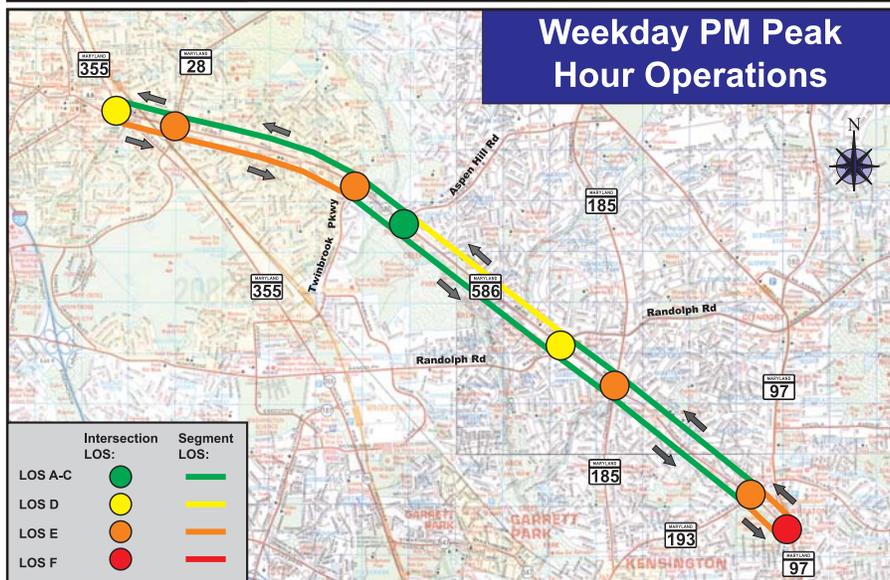
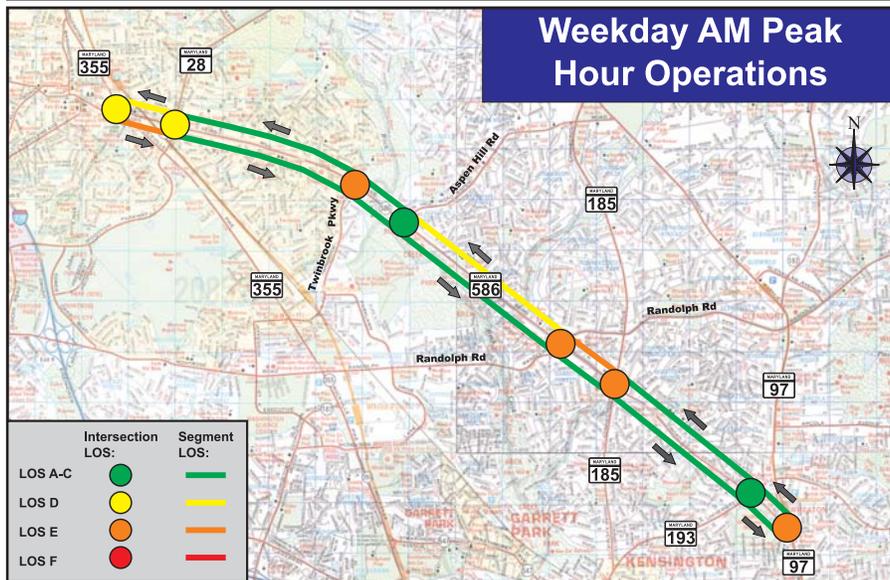
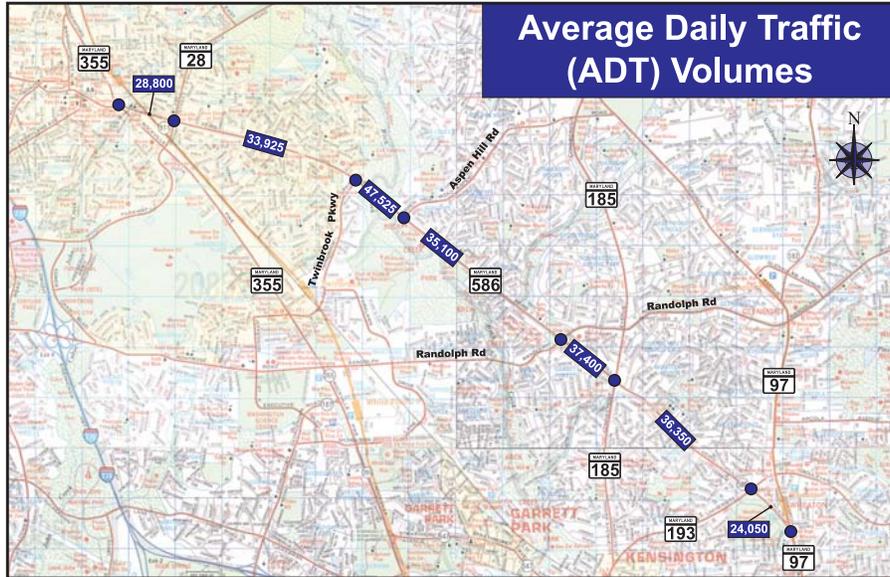
- Potential Purpose
 - Evaluate rapid, high-efficiency BRT service along Veirs Mill Road to help:
 - Improve connections between different types of transit
 - Reduce travel times for buses
 - Improve frequency and reliability of bus service
 - Provide alternate transportation choices
 - Improve safety for all users, especially pedestrians and bicyclists
- Potential Needs
 - Roadway congestion forecasted to increase
 - Long commute times
 - Lack of efficient, high-quality transit

EXISTING ROADWAY INFORMATION

- **Project length: 6.7 miles**
- **Project limits: Wheaton Metrorail Station to Rockville Metrorail Station**
- **Number of lanes: varies from 4 to 6 including some bus treatments**
- **Number of intersections with traffic signals: 15**
- **Number of intersections without traffic signals: 30+**
- **Range of Average Daily Traffic (ADT): 24,050 to 37,625 vehicles per day**
- **Bus service: Metro Bus and Ride-On**



EXISTING TRAFFIC VOLUMES & OPERATIONS (2011)

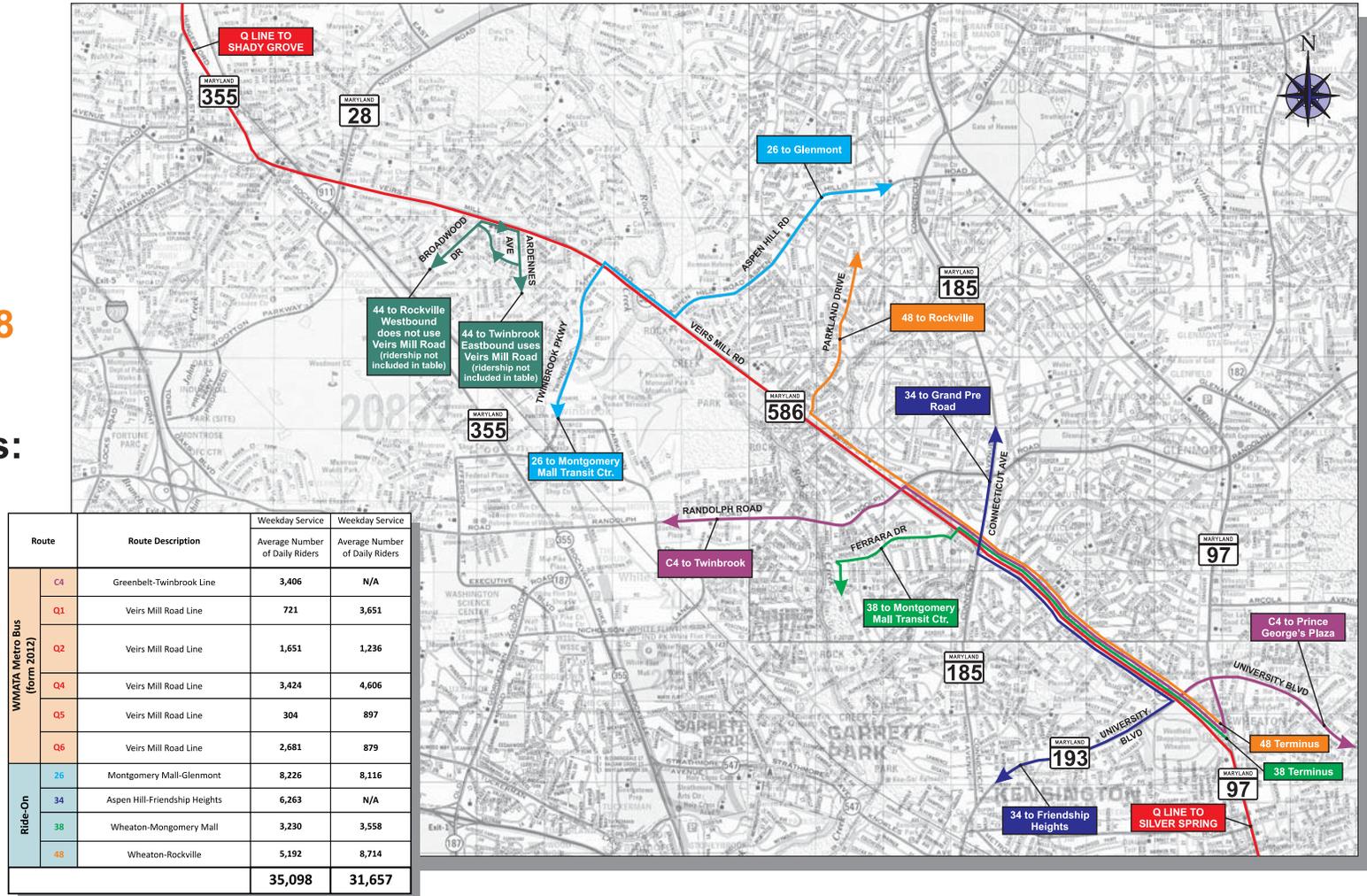


EXISTING TRANSIT OPERATIONS ALONG VEIRS MILL ROAD

- Metro Bus Routes:
Q1, Q2, Q4, Q5, Q6,
and **C4**

- Ride-On Routes:
26, 34, 38, 44 and **48**

- Frequency of buses:
10 to 30 minutes



BUS RAPID TRANSIT

What is BRT?

- Bus Rapid Transit (BRT) is a rapid mode of public transportation that combines the ride quality of rail transit with the flexibility and lower cost of bus service.
- BRT buses may operate in dedicated lanes that set them apart from other roadway traffic which reduces or eliminates delays.

What are some typical features of BRT?

- Attractive specialized buses
- Strong brand identity
- Enhanced stations
- Level boarding from platform to vehicle
- Off-vehicle ticketing/fare collection
- Local transfers with park-and-ride access

How does BRT differ from local bus service?

- Buses run all day in addition to local buses
- Time between buses is shorter
- Distance between stations is 1/2-mile to 1-mile
- Buses may operate in their own lane
- Buses may get priority at traffic signals
- Signs display time until next bus arrives

Successful BRT Systems in the USA



Eugene, OR



Phoenix, AZ



Boston, MA



Cleveland, OH



Albany, NY



Los Angeles, CA

PREVIOUS BRT STUDIES ALONG VEIRS MILL ROAD

- **1999: Montgomery County Department of Public Works and Transportation (DPWT) Application**
 - Prepared application to become part of the FTA BRT Demonstration program
- **2005: DPWT Phase 1 BRT Facility Planning Report**
 - Addressed purpose and need, costs and benefits, consideration of alternatives, and public relations
- **2011: MCDOT Countywide Bus Rapid Transit Study**
 - Tested the feasibility of a network system of BRT Routes to provide access to county activity centers utilizing existing roads



CURRENT STUDIES IN MONTGOMERY COUNTY

Rapid Transit Task Force Study

- Task Force formed in 2011 to develop plan for comprehensive transit system for Montgomery County
- Recommended 160-mile rapid transit vehicle (RTV) system
- System to be built in phases
- Recommended having dedicated RTV lanes

Countywide Transit Corridors

- Study by Maryland National Capital Park and Planning Commission (M-NCPPC)
- Will consider recommendations from the Transit Task Force BRT Study
- Identifies location of corridors, and recommends additional right-of-way for stations, intersections, and transitway
- Makes recommendations on the allocation of roadway space for traffic, transit, pedestrians, and bicycles
- Public meetings scheduled in October & December

MD 97 Georgia Avenue BRT Study

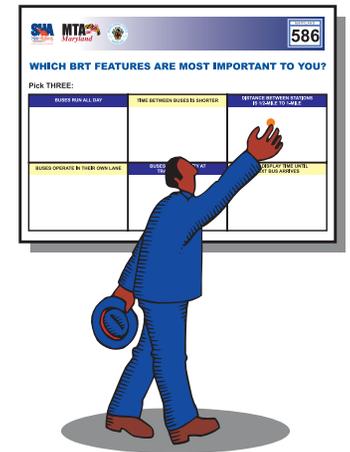
- Project proposes to improve transit service by evaluating new, high-efficiency bus transit service
- Project limits/length: 7 miles from Glenmont Metro Rail Station to MD 108 (Sandy Spring Road)
- Project schedule:
 - Open House in June 2012
 - Alternatives Public Workshop in Spring/Summer 2013



WE WANT TO HEAR FROM YOU

Please place your stickers beside the BRT features that are most important to you. You can use all of your stickers on one feature or distribute them among several choices.

This information will be considered as the project moves forward into the alternatives development stage.



Please speak to a team member if you have questions.



WHICH BRT FEATURES ARE MOST IMPORTANT TO YOU?

<p>BUSES RUN MORE FREQUENTLY THROUGHOUT THE DAY.</p>	<p>BUSES OPERATE IN THEIR OWN LANE AND DO NOT MIX WITH AUTOS.</p>	<p>BUSES ALLOWED TO MOVE THROUGH TRAFFIC SIGNALS WHILE AUTOS NEED TO WAIT LONGER FOR GREEN LIGHT.</p>
<p>BUSES ARE ATTRACTIVE AND SPECIFICALLY MADE FOR BRT SERVICE.</p>	<p>BUS STATIONS ARE LARGER AND MORE ATTRACTIVE THAN LOCAL BUS STOPS.</p>	<p>BUS STATIONS ARE 1/2 TO 1 MILE APART TO ALLOW FASTER SERVICE.</p>
<p>IMPROVE SAFETY FOR PEDESTRIANS AND BICYCLES USING BUS SERVICE.</p>	<p>RIDER COMFORT AND CONVENIENCE.</p>	<p>EASY, EFFICIENT TRANSFERS BETWEEN BUSES, METRO, AND FUTURE BRT.</p>

NEXT STEPS

2012

- **Develop Purpose and Need**
- **Develop Preliminary Alternatives**
- **Conduct Alternatives Public Workshop**

2013

- **Develop Detailed Alternatives**
- **Prepare Draft Environmental Document**
- **Conduct Public Hearing**

2014

- **Select Locally Preferred Alternative**
- **Initiate Preliminary Engineering**
- **Prepare Final Environmental Document**
- **Receive Environmental Approval for Project**



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